



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

MANAGEMENT COMMITTEE

REMOTE PARTICIPATION ONLY

Wednesday, January 13, 2021

10:30 A.M.

CHAIR: MARCELA PIEDRA

VICE CHAIR: TYLER SALCIDO

Individuals wishing accessibility accommodations at this meeting, under the Americans with Disabilities Act (ADA), may request such accommodations to aid hearing, visual, or mobility impairment by contacting ICTC offices at (760) 592-4494. Please note that 48 hours advance notice will be necessary to honor your request.

To participate on your computer via Zoom Meeting click on the following link:

<https://zoom.us/j/97522327108?pwd=RHVVCZW9kT1VmS3VSZUVPNGR0dHk0Zz09>

To Join the Meeting by Phone, use the following information:

Call in Number (669) 900-9128

Meeting ID: 975 2232 7108 #

Passcode: 017189 #

I. CALL TO ORDER AND ROLL CALL

II. EMERGENCY ITEMS

A. Discussion/Action of emergency items, if necessary.

III. PUBLIC COMMENTS

In compliance with the Governor's Order N-29-20, the meeting will be held telephonically and electronically. If members of the public wish to review the attachments or have any questions on any agenda item, please contact Cristi Lerma at 760-592-4494 or via email at cristilerma@imperialctc.org. Agenda and minutes are also available at: <http://www.imperialctc.org/meetings-&-agendas/management-committee/>. If any member of the public wishes to address the Committee, please submit written comments by 5 p.m. on Tuesday, January 12, 2021. Comments should not exceed three minutes on any item of interest not on the agenda within the jurisdiction of the Committee. The Committee will listen to all communication, but in compliance with the Brown Act, will not take any action on items that are not on the agenda.

IV. APPROVAL OF THE ICTC CONSENT CALENDAR

Approval of the consent calendar is recommended by the Executive Director

A.	Approval of Management Committee Draft Minutes:	September 9, 2020	Pages 5-24
B.	Receive and File:		
	1. ICTC Commission Minutes:	September 23, 2020	
	2. ICTC TAC Minutes:	November 11, 2020	
	3. ICTC SSTAC Minutes:	December 2, 2020	

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

V. ICTC INFORMATION CALENDAR

- A. 2019 Public Transit Fare Analysis – Report Findings and Recommendations Page 26
Presentation by Will Calves - AECOM

VI. ICTC ACTION CALENDAR

- A. Rotation of Chair and Vice-Chair Positions Page 44

It is requested that the Management Committee take any appropriate action in the consideration of the rotation and assignment of the two positions.

- B. State Route 78/Glamis Multiuse Grade Separated Crossing Feasibility Study Page 47

It is requested that the ICTC Management Committee forward this item to the Commission for their review and approval after public comment, if any:

1. Approve the State Route 78/Glamis Multiuse Grade Separated Crossing Feasibility Draft Study Report.

- C. Transportation Development Act (TDA) and Program Fiscal Audits for FY 2019-20 Page 50

It is requested that the ICTC Management Committee forward this item to the Commission for their review and approval after public comment, if any:

1. Receive and file the Transportation Development Act and other program fiscal audits for the Imperial County Transportation Commission, for FY 2019-20.
2. Direct staff to transmit the fiscal audits to the State Controller's Office.

VII. IVRMA ACTION CALENDAR

- A. IVRMA FY 2020-2021 Budget Amendment, #2 Page 93

It is requested that ICTC Management Committee forward this item to the IVRMA Board for review and approval after the receipt of public comment, if any:

1. Adopt the Budget Amendment #2

- B. IVRMA Non-Disposal Facility Element Amendment Page 96

It is requested that ICTC Management Committee forward this item to the IVRMA Board for review and approval after the receipt of public comment, if any:

1. Adopt IVRMA NDFE Amendment.

VIII. LTA DISCUSSION / ACTION CALENDAR

- A. Sales Tax Revenue Bond Refunding of 2012 Series A-E Enhanced Alternative with BARCLAYS Page 108

It is requested that ICTC Management Committee forward this item to the LTA Board for review and approval after the receipt of public comment, if any:

1. Approve the selection of the Barclays firm and the proposed Enhanced Alternative: Tax Exempt Forward Refunding.

IX. REPORTS

- A. ICTC/LTA/IVRMA Executive Director
 - See attached ICTC Executive Director Report Page 119
 - See attached IVRMA Program Report Page 125
- B. Southern California Association of Governments
 - See attached report Page 126
- C. California Department of Transportation – District 11
 - See attached report Page 136
- D. Committee Member Reports

X. NEXT MEETING DATE AND PLACE

- A. The next meeting of the Management Committee is scheduled on **Wednesday, February 10, 2021 at 10:30 a.m.**, via Zoom Meeting at the ICTC Offices at 1503 N. Imperial Ave., Suite 104, El Centro, CA 92243.

XI. ADJOURNMENT

- A. Motion to Adjourn

IV. CONSENT CALENDAR

IV. CONSENT CALENDAR

- A. Management Committee
Draft Minutes: September 9, 2020
- B. Receive and File:
 - 1. ICTC Commission Minutes:
September 23, 2020
 - 2. ICTC TAC Minutes:
November 11, 2020
 - 3. ICTC SSTAC Minutes:
December 2, 2020

**IMPERIAL COUNTY TRANSPORTATION COMMISSION
MANAGEMENT COMMITTEE
DRAFT MINUTES OF SEPTEMBER 9, 2020
10:30 a.m.**

VOTING MEMBERS PRESENT:

City of Brawley	Tyler Salcido
City of Calexico	Miguel Figueroa
City of Calipatria	Rom Medina
City of El Centro	Marcela Piedra
City of Holtville	Nick Wells
County of Imperial	Rebecca Terrazas-Baxter for Tony Rouhotas
County of Imperial	Esperanza Colio-Warren
ICTC	Mark Baza (Non-Voting)

STAFF PRESENT: David Aguirre, Cristi Lerma, Daveline Villasenor

OTHERS PRESENT: David Salgado: SCAG; Jose Ornelas, Hanh-Dung Khuu, Ben Guerrero, Bing Luu: Caltrans; Liz Zarate: City of El Centro

The following minutes are listed as they were acted upon by the Imperial County Transportation Commission Management Committee and as listed on the agenda for the meeting held Wednesday, September 9, 2020 together with staff reports and related documents attached thereto and incorporated therein by reference.

I. CALL TO ORDER AND ROLL CALL

Chair Piedra called the Committee meeting to order at 10:38 a.m., roll call was taken and a quorum was present.

II. EMERGENCY ITEMS

- A. Donation Acceptance Agreement between U. S. General Services Administration (GSA) and Imperial County Transportation Commission (ICTC) for the Calexico East Port of Entry Bridge Widening Project

A motion was made by Wells and seconded by Colio-Warren to accept the emergency item. Roll call was taken:

Agency	Roll Call
City of Brawley	Yes
City of Calipatria	Yes
City of Calexico	Yes
City of El Centro	Yes
City of Holtville	Yes
City of Imperial	Absent
County of Imperial Baxter	Yes
County of Imperial Warren	Yes
City of Westmorland	Absent
Imperial Irrigation District	Absent

Motion carried unanimously.

Mr. Baza stated that the Imperial County Transportation Commission, in coordination with

General Services Administration (GSA-Owner of the bridge); and, in partnership with the Federal Highway Administration (FHWA) and Caltrans will facilitate and deliver the Calexico East Port of Entry (POE) bridge widening over the All-American Canal. The project will improve traffic flow to the existing U.S. federal primary inspection booths, reduce delays, idling times, and improve air quality emissions.

