

2022 State Transportation Improvement Program (STIP)  
Regional Transportation Improvement Program (RTIP)  
*Imperial County*



December 2021

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IMPERIAL COUNTY  
TRANSPORTATION COMMISSION

1503 N. IMPERIAL AVE., SUITE 104  
EL CENTRO, CA 92243-2875  
PHONE: (760) 592-4494  
FAX: (760) 592-4410

December 10, 2021

Mr. Mitch Weiss  
Executive Director  
California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814

**SUBJECT: 2022 Regional Transportation Improvement Program Submittal**

Dear Mr. Weiss:

The Imperial County Transportation Commission (ICTC) is pleased to submit the Regional Transportation Improvement Program (RTIP) for the 2022 State Transportation Improvement Program (STIP). The 2022 RTIP was developed in cooperation with Caltrans District 11 and approved by ICTC on October 27, 2021.

The only proposed change to the adopted RTIP is to program an additional \$506,507 for Planning, Programming and Monitoring (PPM) from STIP Regional Improvement Program (RIP) funds and COVID STIP Relief Funds. The remaining available balance of \$10,821,642 (STIP RIP and COVID STIP Relief Funds) will be carried over for the Forrester Road improvement project.

The 2022 RTIP for Imperial County is consistent with the Southern California Association of Government's (SCAG) Connect SoCal 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy. If you have any questions, please contact me at (760) 592-4494.

Sincerely,

A handwritten signature in blue ink, appearing to read 'D. Aguirre'.

David Aguirre  
Interim Executive Director

c: Rambabu Bavirisetty, Caltrans Headquarters  
Gustavo Dallarda, Caltrans District 11  
Naresh Amatya, Southern California Association of Governments

**CITIES OF BRAWLEY, CALEXICO, CALIPATRIA, EL CENTRO, HOLTVILLE, IMPERIAL,  
WESTMORLAND, IMPERIAL IRRIGATION DISTRICT AND COUNTY OF IMPERIAL**

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# 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2022 RTIP)

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# **A. Overview and Schedule**

## **Section 1. Executive Summary**

Insert executive summary narrative in the text field below.

The Imperial County Transportation Commission (ICTC) approved the programming of \$506,507 for Planning, Programming and Monitoring (PPM) activities (\$394,000 from 2022 STIP RIP funds and \$112,507 from COVID STIP Relief Funds). The PPM funds will be programmed as follows: \$56,000 in FYs 2022-23 and 2023-24, and \$197,000 in FY 2025-26 and 2026-27 (amounts are rounded). The remaining available balance of \$10,821,642 (\$8,684,000 from STIP RIP and \$2,137,642 from COVID STIP Relief Funds) will be carried over for the Forrester Road improvement project.

## **Section 2. General Information**

Insert contact information in the text fields below.

- **Regional Agency Name**  
Imperial County Transportation Commission
  
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

**Regional Agency Website Link:**     <http://www.imperialctc.org>

**RTIP document link:**                 <http://www.imperialctc.org/stip/>

**RTP link:**                                 <https://scag.ca.gov/connect-socal>

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

Name             David Aguirre  
Title             Interim Executive Director  
Email             davidaguirre@imperialctc.org  
Telephone       760-592-4494

- **RTIP Manager Staff Contact Information**

Name             Virginia Mendoza                             Title     Program Manager  
Address          1503 N. Imperial Avenue, Suite 104  
City/State       El Centro, CA  
Zip Code         92243  
Email             viriniamendoza@imperialctc.org  
Telephone       760-592-4410                         Fax       760-592-4410

- **California Transportation Commission (CTC) Staff Contact Information**

Name             Teresa Favila                                     Title     Deputy Director  
Address          1120 N Street

City/State Sacramento, CA  
 Zip Code 95814  
 Email teresa.favila@catc.ca.gov  
 Telephone 916-653-2064 Fax 916-653-2134

**Section 3. Background of Regional Transportation Improvement Program (RTIP)**

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region’s transportation investments over a 20 to 25-year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency’s Historical and Current Approach to developing the RTIP

Provide narrative on your historical and current approach to developing the RTIP in the text field below.

RTIP projects are selected from a prioritized list of projects in adopted regional transportation Plans including the Imperial County Long Range Transportation Plan and the Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy.

**Section 4. Completion of Prior RTIP Projects (Required per Section 68)**

Provide narrative on projects completed between the adoption of the RTIP and the adoption of the previous RTIP in text field below as is required per Section 68 of the STIP Guidelines.

No RTIP projects have been completed between the adoption of the 2022 RTIP and the adoption of the previous 2020 RTIP.

Insert project information for completed projects in table below.

Project Name and Location	Description	Summary of Improvements/Benefits
NA		

## **Section 5. RTIP Outreach and Participation**

Insert dates below – Regional agencies can add rows to the schedule – Rows included below should remain for consistency.

### A. RTIP Development and Approval Schedule

<b>Action</b>	<b>Date</b>
CTC adopts Fund Estimate and Guidelines	August 18, 2021
Caltrans identifies State Highway Needs	September 15, 2021
Caltrans submits draft ITIP	October 15, 2021
CTC ITIP Hearing, North	November , 2021
CTC ITIP Hearing, South	November , 2021
Regional Agency adopts 2022 RTIP	RTPA Board Approval Date
Regions submit RTIP to CTC (postmark by)	December 15, 2021
Caltrans submits ITIP to CTC	December 15, 2021
CTC STIP Hearing, North	January 27, 2022
CTC STIP Hearing, South	February 3, 2022
CTC publishes staff recommendations	February 28, 2022
CTC Adopts 2022 STIP	March 23-24, 2022

### B. Public Participation/Project Selection Process

Provide narrative on your agency's public participation process and project selection process for your RTIP in the text field below.

ICTC staff worked with local agencies in Imperial County and Caltrans District 11 to develop the proposed 2020 RTIP for Imperial County. A RTIP/ITIP (STIP) consultation meeting between ICTC and Caltrans District 11 was held on August 24, 2021 to explore project programming opportunities for the 2022 STIP and beyond. The ICTC Management Committee and policy board approved the 2022 RTIP on October 13, 2021, and the ICTC policy board approved the 2022 RTIP on October 27, 2021. Both meetings were publicly noticed and open to the general public. No new capital projects were recommended or selected for funding except for continuing to fund ICTC PPM activities.

### C. Consultation with Caltrans District (Required per Section 17)

Insert the Caltrans District Number in the text field below.

Caltrans District: 11

Provide narrative on consultation with Caltrans District staff in the text field below as is required per Section 17 of the STIP Guidelines.

The 2022 STIP Consultation Meeting between ICTC staff and Caltrans District 11 staff was held on August 24, 2021 via video teleconference. The purpose of the meeting was to discuss the status of the Project Study Report for the Forrester Road project including potential future projects to be funded from Caltrans IIP funds. Caltrans noted that the Project Study Report for the Forrester Road is in process and that IIP funds for the 2022 STIP are limited. Both ICTC and Caltrans agreed that it is premature to program STIP funds for Forrester Road in the 2022 STIP

because the Project Study Report has not been completed and additional funding would be needed for the project. ICTC and Caltrans also agreed to explore potential projects that could be funded with Caltrans IIP funds in future STIP cycles. Therefore, the decision was to carryover the \$10,821,642 in STIP funds for a future STIP cycle and that ICTC would program \$506,507 (maximum amount permitted) for PPM in FYs 2022-23 through 2025-26.

**B. 2022 STIP Regional Funding Request**

**Section 6. 2022 STIP Regional Share and Request for Programming**

A. 2022 Regional Fund Share Per 2022 STIP Fund Estimate

Insert your agency’s target share per the STIP Fund Estimate in the text field below. COVID Relief shares should be listed separately from traditional STIP shares as they are being tracked separately.

The 2022 STIP Fund Estimate provides \$9,280,000 in STIP RIP formula share funds for ICTC-nominated projects that includes \$1,401,000 in carryover funds from the prior 2020 STIP cycle. Of the total amount, \$596,000 is available for ICTC staff PPM activities. **However, programming of additional PPM funds in the 2022 STIP is limited to \$394,000** because \$202,000 was programmed in the previous STIP cycle with funds from the current STIP cycle. In addition to the STIP RIP funds, ICTC has \$2,250,149 in COVID STIP Relief Funds available for programming. Of these funds, \$112,507 is available for PPM activities. Therefore, the total combined amount available for programming from these two STIP fund sources is \$11,530,149. Subtracting funds for PPM activities from the total produces a balance of \$10,821,642 for the next STIP project which is Forrester Road.

B. Summary of Requested Programming – Insert information in table below. Identify any proposals for the Advanced Project Development Element (APDE) share, if identified in the fund estimate, by including “(APDE)” after the project name and location. Identify requests to advance future county shares for a larger project by including “(Advance)” after the project name and location.

<b>Project Name and Location</b>	<b>Project Description</b>	<b>Requested RIP Amount</b>
Planning, Programming and Monitoring (PPM)	Planning and programming activities performed by ICTC staff and consultants	\$596,000

Note: In addition to the RIP funds, \$112,507 in COVID STIP Relief Funds is being programmed for a total of \$708,507 for PPM.