The attached Donation Acceptance Agreement outlines the principles, terms and conditions that will govern the proposed donation to GSA for the base work to widen the bridge and the optional work described in the approved Project Report, Environmental Document and Request for Qualifications. The agreement defines and establishes the joint project management framework, membership, roles, and responsibilities of the GSA and ICTC project teams through to completion.

The ICTC Management Committee met on September 9, 2020 and forwarded this item to the Commission for their review and approval after the receipt of public comment, if any:

1. Authorized the Chairman to sign the Donation Acceptance Agreement between U. S. General Services Administration (GSA) and Imperial County Transportation Commission (ICTC) for the Calexico East Port of Entry Bridge Widening Project

A motion was made by [Wells](#) and seconded by [Colio-Warren](#). Roll call was taken:

Agency	Roll Call
City of Brawley	Yes
City of Calipatria	Yes
City of Calexico	Yes
City of El Centro	Yes
City of Holtville	Yes
City of Imperial	Absent
County of Imperial Baxter	Yes
County of Imperial Warren	Yes
City of Westmorland	Absent
Imperial Irrigation District	Absent

Motion carried unanimously.

III. PUBLIC COMMENTS

There were none.

IV. CONSENT ITEMS

A motion was made by [Medina](#) seconded by [Piedra](#) to approve the consent calendar as presented; Roll call was taken:

Agency	Roll Call
City of Brawley	Yes
City of Calipatria	Yes
City of Calexico	Yes
City of El Centro	Yes
City of Holtville	Yes
City of Imperial	Absent
County of Imperial Baxter	Yes
County of Imperial Warren	Yes

City of Westmorland	Absent
Imperial Irrigation District	Absent

Motion carried unanimously.

- A. Approved Management Committee Draft Minutes: June 10, 2020
- B. Received and Filed:
 - 1. ICTC Commission Minutes: June 24, 2020
 - 2. ICTC TAC Minutes: July 23, 2020
 - 3. ICTC SSTAC Minutes: June 3, 2020
- C. 2021 Active Transportation Program Regional Guidelines
 - 1. Approved the following methodology for assigning points of the 2021 Active Transportation Program Regional Guidelines:
 - a. 20 points for projects that have been identified in an adopted local and/or regional plan; and
 - b. Zero points for projects that have not been identified in an adopted local and/or regional plan.
- D. State of Good Repair Grant Program, FY 2020-21
 - 1. Approved the attached resolution authorizing the Executive Director or his designee to take any actions necessary on behalf of the ICTC for the purposes of obtaining FY 2020-21 financial assistance, provided by the State of California Department of Transportation under the State of Good Repair Grant Program.

V. REPORTS

- A. ICTC Executive Director
Mr. Baza provided updates from the report on page 28 of the agenda with a focus on items 1, 2, and 6.
- B. Southern California Association of Governments (SCAG)
Mr. Salgado provided updates from the report on page 36 of the agenda with a focus on items 1-4.
- C. Caltrans Department of Transportation – District 11
Caltrans updates were provided from the report on page 43 of the agenda by Ms. Khuu with an emphasis Traffic.

Ms. Piedra stated that she is appreciative of all the hard work from Caltrans on the Imperial Ave. / I-8 Project. Patrick Jenkins in the new Program Manager.

Mr. Baza stated that Al Herrera from Caltrans has been assigned to oversee Imperial County by Gustavo Dallarda.
- D. Committee Member Reports
- There were no updates.

VI. INFORMATION CALENDAR

- A. IVRMA Program Report
The IVRMA program report was presented by Ms. Villasenor. A full report is on page 56 of the agenda.

- B. LTA 2012 Refunding Opportunity Update
Mr. Baza and Ms. Vargas provided an update to the current refunding process. Ms. Vargas stated that due to COVID-19 we were waiting to see number stabilize. We will proceed with the refunding since there will be cost savings at this time. Ms. Piedra asked what Ms. Vargas envisioned the credit rating to be; Ms. Vargas responded with A- overall.

VII. ACTION CALENDAR

- A. IVRMA FY 2020-21 Budget, Amendment #1

It was requested that the ICTC Management Committee forward this item to the IVRMA Board for their review and approval after the receipt of public comment, if any:

- 1. Approved the FY 2020-2021 IVRMA Budget, Amendment #1

A motion was made by [Terrazas-Baxter](#) seconded by [Salcido](#). Roll call was taken:

Agency	Roll Call
City of Brawley	Yes
City of Calipatria	Yes
City of Calexico	Yes
City of El Centro	Yes
City of Holtville	Yes
City of Imperial	Absent
County of Imperial Baxter	Yes
County of Imperial Warren	Yes
City of Westmorland	Absent
Imperial Irrigation District	Absent

Motion carried unanimously.

- B. Coordinated Public Transit – Human Services Transportation Plan Update – Award Recommendation

It was requested that ICTC Management Committee forward this item to the Commission for review and approval after the receipt of public comment, if any:

- 1. Approved the award of the Agreement for the Coordinated Public Transit – Human Services Transportation Plan Update to *Moore and Associates* in the amount of \$74,293.46.
- 2. Authorized the Chairperson to sign the agreement.

A motion was made by [Colio-Warren](#) seconded by [Wells](#). Roll call was taken:

Agency	Roll Call
City of Brawley	Yes
City of Calipatria	Yes
City of Calexico	Yes
City of El Centro	Yes
City of Holtville	Yes
City of Imperial	Absent
County of Imperial Baxter	Yes
County of Imperial Warren	Yes

City of Westmorland	Absent
Imperial Irrigation District	Absent

Motion carried unanimously.

- C. Agreement for Professional Maintenance Audit Reporting Services of the ICTC Transit Operations – Calendar Years 2020-2022

It was requested that ICTC Management Committee forward this item to the Commission for review and approval after the receipt of public comment, if any:

1. Authorized the Chairman to sign the agreement for the IVT Transit Maintenance Audit effective October 1, 2020, for the audit period of calendar years 2020, 2021 and 2022, with the firm of **TRC Engineering Services, LLC**:
 - A. For the fiscal reporting period of July 1, 2020 through June 30, 2021, the annual not to exceed fee is set at \$16,796
 - B. For the fiscal reporting period of July 1, 2021 through June 30, 2022, the annual not to exceed fee is set at \$16,796
 - C. For the fiscal reporting period of July 1, 2022 through June 30, 2023, the annual not to exceed fee is set at \$16,796
 - D. For the post-delivery inspection service fee of \$860 per event.

A motion was made by [Wells](#) seconded by [Piedra](#). Roll call was taken:

Agency	Roll Call
City of Brawley	Yes
City of Calipatria	Yes
City of Calexico	Yes
City of El Centro	Yes
City of Holtville	Yes
City of Imperial	Absent
County of Imperial Baxter	Yes
County of Imperial Warren	Yes
City of Westmorland	Absent
Imperial Irrigation District	Absent

Motion carried unanimously.

- D. On Call Engineering, Architecture and Professional Support Services – Task Order Issuance – Civil Pros – Calexico Intermodal Transportation Center (ITC) – Engineering Support Services

It was requested that ICTC Management Committee forward this item to the Commission for review and approval after the receipt of public comment, if any:

1. Approved the Task Order Award for engineering support services for the Calexico ITC to Civil Pros in the amount of \$103,727.00.
2. Authorized the Chairperson to sign the Task Order.

A motion was made by [Figueroa](#) seconded by [Wells](#). Roll call was taken:

Agency	Roll Call
City of Brawley	Yes
City of Calipatria	Yes
City of Calexico	Yes
City of El Centro	Yes
City of Holtville	Yes
City of Imperial	Absent
County of Imperial Baxter	Yes
County of Imperial Warren	Yes
City of Westmorland	Absent
Imperial Irrigation District	Absent

Motion carried unanimously.

- E. Memorandum of Understanding (MOU) between Imperial County Transportation Commission (ICTC) and the U.S. Border Patrol Air & Marine, Program Management Office (BPAM PMO) for the Border Patrol Checkpoint Project at SR-86

It was requested that ICTC Management Committee forward this item to the Commission for review and approval after the receipt of public comment, if any:

1. Authorized the Chairman to sign the Memorandum of Understanding (MOU) for the State Route 86 (Northbound) Border Patrol Checkpoint Project between ICTC and the U.S. Border Patrol Air & Marine, Program Management Office

A motion was made by [Medina](#) seconded by [Terrazas-Baxter](#). Roll call was taken:

Agency	Roll Call
City of Brawley	Yes
City of Calipatria	Yes
City of Calexico	Yes
City of El Centro	Yes
City of Holtville	Yes
City of Imperial	Absent
County of Imperial Baxter	Yes
County of Imperial Warren	Yes
City of Westmorland	Absent
Imperial Irrigation District	Absent

Motion carried unanimously.

- F. Fund Request to the Local Transportation Authority (LTA) – State Route 98 from Ollie Avenue and Rockwood Avenue

It was requested that the ICTC Management Committee forward this item to the LTA Board for their review and approval after public comment, if any:

1. Approved the allocation for funding needed in the amount of \$200,000 as a local match for the SR-98 Widening Project from Ollie and Rockwood Avenues, from the LTA 5% Regional Highway Set-Aside from the Measure D allocations
2. Authorized the Executive Director to execute the necessary agreements between Caltrans and the Imperial County Transportation Commission.

A motion was made by Wells seconded by Salcido. Roll call was taken:

Agency	Roll Call
City of Brawley	Yes
City of Calipatria	Yes
City of Calexico	Yes
City of El Centro	Yes
City of Holtville	Yes
City of Imperial	Absent
County of Imperial Baxter	Yes
County of Imperial Warren	Yes
City of Westmorland	Absent
Imperial Irrigation District	Absent

Motion carried unanimously.

VIII. NEXT MEETING DATE AND PLACE

The next meeting of the **Management Committee** is scheduled for **October 14, 2020** at the **ICTC Offices and via Zoom Meeting.**

IX. ADJOURNMENT

A. Meeting adjourned at 11:50 a.m. (Wells/Piedra)

IMPERIAL COUNTY TRANSPORTATION COMMISSION
DRAFT MINUTES FOR SEPTEMBER 23, 2020
6:00 p.m.

VOTING MEMBERS PRESENT:

City of Brawley	George Nava – Chairman via zoom
City of Calipatria	Maria Nava-Froelich via zoom
City of Calexico	Bill Hodge
City of El Centro	Cheryl Viegas-Walker
City of Imperial	Robert Amparano via zoom
City of Westmorland	Larry Ritchie via zoom
County of Imperial	Luis Plancarte via zoom
County of Imperial	Ryan Kelley via zoom

NON-VOTING MEMBERS PRESENT: Caltrans District 11 Gustavo Dallarda via Zoom

STAFF PRESENT: Mark Baza, David Aguirre, Cristi Lerma, Virginia Mendoza, Daveline Villasenor, Layla Sarwari via zoom (Counsel)

OTHERS PRESENT: All via zoom – David Salgado: SCAG; Ann Fox, Jose Ornelas: Caltrans; Cesar Sanchez: First Transit; Tyler Salcido: City of Brawley.

The following action minutes are listed as they were acted upon by the Imperial County Transportation Commission and as listed on the agenda for the meeting held Wednesday, September 23, 2020 together with staff reports and related documents attached thereto and incorporated therein by reference.

Given public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor’s Order N-29-20, the meeting will be held telephonically and electronically.

I. CALL TO ORDER AND ROLL CALL

[Chair Nava](#) called the Commission meeting to order at 6:12 p.m. Roll call was taken, and a quorum was present.

II. EMERGENCY ITEMS

There were none.

III. PUBLIC COMMENTS

There were no public comments received.

IV. CONSENT CALENDAR

- A. Approval of the ICTC Commission Draft Minutes: July 22, 2020
- B. Receive and File:
 - 1. ICTC Management Committee Draft Minutes: July 8, 2020
 - 2. ICTC SSTAC Minutes: October 7, 2020
 - 3. ICTC TAC Minutes: July 23, 2020
 - 4. ICTC Draft TAC Minutes: August 27, 2020
- C. 2021 Active Transportation Program Regional Guidelines
 - 1. Approved the following methodology for assigning points of the 2021 Active Transportation Program Regional Guidelines:

- a. 20 points for projects that have been identified in an adopted local and/or regional plan; and
- b. Zero points for projects that have not been identified in an adopted local and/or regional plan.

D. State of Good Repair Grant Program, FY 2020-21

- 1. Approved the attached resolution authorizing the Executive Director or his designee to take any actions necessary on behalf of the ICTC for the purposes of obtaining FY 2020-21 financial assistance, provided by the State of California Department of Transportation under the State of Good Repair Grant Program.

A motion was made by [Hodge](#) and seconded by [Plancarte](#) to approve the consent calendar as presented, roll call:

Agency	Roll Call
City of Brawley	Yes
City of Calipatria	Yes
City of Calexico	Yes
City of El Centro	Yes
City of Holtville	Absent
City of Imperial	Yes
County of Imperial Plancarte	Yes
County of Imperial Kelley	Absent
City of Westmorland	Yes
Imperial Irrigation District	Absent

Motion Passed.

V. REPORTS

A. ICTC Executive Director

Mr. Baza had updates on the following items:

- 2020 Mobility 21 Virtual Summit
- Calexico East Port of Entry Bridge Widening Project

Mr. Aguirre had updates on the following items:

- IVT Free Fares Program
- Potential bus stops in Calipatria

Ms. Mendoza had updates on the following items:

- Imperial Mexicali Binational Alliance
- SR-78/Glamis Multiuse Grade Separated Crossing Feasibility Study
- A full list of updates and announcements can be found on page 30 of the agenda.

B. Southern California Association of Governments (SCAG)

Mr. Salgado had updates on the following items:

- The SCAG Economic Summit will be held virtually on December 1, 2020.
- 2020 SCAG SCP Grants are due on November 13, 2020.
- Connect SOCAL was formerly adopted by the SCAG Regional Council on September 3, 2020.
- Go Human campaign relaunched in August.
- The 2020 LEAP grant program has extended its deadline to January 31, 2021.
- The report is on page 39 of the agenda.

C. California Department of Transportation (Caltrans)

Mr. Dallarda was available via zoom to present on the Caltrans report.

- An update was provided regarding the I-8/Imperial Ave. Interchange project. The project is going well and ahead of schedule.
 - A full list of updates and announcements can be found on page 49 of the agenda.
- D. Commission Member Reports
- Ms. Viegas-Walker reminded all regarding the League of California Cities meeting tomorrow (September 24th).
 - Ms. Viegas-Walker congratulated Mr. Aguirre for participating in the CalCOG Karl Program.
 - Mr. Ritchie brought awareness to the Census 2020. He stated that he participated in a parade.
 - Mr. Nava thanked ICTC for their assistance and participation in the Mobility 21 endeavor.
 - Mr. Nava also thanked Mr. Aguirre for the ride-along on the Gold Line in Brawley.