**2022 STIP Fund Estimate & COVID STIP Relief Funds**

<b>Funding Program</b>	<b>Total</b>	<b>PPM Programming Amounts</b>	<b>Available Balance for Forrester Road</b>
2022 STIP Fund Estimate	\$9,280,000	\$596,000	\$8,684,000
COVID STIP Relief Funds	\$2,250,149	\$112,507	\$2,137,642
<b>TOTAL</b>	<b>\$11,530,149</b>	<b>\$708,507</b>	<b>\$10,821,642</b>

**Table 2: PPM Funds Available for Programming**

<b>Funding Program</b>	<b>PPM Funds</b>	<b>Subtract PPM Funds Programmed in FY 2024-25</b>	<b>PPM Funds Available for Programming</b>
2022 STIP Fund Estimate	\$596,000	-\$202,000	\$394,000
COVID STIP Relief Funds	\$112,507	\$0	\$112,507
<b>TOTAL</b>	<b>\$708,507</b>	<b>-\$202,000</b>	<b>\$506,507</b>

**Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects**

Provide narrative on other funding included with the delivery of projects included in your RTIP. Discuss if project’s other funds will require Commission approval for non-proportional spending allowing for the expenditure of STIP funds before other funds (sometimes referred to as sequential spending).

No other funding is proposed or required for the PPM project listed in the table below.

Proposed 2020 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	STBG/CMAQ	COVID Relief Funds	Fund Source 2	Fund Source 3	
Planning, Programming and Monitoring (PPM)	1,000,000			112,000			1,112,000
<b>Totals</b>	1,000,000	-	-	112,000	-	-	1,112,000

**Notes:** PPM Total Project Cost consists of amounts programmed within the 2022 STIP five-year period from FY 2022/23 through FY 2026/27.

## **Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs**

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

If requesting ITIP funding, provide narrative on your request in the text field below. Or state that no ITIP funding was requested.

No ITIP funding was requested.

Include a discussion of what the region believes are the most significant interregional highway and intercity rail needs within the region (see section 20G).

In addition to completing projects currently under construction on the state highway system including reconstruction of the I-8/Imperial Avenue Interchange, Forrester Road is an important off-system interregional route in need of capacity and operational improvements. Forrester Road is one of Imperial County's most heavily travelled off-system routes and a vital north-south arterial running parallel to SR-111 that provides a key linkage to Riverside County (via SR-78/86), San Diego County (via I-8), and Mexico (via I-8, SR-7 and SR-98). Forrester Road lacks the capacity to serve existing and future needs for intraregional, interregional, and international travel. To alleviate congestion on Forrester Road and SR-111, ICTC and Caltrans are preparing a Project Study Report to address the needs of Forrester Road between I-8 and SR-78 which will likely include shoulder widening, passing lanes, intersection improvements, multimodal elements, and a bypass to the City of Westmorland.

## **Section 9. Projects Planned Within Multi-Modal Corridors**

Provide a description of the project's impact on other projects planned or underway within the corridor as required per Section 20 of the STIP Guidelines.

Since there are no capital projects proposed for the 2022 RTIP, there are no impacts to other projects planned or underway.

## **Section 10. Highways to Boulevards Conversion Pilot Program**

Identify potential state routes within the region that might be potential candidates for a highways to boulevards conversion pilot program (see section 20G).

Potential candidates for a Highways-to-Boulevards Conversion Pilot Program include:

- SR-86 from SR-111 to Countryside Drive, West Ralph Road to Calle Estrella, and east of Brandt Road to SR-78;
- SR-86 from Countryside Drive to Treshill Road;
- SR-111 from 2<sup>nd</sup> Street to SR-98.

## **C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP**

### **Section 11. Regional Level Performance Evaluation (per Section 19A of the guidelines)**

Provide an evaluation of system performance and how your RTIP furthers the goals of the region's RTP, and if applicable, your Sustainable Communities Strategy as required per Section 19A of the STIP Guidelines. Each region that is a Metropolitan Planning Organization (MPO) or within an MPO shall include an evaluation of overall (RTP level) performance using, as a baseline, the region's existing monitored data. To the extent relevant data and tools area available, the performance measures listed in Table B1 below may be reported.

Regions outside a MPO shall include any of the measures listed in Table B1 (below) that the region currently monitors. A region outside a MPO (or a small MPO) may request, and Caltrans shall provide, data on these measures relative to the state transportation system in that region.