VI. ACTION CALENDER

- A. Coordinated Public Transit – Human Services Transportation Plan Update – Award Recommendation

The ICTC Management Committee met on September 9, 2020 and forwarded this item to the Commission for their review and approval after public comment, if any:

1. Approved the award of the Agreement for the Coordinated Public Transit – Human Services Transportation Plan Update to *Moore and Associates* in the amount of \$74,293.46.
2. Authorized the Chairperson to sign the agreement.

A motion was made to approve the agreement as stated above by [Walker](#) and seconded by [Amparano](#), roll call:

Agency	Roll Call
City of Brawley	Yes
City of Calipatria	Yes
City of Calexico	Yes
City of El Centro	Yes
City of Holtville	Absent
City of Imperial	Yes
County of Imperial <small>Plancarte</small>	Yes
County of Imperial <small>Kelley</small>	Yes
City of Westmorland	Yes
Imperial Irrigation District	Absent

Motion Passed.

- B. Agreement for Professional Maintenance Audit Reporting Services of the ICTC Transit Operations – Calendar Years 2020-2022

The ICTC Management Committee met on September 9, 2020 and forwarded this item to the Commission for their review and approval after public comment, if any:

1. Authorized the Chairman to sign the agreement for the IVT Transit Maintenance Audit effective October 1, 2020, for the audit period of calendar years 2020, 2021 and 2022, with the firm of **TRC Engineering Services, LLC**:

- A. For the fiscal reporting period of July 1, 2020 through June 30, 2021, the annual not to exceed fee is set at \$16,796
- B. For the fiscal reporting period of July 1, 2021 through June 30, 2022, the annual not to exceed fee is set at \$16,796
- C. For the fiscal reporting period of July 1, 2022 through June 30, 2023, the annual not to exceed fee is set at \$16,796
- D. For the post-delivery inspection service fee of \$860 per event.

A motion was made to approve the agreement as stated above by [Nava-Froelich](#) and seconded by [Viegas-Walker](#), roll call:

Agency	Roll Call
City of Brawley	Yes
City of Calipatria	Yes
City of Calexico	Yes
City of El Centro	Yes
City of Holtville	Absent
City of Imperial	Yes
County of Imperial <small>Plancarte</small>	Absent
County of Imperial <small>Kelley</small>	Yes
City of Westmorland	Yes
Imperial Irrigation District	Absent

Motion Passed.

- C. On Call Engineering, Architecture and Professional Support Services – Task Order Issuance – Civil Pros – Calexico Intermodal Transportation Center (ITC) – Engineering Support Services

The ICTC Management Committee met on September 9, 2020 and forwarded this item to the Commission for their review and approval after public comment, if any:

- 1. Approved the Task Order Award for engineering support services for the Calexico ITC to Civil Pros in the amount of \$103,727.00.
- 2. Authorized the Chairperson to sign the Task Order.

A motion was made to approve the agreement as stated above by [Viegas-Walker](#) and seconded by [Nava-Froelich](#), roll call:

Agency	Roll Call
City of Brawley	Yes
City of Calipatria	Yes
City of Calexico	Yes
City of El Centro	Yes
City of Holtville	Absent
City of Imperial	Yes
County of Imperial <small>Plancarte</small>	Absent
County of Imperial <small>Kelley</small>	Yes
City of Westmorland	Yes
Imperial Irrigation District	Absent

Motion Passed.

- D. Memorandum of Understanding (MOU) between Imperial County Transportation Commission (ICTC) and the U.S. Border Patrol Air & Marine, Program Management Office (BPAM PMO) for the Border Patrol Checkpoint Project at SR-86

The ICTC Management Committee met on September 9, 2020 and forwarded this item to the Commission for their review and approval after public comment, if any:

- 1. Authorized the Chairman to sign the Final Memorandum of Understanding (MOU) for the State Route 86 (Northbound) Border Patrol Checkpoint Project between ICTC and the U.S. Border Patrol Air & Marine, Program Management Office

A motion was made to approve the agreement as stated above by Kelley and seconded by Nava, roll call:

Agency	Roll Call
City of Brawley	Yes
City of Calipatria	Yes
City of Calexico	Yes
City of El Centro	Yes
City of Holtville	Absent
City of Imperial	Yes
County of Imperial Plancarte	Absent
County of Imperial Kelley	Yes
City of Westmorland	Yes
Imperial Irrigation District	Absent

Motion Passed.

- E. Donation Acceptance Agreement between U. S. General Services Administration (GSA) and Imperial County Transportation Commission (ICTC) for the Calexico East Port of Entry Bridge Widening Project

The ICTC Management Committee met on September 9, 2020 and forwarded this item to the Commission for their review and approval after public comment, if any:

- 1. Authorized the Chairman to sign the Donation Acceptance Agreement between U. S. General Services Administration (GSA) and Imperial County Transportation Commission (ICTC) for the Calexico East Port of Entry Bridge Widening Project

A motion was made to approve the agreement as stated above by Hodge and seconded by Viegas-Walker, roll call:

Agency	Roll Call
City of Brawley	Yes
City of Calipatria	Yes
City of Calexico	Yes
City of El Centro	Yes
City of Holtville	Absent
City of Imperial	Yes
County of Imperial Plancarte	Absent
County of Imperial Kelley	Yes
City of Westmorland	Yes
Imperial Irrigation District	Absent

Motion passed.

VII. NEXT MEETING DATE AND PLACE

- A. The next meeting of the **Imperial County Transportation Commission** will be held on **October 28, 2020 at 6:00 p.m.**, at the **ICTC Offices**, 1503 N. Imperial Ave., Suite 104, El Centro, CA 92243 and via Zoom Meeting.

VIII. ADJOURNMENT

- A. Meeting adjourned at 6:52 p.m. (Nava/Ritchie).



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

TECHNICAL ADVISORY COMMITTEE
DRAFT MINUTES

November 19, 2020

Present:

Gordon Gaste	City of Brawley
Abraham Campos	City of El Centro
Veronica Atondo	County of Imperial
Isabel Garcia	City of Imperial
Lily Falomir	City of Calexico
George Galvan	City of Calipatria
Joel Hamby	City of Westmorland
Frank Fiorenza	IID

Others:

Virginia Mendoza	ICTC
Marlene Flores	ICTC
David Salgado	SCAG
Hannah Brunnell	SCAG
Tyler Salcido	City of Brawley
Manuel Cabrera	City of Brawley
Andres Miramontes	City of Brawley
Ana Gutierrez	City of Brawley
Francisco Barba	City of Brawley
Christian Rodriguez	City of El Centro
Felix DeLeon	City of El Centro
Adriana Amezcua	City of Holtville
Jesus Villegas	City of Imperial
Bryan Ott	Caltrans
Denise Marin	The Holt Group
Lexi Journey	Consultant
Poonam Boparai	Consultant
Andrew Beecher	Consultant
Brenda Hom	Consultant
Dan Krekelberg	Consultant

Due to the COVID-19 and Executive Order N-25-20, teleconferencing is recommended for the public, however measures will be taken to have access for those who wish to participate in person while still abiding by local, state and federal mandates. Following is teleconference information.

The meeting was called to order at 10:05 a.m. A quorum was present, and introductions were made. There were no public comments made.

1. Introductions

2. A *motion* was made to adopt the minutes for October 22, 2020 (**Falomir/Campos**) **Motion Carried.**

3. **Regional Climate Action Plan Presentation:** (*Presented by: Poonam Boparai from Ascent Environment and Team*)

A presentation was provided by Ascent in regards to the Regional Climate Action Plan. The consultant team provided an update on the GHG Reduction Strategies when it comes to transportation, energy, water and waste. How can we promote carbon sequestration and land conservation and how each local agency can develop and enforce landscape tree requirement for new developments and other strategies. TAC members had the opportunity to provide feedback and ask questions.

Next steps in the CAP:

November/December 2020: Select Final GHG Reduction Strategies

February 2021: Draft Climate Action Plan Community Presentation

March 2021: Public Review Period of the DRAFT CAP and Community Workshop

April-May 2021: Final Climate Action Plan Review/Completion

4. **ICTC Updates / Announcements**

(*Presented by ICTC Staff*)

a. **Transit Planning Updates-** No updates

b. **Transportation Planning Updates (by Virginia Mendoza):**

- **CMAQ and STBG Call for Projects-** Virginia provided a brief highlight on the upcoming Call for projects for the CMAQ and STBG programs. In the December TAC meeting ICTC will be sharing the DRAFT guidelines. It will be a three-year call for projects. These federal programs fund surface transportation projects that improve transit, traffic, bicycle facilities, freight, safety and alternative fuel vehicles and equipment. More information will be provided on the next TAC meeting.

c. **FFY 2019-20 Programmed Project Updates**

- Beginning October 1, 2020 agencies are allowed to move forward with request for authorization (RFA) for CMAQ, STBG and ATP programmed in FY2020/2021. A list of projects is part of the agenda. Agencies provided a quick update on their projects.

d. **LTA Bond Updates: 2012 and 2018**

- Brawley completed the process to submit.

5. **SCAG Updates / Announcements (by David Salgado & Hannah Brunell from SCAG)**

- **Information Item: 2020-2021 Sustainable Community Program:**

Active Transportation & Safety (ATS) Call for Applications, and Housing & Sustainable Development (HSD) Call open now.

The application deadline is December 1, 2020

The 2020 Sustainable Communities Program goals are:

Prioritize historically disinvested and communities of color, which comprise the majority of the Regional High Injury Network to strategically invest resources;

Increase the proportion of trips accomplished by biking, walking, and rolling;

Increase safety and mobility of people walking, biking, and rolling;

Continue to foster jurisdictional support and promote implementation of the goals, objectives, and strategies of Connect SoCal;

Seed active transportation concepts and produce plans that provide local agencies with the project prioritization, conceptual renderings, and cost estimates required for future ATP applications;

Prioritize alignment and integration of Key Connections outlined in Connect SoCal, including Shared Mobility and Mobility as a Service, Smart Cities and Job Centers, Accelerated Electrification, Go Zones, and Housing Supportive Infrastructure;

Integrate multiple funding streams to increase the overall budget for active transportation planning and capacity building projects.

- **SCAG Aerial Imagery Project 2020 Update:** The County of Imperial has agreed to facilitate a public procurement process. This will allow for more funds to be applied to the project to support the procurement. SCAG has set aside \$250,000 for the project and will increase the support by \$50,000 for a total of \$300,000. The County of Imperial has received proposals and will be moving forward with recommendations to the Board of Supervisors this month.

6. Cities and County Planning / Public Works Updates:

- Local agencies gave an update on their local projects in progress.

7. Caltrans Updates / Announcements (By: Bryan Ott)

Local Assistance: Bryan Ott provided updates on local assistance.

Inactive Projects- As of November 6, 2020, the INACTIVE and Future Inactive list was updated. Action is required by the Imperial County Transportation Commission, as well as these cities: Brawley and El Centro. November 20, 2020 is the deadline to submit Inactive invoices. District 11 must receive accurate and complete invoices to prevent de-obligation of federal funds! Verify on the “Inactive” link shown below for Inactive Project dates.

November 2020 – New Federal Lands Access Program (FLAP) Call for Projects (due in April 2021) An announcement calling for new Federal Lands Access Program (FLAP) projects is anticipated in November 2020. The deadline for “FLAP applications” is expected to be in April 2021. The outreach plan is to schedule webinars that assist tribal and local agencies, as well as Caltrans, with this process.

At-Risk Preliminary Engineering (PE) – Office Bulletin (OB) 20-03

Caltrans Division of Local Assistance released OB 20-03 on August 11, 2020, with these policy changes:

Except for projects with federal funds that require California Transportation Commission (CTC) allocation (Active Transportation Program, Trade Corridor Enhancement Program, State Transportation Improvement Program, etc.), local agencies may begin reimbursable Preliminary Engineering (PE) work prior to receiving federal authorization for such work, assuming the project and PE phase are included in a federally-approved Federal Statewide Transportation Improvement Program (FSTIP) document or an FSTIP amendment prior to incurring costs. Programming projects in the FSTIP or starting reimbursed work prior to

authorization does not necessarily ensure a project is eligible for federal aid reimbursement. National Environmental Protection Act (NEPA) approval will not occur until subsequent Right of Way and Construction phases are identified as fully funded and programmed in the FTIP.

FHWA Virtual Tradeshow Resources- The Tribal, Rural and Local Road Safety Virtual Tradeshow is available via this FHWA website.

This Virtual Booth links to many safety resources (reports, brochures, videos, etc.) on the FHWA Safety website.

Local Roadway Safety Plan (LRSP) Requirement- Highway Safety Improvement Program (HSIP) Cycle 11 (around April 2022) will require a mandatory Local Roadway Safety Plan (or the equivalent) from any agency applying for HSIP project funds.

Quality Assurance Program (QAP) – Renewals for 2021- An updated list of QAP was provided by Caltrans. The List will be updated to project changes and renewals for the 2021 Year.

New Caltrans Architectural & Engineering (A&E) Oversight Videos Online- Now available are short videos about key topics on the A&E Resources.

Federal Aid Series Recordings Now Available for Project Contract Administration- Recording of a recently delivered class is now available online. Training focuses on both State and federal aid highway projects.

8. General Discussion / New Business

- A brief update for next TAC meeting.

- TAC member Veronica Atondo proposed to go dark in the month of December. Virginia Mendoza mentioned the CMAQ and STBG DRAFT Guidelines need to be presented in December. The idea of having a short meeting was proposed to TAC members. TAC members decided on having a short TAC meeting to address two items:

- SR-78 Glamis Multiuse Grade Separated Crossing Feasibility Study
- CMAQ & STBG Draft Guidelines

The amended motion is to have a short TAC meeting in December only presenting the Glamis project and Guidelines. There will be no updates from SCAG and Caltrans. Virginia Mendoza did roll call to amend this motion. Motion was carried.

- Next TAC meeting will be on December 17, 2020 via Zoom.