As an alternative, a region outside a MPO (or a small MPO) may use the Performance Monitoring Indicators identified in the Rural Counties Task Force's Rural and Small Urban Transportation Planning study dated June 3, 2015. These include: Total Accident Cost, Total Transit Operating Cost per Revenue Mile, Total Distressed Lane Miles, and Land Use Efficiency (total developed land in acres per population).

The evaluation of overall performance shall include a qualitative or quantitative assessment of how effective the RTIP or the ITIP is in addressing or achieving the goals, objectives and standards which correspond to the relevant horizon years within the region's RTP or Caltrans ITSP that covers the 5-year STIP period. Caltrans' evaluation of the ITIP shall also address ITIP consistency with the RTPs.

In addition, each region with an adopted Sustainable Communities Strategy (SCS) or Alternate Planning Scenario (APS) shall include a discussion of how the RTIP relates to its SCS or APS. This will include a quantitative or qualitative assessment of how the RTIP will facilitate implementation of the SCS or APS and also identify any challenges the region is facing in implementing its SCS or APS. In a region served by a multi-county transportation planning organization, the report shall address the portion of the SCS or APS relevant to that region. As part of this discussion, each region shall identify any proposed or current STIP projects that are exempt from SB 375.

Because there are no existing or new capital projects proposed for the 2022 RTIP, the Imperial County 2022 RTIP does not impact system performance. However, the performance evaluation provided by the Southern California Association of Governments (SCAG) for the six county SCAG region is provided in Section 11 A on the next page.

A. Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).

**2022 STIP-RTIP SCAG Regional Level Performance Evaluation**

Pursuant to the State Transportation Improvement Program (STIP) guidelines recently adopted by the California Transportation Commission (Commission), the Southern California Association of Governments (SCAG) is pleased to submit the requested regional performance evaluation for SCAG region's 2022 STIP.

SCAG is the largest Metropolitan Planning Organization (MPO) in the country and the region is home to approximately 19 million Californians. SCAG region's STIP includes several, often partial projects included in SCAG's 2020 Regional Transportation Plan (RTP)/Sustainable Communities Strategies (SCS). The RTP/SCS meets the GHG targets established by the California Air Resources Board (CARB) pursuant to Senate Bill 375 (SB 375) specific to the SCAG region. Given these projects are drawn from the conforming RTP/SCS, it is reasonable to affirm that these STIP projects move the region towards the successful implementation of the RTP/SCS. Please note the following related to the 2022 STIP-RTIP:

- The STIP-RTIP does not include system wide preservation investments. As such, it does not impact asset conditions on the State Highway System (SHS), local roads, or transit assets. However, life-cycle costs are considered in the analysis for the capital projects proposed by these STIP-RTIP Submittals.
- This STIP-RTIP does not include land use strategies and only modest transit and active transportation investments. Therefore, mode shift impacts are negligible.
- The STIP-RTIP includes several highway projects, several involving pricing on High Occupancy Toll (HOT) lanes. These projects work best in tandem with SCAG's RTP/SCS Travel Demand Management (TDM) strategies. As such, TDM strategies are included in the analysis.
- The STIP-RTIP does not include smart land use strategies or other broad based pricing strategies (mileage based user charges) included in the RTP/SCS. Therefore, impacts on several measures in the STIP guidelines are not considered (e.g., percent of housing and jobs within 0.5 miles of transit stops with frequent transit service).

The STIP guidelines list a number of measures to report, depending on available data and tools. A brief summary of the analysis results for the applicable measures is provided below.

**Investment Effectiveness**

The 2022 STIP benefit/cost (B/C) analysis for the SCAG region utilizes the Cal-B/C model to calculate regional network benefits. It calculates and aggregates scenario benefits after travel impacts are evaluated using a regional travel demand model. The benefit/cost ratio compares the incremental benefits with the incremental costs of transportation investments. The benefits are divided into several general categories, including:

- Savings resulting from reduced travel delay;
- Accident cost savings;

- Air quality improvements; and
- Reductions in vehicle operating costs

For these categories, SCAG’s travel demand model results are used to estimate the benefits of the 2022 STIP *Build* planning scenario compared with the *No Build* planning scenario. Model data for the 2022 STIP were summarized to facilitate analysis. Consistent with the overall STIP performance evaluation, benefits associated with SCAG’s 2020 RTP/SCS TDM strategies are reflected in the analysis. Most of these benefits are a function of changes in Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT). Costs included in the analysis reflect estimates of lifecycle costs including capital and ongoing operations and maintenance costs. The 2022 STIP provides a regional network-level benefit/cost ratio of 5.54. Benefits and costs are estimated over the planning period of fifty years.