9. Meeting adjourned at 11:48 a.m.



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SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL

DRAFT MINUTES

December 2, 2020

Present

Voting Attendees:

Ted Ceasar	Consumer
Mitzi Perez	ARC-IV
Michelle Soto	California Children's Services (CCS)
James Dalske	Imperial Valley College (IVC)
David Aguirre	CTSA-ICTC
Maricela Galarza	CTSA-ICTC
Gustavo Gomez	CTSA-ICTC

Non-Voting Attendees:

Cesar Sanchez	IVT/IVTAccess/IVTRide/IVTMedtrans
Helio Sanchez	IVT
Jose Guillen	IVT MedTrans
Karla Pacheco	IVT Access
Karla Aguilar	IVT Ride

1. Mr. Ceasar called the meeting to order at 10:05 a.m. **No quorum present.** Introductions were made.
 - Chair and Vice-Chair were not present during the meeting, Mr. Ceasar proceeded to run the meeting for SSTAC.
 - Zoom attendance.
2. Minutes were reviewed for November 4, 2020. (-, -), Motion postponed for next meeting.
3. CTSA Reports:

Mr. Gomez had the following updates:

- Mobility staff conducted a zoom presentation during the Area Agency on Aging advisory committee meeting. Presented on the transportation services that ICTC offers.
- IVT Ride and IVT Access enrollments continue to be conducted remotely.
 - Ms. Galarza added that there will be more attempts to provide presentations in zoom. For the moment this is the safest and best way to provide some type of outreach of the transportation services ICTC provides. Either if it is per request or simply to begin scheduling to see if individuals will attend. This is an approach that staff will look at to keep individuals informed on the transportation services offered and current changes.

Mr. Aguirre had the following updates:

- ICTC is looking to finalize several projects, nevertheless, some delays are caused by the pandemic which caused a limitation for outreach and feedback. Although the Fare Study project is at the end, consultants are preparing to develop something to share during SSTAC.
- The Coordinated Plan is ongoing.
- The CAD-AVL project is also almost ready to be implemented. AVL hardware is installed on vehicles, but consultants are still working on the interface for the public. This may take about a couple more months. Interface information will be shared during an SSTAC meeting as well. This project encountered delays about the pandemic; thus, installers couldn't travel for some time. ICTC is excited to move along with this project and implement it as soon as possible.
 - Mr. Ceasar asked about the status of the Fare Study project.
 - Mr. Aguirre explained that it's in the last phase, developing a document that includes the study information and recommendations. The document is 90% completed, nevertheless, it's going through final revisions to be finalized. The intention is to present the final version to SSTAC members around January. Preliminary information and recommendations include; slight fare increase, which will not occur any time soon because of the pandemic, mobile ticketing, which ICTC will work on moving forward with. It is not the right time to do a fare increase, even if it's a slight one.

4. FY 2021-22 Master Needs List, UTN letter:

- Mr. Aguirre reviewed and explained both the Master Needs List and UTN sample letter purpose through the Unmet Transit Needs process.
- Mr. Aguirre stated that some items from the list are currently pending funding and/or in ICTC's Short Regional Transit Plan (SRTP). Items that have been placed in this list have successfully implemented an example is the IVT Ride service to Heber. Other items such as the proposed Garnet Line and the proposed Red Line in the City of Imperial have possibilities to get funded through grants, but services will be a modified version of them. For example, a grant application was submitted for a micro-transit service in Calexico, initially, this would replace the need for the Garnet Line. If it is successfully awarded to ICTC the new service would be provided to the residents of Calexico.
- Mr. Aguirre stated that once SSTAC members have agreed on some of the priorities in transit needs, a letter is developed to present to the panel during the Unmet Transit Needs Hearing which usually occurs in February. The chair of the SSTAC committee would present it to the panel during this hearing.
- Further discussion on items will move forward to the next meeting.

5. Transit Operator Updates:

IV Transit; Mr. H. Sanchez had the following updates;

- The service continues to run on a Saturday schedule.
- No issues in operations or no complaints received.
- Free fares seem to influence the increase in ridership.
 - Mr. Aguirre informed Mr. Dalske that there have been some calls from students attempting to get transportation towards IVC, but staff informs them that due to the pandemic transit is not providing that route at the moment. Mr. Aguirre stated that staff just wants a status on the probability of going to IVC again.
 - Mr. H. Sanchez added that routes 3W and 3E pass through there, but do not stop. Mr. agreed with Mr. Aguirre that a few passengers have

reached out in an attempt to get transportation to IVC. Mr. H. Sanchez asked Mr. Dalske if any transportation concerns have reached IVC in that aspect.

- Mr. Dalske stated that there are no concerns expressed on the transportation of his knowledge. He mentioned informing students to reach out to IVC so they can get transportation arrangements. Only about 200 students are attending IVC physically, but if transportation issues come towards transit staff from students please have them call IVC to work away to assist them. For the moment IVC prefers for the route not to come to the college as combating the spread of COVID 19 the attempt is to isolate as much possible. It is safer for everyone, as IVC has now opened a facility on campus to serve the recovery patients of COVID 19. Although, IVC staff do not want this to cause hardship towards students so just have them call to get assistance. There are a small number of students needing transportation it would be a great financial responsibility to run routes for a handful of students. IVC can provide them carpool, or any other transportation method for the time being all they need to do is contact IVC and support will be provided.

IVT Access; Ms. Pacheco had the following updates;

- The service is running smoothly and also still running the Saturday schedule.
- During the holidays' service has little demand.
- There have been no issues or complaints on COVID procedures.
- Fewer passengers were seen during September and October.
 - Mr. Ceasar asked if passengers have refused to wear a mask.
 - Mr. H. Sanchez stated that at the initiation of the requirement, yes, but as time went by most ridership complied. There have only been about 1-2 issues.

IVT Ride; Ms. Aguilar had the following updates;

- There have been no changes in the service.
- Free fares are being provided by ICTC and AAA.
- The service is running well.

IVT MedTrans; Mr. Guillen had the following updates;

- The ridership this month has decreased, many are not traveling during this time.
- The service buses are alternated to provide the trip to San Diego as needed if demand is not there. Although, two buses are always available if demand is there.
- The service is running well with no issues.
- Outreach to San Diego hospitals is needed to gather any updates on their facilities and processes during this time. Also, to increase ridership for the service.

6. General Discussion

- No Comment/Discussion

7. Adjournment

- The meeting adjourned at 10:42 a.m. (**Ceasar**), **Motion Carried.**
- The next meeting will be held on Wednesday, January 6, 2021, at the Imperial County Transportation Commission Office, 1503 N. Imperial Ave., Suite 104, El Centro, CA 92243.

V. ICTC INFORMATION CALENDAR

A. 2019 Public Transit Fare Analysis – Report Findings and Recommendations

Presentation by Will Calves - AECOM



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January 8, 2021

ICTC Management Committee
Imperial County Transportation Commission
1503 N. Imperial Ave Suite 104
El Centro, CA 92243

SUBJECT: 2019 Public Transit Fare Analysis – Report Findings and Recommendations

Dear Committee Members:

ICTC engaged AECOM to complete a comprehensive public fare analysis of all Imperial Valley Transit related services. Imperial Valley Transit related services include the fixed route system (IVT), IVT Access (ADA Paratransit Service), IVT Ride (local Dial-A-Ride in various cities) and IVT Medtrans (Non-emergency transportation to medical facilities in the San Diego area).

The comprehensive public fare analysis evaluated the entire IVT fare system, existing fare technology, vendor opportunities and the potential development of new fare structures. The analysis provided recommendations including suggested modifications to the fare system for all services, technology upgrades and suggested vendor opportunities. Recommendations were developed considering public comments, elasticity impacts to fare potential fare increases, and proven technology upgrades.

ICTC evaluated the recommendations and intends on looking at expending its existing vendor network while also looking at opportunities to integrate upgrades to its fare collection technology. ICTC does not intend to implement any fare structure changes or increases in the near future.

AECOM will be providing a presentation on the analysis and recommendations.

Sincerely,

A handwritten signature in blue ink, appearing to read 'David Aguirre', is written over a light blue horizontal line.