INVESTMENT ANALYSIS		SUMMARY RESULTS																																																
<b>Life-Cycle Costs (mil. \$)</b> \$1,065.1 <b>Life-Cycle Benefits (mil. \$)</b> \$5,900.5 <b>Net Present Value (mil. \$)</b> \$4,835.5  <b>Benefit / Cost Ratio:</b> 5.54  <b>Rate of Return on Investment:</b> n/a  <b>Payback Period:</b> n/a		<b>ITEMIZED BENEFITS (mil. \$)</b> <table border="1"> <thead> <tr> <th></th> <th>Total Over 20 Years</th> <th>Average Annual</th> </tr> </thead> <tbody> <tr> <td><b>Travel Time Savings</b></td> <td>\$5,022.7</td> <td>\$251.1</td> </tr> <tr> <td><b>Veh. Op. Cost Savings</b></td> <td>\$519.1</td> <td>\$26.0</td> </tr> <tr> <td><b>Accident Cost Savings</b></td> <td>\$148.9</td> <td>\$7.4</td> </tr> <tr> <td><b>Emission Cost Savings</b></td> <td>\$199.0</td> <td>\$10.0</td> </tr> <tr> <td><b>Other Cost Savings (e.g., residual value, journey quality)</b></td> <td>\$54.2</td> <td>\$2.7</td> </tr> <tr> <td><b>TOTAL BENEFITS</b></td> <td><b>\$5,943.9</b></td> <td><b>\$297.2</b></td> </tr> </tbody> </table>					Total Over 20 Years	Average Annual	<b>Travel Time Savings</b>	\$5,022.7	\$251.1	<b>Veh. Op. Cost Savings</b>	\$519.1	\$26.0	<b>Accident Cost Savings</b>	\$148.9	\$7.4	<b>Emission Cost Savings</b>	\$199.0	\$10.0	<b>Other Cost Savings (e.g., residual value, journey quality)</b>	\$54.2	\$2.7	<b>TOTAL BENEFITS</b>	<b>\$5,943.9</b>	<b>\$297.2</b>																								
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<b>Should benefit-cost results include:</b> 1) Induced Travel? (y/n) <input checked="" type="checkbox"/> Y <small>Default = Y</small> 2) Vehicle Operating Costs? (y/n) <input checked="" type="checkbox"/> Y <small>Default = Y</small> 3) Accident Costs? (y/n) <input checked="" type="checkbox"/> Y <small>Default = Y</small> 4) Vehicle Emissions? (y/n) <input checked="" type="checkbox"/> Y <small>includes value for CO<sub>2</sub>e Default = Y</small>		<b>EMISSIONS REDUCTION</b> <table border="1"> <thead> <tr> <th></th> <th colspan="2">Tons</th> <th colspan="2">Value (mil. \$)</th> </tr> <tr> <th></th> <th>Total Over 20 Years</th> <th>Average Annual</th> <th>Total Over 20 Years</th> <th>Average Annual</th> </tr> </thead> <tbody> <tr> <td><b>CO Emissions Saved</b></td> <td>5,333</td> <td>267</td> <td>\$0.5</td> <td>\$0.0</td> </tr> <tr> <td><b>CO<sub>2</sub> Emissions Saved</b></td> <td>2,812,521</td> <td>140,626</td> <td>\$76.8</td> <td>\$3.8</td> </tr> <tr> <td><b>NO<sub>x</sub> Emissions Saved</b></td> <td>3,444</td> <td>172</td> <td>\$101.0</td> <td>\$5.1</td> </tr> <tr> <td><b>PM<sub>10</sub> Emissions Saved</b></td> <td>31</td> <td>2</td> <td>\$9.0</td> <td>\$0.5</td> </tr> <tr> <td><b>PM<sub>2.5</sub> Emissions Saved</b></td> <td>29</td> <td>1</td> <td></td> <td></td> </tr> <tr> <td><b>SO<sub>x</sub> Emissions Saved</b></td> <td>25</td> <td>1</td> <td>\$2.4</td> <td>\$0.1</td> </tr> <tr> <td><b>VOC Emissions Saved</b></td> <td>644</td> <td>32</td> <td>\$1.4</td> <td>\$0.1</td> </tr> </tbody> </table>					Tons		Value (mil. \$)			Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual	<b>CO Emissions Saved</b>	5,333	267	\$0.5	\$0.0	<b>CO<sub>2</sub> Emissions Saved</b>	2,812,521	140,626	\$76.8	\$3.8	<b>NO<sub>x</sub> Emissions Saved</b>	3,444	172	\$101.0	\$5.1	<b>PM<sub>10</sub> Emissions Saved</b>	31	2	\$9.0	\$0.5	<b>PM<sub>2.5</sub> Emissions Saved</b>	29	1			<b>SO<sub>x</sub> Emissions Saved</b>	25	1	\$2.4	\$0.1	<b>VOC Emissions Saved</b>	644	32	\$1.4	\$0.1
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<b>VOC Emissions Saved</b>	644	32	\$1.4	\$0.1																																														
		<b>Person-Hours of Time Saved</b> 661,218,693 33,060,935 <b>Fatalities Avoided</b> n/a n/a <b>Injuries Avoided</b> n/a n/a <b>PDO Avoided</b> n/a n/a																																																

Please note that a regional travel demand model may not be as sensitive to individual project-level impacts. As such, this analysis is not necessarily comparable to the project-level assessments as the regional evaluation accounts for the complementary or duplicative benefits of combinations of projects with the scenarios modeled externally using SCAG’s regional travel demand model.

### VMT per Capita

Impacts are projected to reduce VMT per capita by 0.004 miles or 0.02 percent per day (compared to the 2045 No Build scenario as previously discussed)

### Percent of congested VMT at or below 35 mph

Impacts are projected to reduce congested VMT by 0.02 percent.

**Commute mode share (travel to work or school)**

Impacts are expected to maintain No Build scenario conditions.

**Asset Conditions (State Highway and Local Streets)**

Based on the 2018 California Asset Management Plan, 14.4 percent of the State Highway System (SHS) lane miles are in poor conditions. The average Pavement Condition Index (PCI) for the region's local roads is 70 based on the 2020 Statewide Local Streets and Roads Needs Assessment. The STIP does not impact asset conditions in this cycle.

**Percent of transit assets that have surpassed the FTA useful life period**

Not applicable

**Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)**

The full implementation of the region's STIP projects will improve travel time reliability since HOT lane implementations, auxiliary lanes, and interchange improvements have been shown to improve overall travel time reliability. However, it is not possible to estimate these impacts with current tools.

**Fatalities**

Not applicable

**Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service**

The full implementation of the region's STIP projects will maintain the No Build scenario percentage of housing and jobs within 0.5 miles of frequent transit service.

**Mean commute travel time (to work or school)**

Impacts are projected to maintain No Build scenario conditions.

**Change in acres of agricultural land**

Not applicable

**GHG Impacts**

CO2 emissions/capita are projected to be reduced by 0.001 pounds per capita daily.

The table on the next page summarizes the performance measures results as suggested by the RTP guidelines. Note that the table compares future conditions, as opposed to comparing to current condition, without the STIP-RTIP against future conditions with the STIP-RTIP. This allows for isolating the impacts of the STIP-RTIP without taking credit for other developments, such as improved fuel efficiencies or smart land use strategies.

**Table B2 Evaluation  
Cost-Effectiveness Indicators and Measures**

Goal	Indicator/Measure	Future Level of Performance (No Build planning scenario)		Projected Performance Improvement (2045)	
Congestion Reduction	Reduce Vehicle Miles Traveled/capita	20.679		Decrease in VMT per capita = 0.004 miles per day	
	Reduce Percent of congested VMT (at or below 35 mph)	7.79%		Reduction of 0.02%	
	Change in commute mode share (travel to work or school)	Travel to Work	Travel to School	Travel to Work: Maintains No Build scenario conditions.	Travel to School: Maintains No Build scenario conditions.
	Vehicle Trips Drive Alone	66.91%	9.96%		
	Vehicle Trips 2 Person Carpool	9.04%	1.49%		
	Vehicle Trips 3+ Person Carpool	6.52%	0.66%		
	Auto Passenger Trips	7.34%	52.71%		
	Transit Trips	6.03%	10.79%		
Non-Motorized Person Trips	4.16%	24.29%			
Infrastructure Condition	Reduce percent of distressed state highway lane-miles	Not applicable			
	Improve Pavement Condition Index (local streets and roads)	Not applicable		Not applicable	
	Reduce percent of highway bridge lane-miles in need of replacement or rehabilitation (sufficiency rating of 80 or below)	Not applicable		Not applicable	
	Reduce percent of transit assets that have surpassed the FTA useful life period	Not applicable		Not applicable	
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).	Future conditions cannot be modeled		Improvement cannot be modeled	
Safety	Reduce fatalities and serious injuries per capita (daily)	Not applicable		Not applicable	
	Reduce fatalities and serious injuries per VMT	Not applicable		Not applicable	
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	Household % = 59.81% Jobs % = 69.26%		Household % = No change Jobs % = No change	
	Reduce mean commute travel time (to work or school)	Auto Home Based Work = 27.74 mins Auto School = 10.28 mins Transit Home Based Work = 69.52 mins Transit School = 20.68 mins		Maintains No Build scenario conditions	
Environmental Sustainability	Change in acres of agricultural land	Not applicable		Not applicable	
	CO <sub>2</sub> emissions reduction per capita (daily)	9.383 lbs		Daily Reduction per capita = 0.001 lbs	

SCAG certifies that the proposed 2022 Regional Transportation Improvement Program is consistent with the current approved Regional Transportation Plan and Sustainable Communities Strategies.