David Aguirre
Transit Program Manager

DA/cl

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



Summary of the Concept Recommendations of the Imperial County Transportation Commission Public Transit Fare Analysis 2019



Review of Study Process

Review of Study Process – Study Goals and Objectives

- **Simplify distribution process**
- **Increase payment options for customers other than cash on bus**
- **Generate more revenue**
- **Consolidate and/or simplify fares**
- **Improve route planning through technology and data**

Review of Study Process – Study Phases

- **Review of current conditions**
 - **Fare Policy**
 - **Fare Elasticities**
 - **Fare and Revenue Collection Process/Operations**
- **Outreach Process**
 - **Stakeholder Interviews**
 - **Bilingual Public Workshops (242 participants)**
 - **Public Online Input**
- **Review of Fare Policy and Technology Alternatives**



Concept Recommendations: Technology and Equipment

**Introduce a mobile
ticketing application
for Android and iOS
users**

**Maintain current
fareboxes**





Concept Recommendations: Operations

Concept Recommendations: Operations

Utilize the mobile application to provide passes to IVC



Expand retail network through new product offerings and additional purchasing locations



Concept Recommendations: Fare Structure

Concept Recommendations: Fare Structure



Fare Category	General Public		Students		Senior/Disabled	
	Current	Proposed	Current	Proposed	Current	Proposed
Base local Area	\$1.00	\$1.25	\$1.00	\$1.00	\$0.50	\$0.60
Two-Zone Regional	\$1.25	\$1.50	\$1.25	\$1.25	\$0.60	\$0.75
Three-Zone Regional	\$1.25	\$1.75	\$1.25	\$1.25	\$0.60	\$0.85
Fast/Direct/Express	\$1.75 to \$2.50	\$2.50	\$1.25	\$1.50	\$1.75 to \$2.50	\$1.25
Monthly Pass	--	\$50.00	--	\$40.00	--	\$25.00
Transfers	Full fare	Free	Full fare	Free	Full fare	Free

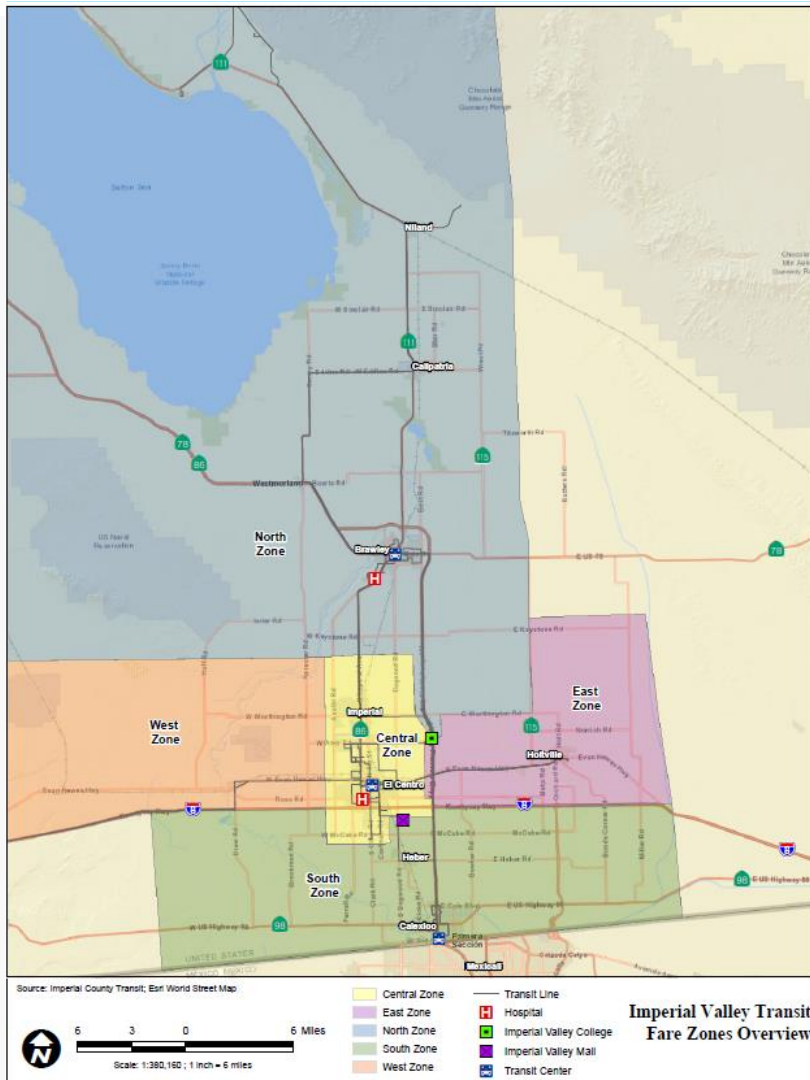


Concept Recommendations: Fare Zone Map

5 proposed fare zones

**Imperial Valley Mall and
Imperial Valley College
are on zone boundaries**

**One-way trips only
traverse 3 zones**



Concept Recommendations: Fare Structure



Fare Category	General Public		Students		Senior/Disabled	
	Current	Proposed	Current	Proposed	Current	Proposed
Local ADA	\$2.00	\$2.50	\$2.00	\$2.50	\$2.00	\$2.50
Two-Zone ADA	\$2.50	\$3.00	\$2.50	\$3.00	\$2.50	\$3.00
Three-Zone ADA	\$2.50	\$3.50	\$2.50	\$3.60	\$2.50	\$3.60
Beyond Service Zone ADA	\$3.75	\$6.00	\$3.75	\$6.00	\$3.75	\$6.00
Local non-ADA	\$3.00	\$4.00	\$3.00	\$4.00	\$3.00	\$4.00
Two-Zone non-ADA	\$3.75	\$5.00	\$3.75	\$5.00	\$3.75	\$5.00
Three-Zone non-ADA	\$3.75	\$6.00	\$3.75	\$6.00	\$3.75	\$6.00
Beyond Service Zone non-ADA	\$3.75	\$10.00	\$3.75	\$10.00	\$3.75	\$10.00
Personal Care Assistant	Free	Free	Free	Free	Free	Free
Child (5 years old and under)	Free	Free	Free	Free	Free	Free



Concept Recommendations: Fare Structure



Fare Category	General Public		Students		Senior/Disabled	
	Current	Proposed	Current	Proposed	Current	Proposed
Local Travel (all cities)	Not available	\$2.00	Not available	\$2.00	\$1.25 to \$2.00	\$2.00
Regional Travel (Heber/El Centro/Imperial)	Not available	\$2.50	Not available	\$2.50	\$1.75 to \$2.50	\$2.50
Personal Care Assistant	Free	Free	Free	Free	Free	Free
Child (5 years old and under)	Free	Free	Free	Free	Free	Free



Concept Recommendations: Fare Structure



Fare Category	General Public		Students		Senior/Disabled	
	December 2019	Proposed	December 2019	Proposed	December 2019	Proposed
Category A	\$11.25 one-way	\$11.25 one-way	\$11.25 one-way	\$11.25 one-way	\$11.25 one-way	\$11.25 one-way
	\$22.50 round trip	\$22.50 round trip	\$22.50 round trip	\$22.50 round trip	\$22.50 round trip	\$22.50 round trip
Category B	\$22.50 one-way	\$22.50 one-way	\$22.50 one-way	\$22.50 one-way	\$22.50 one-way	\$22.50 one-way
	\$45.00 round trip	\$45.00 round trip	\$45.00 round trip	\$45.00 round trip	\$45.00 round trip	\$45.00 round trip
Personal Care Assistant	\$5.25 one-way	\$5.25 one-way	\$5.25 one-way	\$5.25 one-way	\$5.25 one-way	\$5.25 one-way
	\$10.50 round trip	\$10.50 round trip	\$10.50 round trip	\$10.50 round trip	\$10.50 round trip	\$10.50 round trip



Concept Recommendations: Fare Structure

**Pilot a
universal
pass
program for
institutions
and
employers**



Thank you!