### **Section 12. Regional and Statewide Benefits of RTIP**

Provide qualitative narrative on the Regional and Statewide benefits of RTIP in text field below.

See Section 11A above

## **D. Performance and Effectiveness of RTIP**

### **Section 13. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)**

See Section 11A.

### **Section 14. Project Specific Evaluation (Required per Section 19D)**

Each RTIP shall include a project specific benefit evaluation for each new project proposed that estimates its benefits to the regional system from changes to the built environment, including, but limited to the items listed on page 10 of the STIP Guidelines. A project level evaluation shall be submitted for projects for which construction is proposed if:

- The total amount of existing and proposed STIP for right-of-way and/or construction of the project is \$15 million or greater, or
- The total project cost is \$50 million or greater.

The project level benefit evaluation shall include a Caltrans generated benefit/cost estimate, including life cycle costs for projects proposed in the ITIP. For the RTIP, the regions may choose between the Caltrans estimate and their own estimate (explain why the Caltrans estimate was not used). The project level benefit evaluation must explain how the project is consistent with Executive Order B-30-15 (Climate Change), including a description of any actions taken to protect the state's most vulnerable populations. The evaluation shall be conducted by each region and by Caltrans before the RTIPs and the ITIP are submitted to the Commission for incorporation into the STIP.

Since there are no new projects proposed for the 2022 RTIP, the project level analysis does not apply.

## **E. Detailed Project Information**

### **Section 15. Overview of Projects Programmed with RIP Funding**

Provide summary of projects programmed with RIP funding including maps in the text field below as required per the STIP Guidelines.

Planning, Programming and Monitoring, the only project programmed with RIP funds, provides funding for planning and programming activities conducted by ICTC staff and ICTC consultants.



## **F. Appendices**

**Section 16. Projects Programming Request Forms**

**Section 17. Documentation of 2022 RTIP Approval**

**Section 16. Projects Programming Request Form**

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION  
**PROJECT PROGRAMMING REQUEST (PPR)**  
 PRG-0010 (REV 08/2020)

PPR ID  
 ePPR-6471-2021-0001 v1

Amendment (Existing Project)  YES  NO Date 12/21/2021 03:51:32

Programs  LPP-C  LPP-F  SCCP  TCEP  STIP  Other

District	EA	Project ID	PPNO	Nominating Agency	
11	212574	1121000134	7200	Imperial County Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Imperial					
				MPO	Element
				SCAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Virginia Mendoza			760-592-4494	virginiamendoza@imperialctc.org	

**Project Title**  
 Planning, Programming and Monitoring

**Location (Project Limits), Description (Scope of Work)**  
 Planning, Programming and Monitoring, Imperial County

Component	Implementing Agency
PA&ED	Imperial County Transportation Commission
PS&E	Imperial County Transportation Commission
Right of Way	Imperial County Transportation Commission
Construction	Imperial County Transportation Commission

**Legislative Districts**

Assembly: 80 Senate: 40 Congressional: 51

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	01/01/2017	01/01/2017
Circulate Draft Environmental Document Document Type	01/15/2017	01/15/2017
Draft Project Report		01/15/2017
End Environmental Phase (PA&ED Milestone)	02/28/2017	02/28/2017
Begin Design (PS&E) Phase		07/01/2022
End Design Phase (Ready to List for Advertisement Milestone)		07/01/2022
Begin Right of Way Phase		07/01/2022
End Right of Way Phase (Right of Way Certification Milestone)		07/01/2022
Begin Construction Phase (Contract Award Milestone)	07/01/2017	07/01/2022
End Construction Phase (Construction Contract Acceptance Milestone)	06/30/2025	06/30/2027
Begin Closeout Phase	07/01/2025	07/01/2027
End Closeout Phase (Closeout Report)	09/30/2025	09/30/2027

Date 12/21/2021 03:51:32

**Purpose and Need**

To conduct regional planning, programming, and monitoring activities for Imperial County including those required by federal and state rules and regulations.

NHS Improvements  YES  NO      Roadway Class NA      Reversible Lane Analysis  YES  NO  
 Inc. Sustainable Communities Strategy Goals  YES  NO      Reduce Greenhouse Gas Emissions  YES  NO

Project Outputs			
Category	Outputs	Traffic	Total

Additional Information

None

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
11	Imperial		212574	1121000134	7200

**Project Title**  
 Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									Imperial County Transportation Comm
PS&E									Imperial County Transportation Comm
R/W SUP (CT)									Imperial County Transportation Comm
CON SUP (CT)									Imperial County Transportation Comm
R/W									Imperial County Transportation Comm
CON	2,921	202	202	202	202			3,729	Imperial County Transportation Comm
<b>TOTAL</b>	<b>2,921</b>	<b>202</b>	<b>202</b>	<b>202</b>	<b>202</b>			<b>3,729</b>	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,921	202	258	258	202	197	197	4,235	
<b>TOTAL</b>	<b>2,921</b>	<b>202</b>	<b>258</b>	<b>258</b>	<b>202</b>	<b>197</b>	<b>197</b>	<b>4,235</b>	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.600.670
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Imperial County Transportation Comm
PS&E									\$100 CON voted 10/10/00
R/W SUP (CT)									\$100 CON voted 04/18/02
CON SUP (CT)									\$100 CON voted 06/03/02
R/W									\$300 CON voted 11/03/10
CON	2,921	202	202	202	202			3,729	\$300 CON voted 08/11/11
									\$300 CON voted 01/08/13
									\$300 CON voted 08/06/13
<b>TOTAL</b>	<b>2,921</b>	<b>202</b>	<b>202</b>	<b>202</b>	<b>202</b>			<b>3,729</b>	<b>\$300 CON voted 10/08/14</b>

Proposed Funding (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,921	202	202	202	202	197	197	4,123	
<b>TOTAL</b>	<b>2,921</b>	<b>202</b>	<b>202</b>	<b>202</b>	<b>202</b>	<b>197</b>	<b>197</b>	<b>4,123</b>	

Fund #2:	Other Fed - Coronavirus Response and Relief Supplemental Appro (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Imperial County Transportation Comm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									STIP COVID Relief Funds
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			56	56				112	
TOTAL			56	56				112	

Complete this page for amendments only					Date 12/21/2021 03:51:32	
District	County	Route	EA	Project ID	PPNO	
11	Imperial		212574	1121000134	7200	

**SECTION 1 - All Projects**

**Project Background**

The project will fund Planning, Programming, and Monitoring (PPM) activities.

**Programming Change Requested**

**Reason for Proposed Change**

Additional PPM funds have been made available from 2022 STIP RIP funds and COVID Relief funds.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

**Other Significant Information**

**SECTION 2 - For SB1 Project Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

NA

**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date
David Aguirre		Interim Executive Director	12/21/21

**SECTION 3 - All Projects**

**Attachments**

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

# PPR Project Location Map



## **Section 17. Documentation of 2022 RTIP Approval**



1503 N. IMPERIAL AVE., SUITE 104  
EL CENTRO, CA 92243-2875  
PHONE: (760) 592-4494  
FAX: (760) 592-4410

**COMMISSION**

**Minute Order Number 102721-8A**

The Imperial County Transportation Commission (ICTC) at their regular meeting on Wednesday, October 27, 2021, took the following action(s) regarding the **2022 State Transportation Improvement Program (STIP) Recommendations for Imperial County**

1. Approved the 2022 STIP Recommendations for Imperial County, requesting to fund Planning, Programming and Monitoring (PPM) activities in the following distributions:
  - a. Program a total of \$506,507 (\$394,000 from 2022 STIP RIP funds and \$112,507 from COVID STIP Relief Funds) for ICTC staff PPM activities as follows: \$98,000 in fiscal years 2022-23, 2023-24 and 2024-25, and \$212,507 in fiscal year 2025-26.
  - b. Carryover the remaining available balance of \$10,821,642 (\$8,684,000 from STIP RIP and \$2,137,642 from COVID STIP Relief Funds) for the Forrester Road improvement project.

I, Cristi Lerma, Secretary to the Imperial County Transportation Commission, certify that this is true of actions taken on the 27<sup>th</sup> day of October 2021 by the ICTC Board.

A handwritten signature in blue ink that reads 'Cristi Lerma'.

CRISTI LERMA  
SECRETARY TO THE COMMISSION

**CITIES OF BRAWLEY, CALEXICO, CALIPATRIA, EL CENTRO, HOLTVILLE, IMPERIAL, WESTMORLAND,  
IMPERIAL IRRIGATION DISTRICT AND COUNTY OF IMPERIAL**

T: Projects\Secretary to the Board\MO-102721-8A STIP