VI. ICTC ACTION CALENDAR

A. Rotation of Chair and Vice-Chair Positions



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January 7, 2021

ICTC Management Committee
Imperial County Transportation Commission
1503 N. Imperial Ave Suite 104
El Centro, CA 92243

SUBJECT: Rotation of Chair and Vice-Chair Positions

Dear Committee Members:

The ICTC Management Committee has historically rotated the Chair and Vice Chair positions from amongst the member agencies. Both of these positions serve for a period of approximately one year. Attached is a review of Chair positions since 2004.

It is requested that the Management Committee take any appropriate action in the consideration of the rotation and assignment of the two positions.

Sincerely,

MARK BAZA
Executive Director

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

IVAG / ICTC CHAIR & VICE CHAIR positions (Management Committee)

	CHAIR	VICE CHAIR
calendar year		
2020	El Centro	Brawley
2019	Holtville	El Centro
2018	Calexico	Holtville
2017	Calipatria	Calexico
2016	Imperial	Calipatria
2015	Brawley	Imperial
2014	Holtville	Brawley
2013	El Centro	Holtville
2012	County	Imperial
2011	Calipatria	County
2010	Calipatria	County
2009	Calexico	Calipatria
2008	Brawley	Calexico
2007	Holtville	Brawley
2006	County	Holtville
2005	El Centro	Calexico
2004	Calexico	Imperial

Frequency of Positions

Brawley	2 Brawley	3
Calipatria	3 Calipatria	2
Calexico	3 Calexico	3
El Centro	3 El Centro	2
Holtville	3 Holtville	3
Imperial	1 Imperial	3
Westmorland	1 Westmorland	1
County	2 County	2
IID	0 IID	0

VI. ICTC ACTION CALENDAR

- B. State Route 78/Glamis Multiuse Grade Separated Crossing Feasibility Study



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January 8, 2021

ICTC Management Committee
Imperial County Transportation Commission
1503 N. Imperial Ave., Suite 104
El Centro, CA 92243

SUBJECT: State Route 78/Glamis Multiuse Grade Separated Crossing Feasibility Study

Dear Committee Members:

The Imperial County Transportation Commission (ICTC) performed a feasibility study to identify and analyze design alternatives and locations for a safe multi-use grade separated crossing for off-highway vehicle (OHV) users across the Union Pacific Railroad (UPRR) rail line at SR 78 and the Imperial Sand Dunes Recreation Area (ISDRA), commonly known as Glamis. The Study was funded by a State Planning and Research Grant administered by Caltrans. The Study area is within the eastern portion of the ISDRA and is approximately 3 miles long and 2,000 feet wide. It is bisected by the UPRR from SR 78 in the north to approximately Wash 15 in the south, encompassing Ted Kipf road to the east.

ICTC in partnership with key project stakeholders, have undertaken a 12-month feasibility study of constructing a grade-separated crossing for Off-Highway Vehicle (OHV) users across the UPRR rail line at the ISDRA. The study was initiated in response to the need for a safe and legal crossing. No legal method of crossing the tracks currently exists for OHV users other than pushing the OHV by hand along the shoulder of SR 78. Additionally, a new at-grade crossing of the rail line is not feasible as it would not be approved by the regulatory body responsible for rail crossings or by UPRR.

This study evaluated the feasibility of a grade-separated crossing including developing and accessing alternatives, identifying impacts, and estimating costs and financial feasibility. The study began by defining crossing requirements and criteria against which the different alternatives would be compared.

The public and stakeholder outreach for the study included significant involvement by a Technical Working Group (TWG), public workshops held on site at the ISDRA and virtually, and an online survey. The TWG was comprised of key stakeholders. Through a series of meetings, this group provided input and reviewed all reports developed through the study. The concerns and preferences of the stakeholders were taken into consideration and discussed as part of the study process. A public workshop event was held at the ISDRA Glamis Sand Dunes to solicit input from users at the study location. Concurrently with the workshop, an online survey was offered with nearly 5,000 OHV users participating. The study results are also being presented through a pair of virtual public meetings.

The Draft Study was publicly available starting October 2020. During the public review period for Most Feasible Alternative for the SR 78/Glamis Multi-Use Grade Separated Crossing Feasibility Study, ICTC conducted a set of virtual meeting sessions and provided the public with an opportunity to comment through an online input portal. Virtual public meeting sessions occurred on October 21 and 24, 2020, and the input portal was available during the public comment period from October 8 to November 6, 2020.

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

A list of alternatives was considered based on the type of grade-separated crossing, overcrossing or underpass, and the location of the crossing within the study area. Four alternatives were selected to be developed in more detail and scored against the study criteria. These four alternatives represented the primary locations and included three overcrossings and one underpass. The detailed alternatives were in two general areas, adjacent to SR 78 and near Wash 10, approximately 2 miles to the south of SR 78. After considering the programming needs, the following six alternatives were identified:

Alternative 78-Overcrossing is an overcrossing at SR 78 with an estimated cost of \$34.5 million.

Alternative 78 T-Overcrossing is an overcrossing southeast of SR 78 with an estimated cost of \$12 million.

Alternative 9.5-Underpass is an underpass between Wash 9 and 10 at an estimated cost of \$10.5 million.

Alternative 10-Overcrossing is an overcrossing at Wash 10 with an estimated cost of \$11.5 million.

The key recommendations of the study are numbered below in order of priority:

1. Public agency ownership of the proposed crossing should be established as the next step for the project development. This ownership may be a joint ownership between multiple agencies.
2. Funding of the project is currently undefined. Several grant opportunities are available for this type of project, and steps to prepare applications for these opportunities should be explored. The funding resolution should be led by the public agency owner of the Alternative 78 T – Overcrossing (78T-O) is the most feasible alternative based on the results of this study. However, the other feasible alternatives, or variations of them, may also be considered or refined further into the planning process.
3. The development of the crossing should be coordinated with the proposed development of the private properties located around the intersection of SR 78 and the rail line.
4. Changing the use designation of a portion of Ted Kipf Road, which is an Imperial County-maintained road that is not currently legal for OHV travel, is key to achieving the access goals of the project once a crossing is constructed. This recommendation applies to all alternatives.

The Technical Advisory Committee recommended and submitted the attached Draft Study Report; and is requesting that the ICTC Management Committee review and forward to the Commission for their review and approval after public comment, if any:

1. Approve the State Route 78/Glamis Multiuse Grade Separated Crossing Feasibility Draft Study Report.

Sincerely,



VIRGINIA MENDOZA
Program Manager

Attachment

VI. ICTC ACTION CALENDAR

- C. Transportation Development Act (TDA) and Program Fiscal Audits for FY 2019-20



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January 8, 2021

ICTC Management Committee
Imperial County Transportation Commission
1503 N. Imperial Avenue, Suite 104
El Centro, CA 92243

SUBJECT: Transportation Development Act (TDA) and Program Fiscal Audits for FY 2019-20

Dear Committee Members:

As required by the State of California, the Commission must conduct independent fiscal audits of its own financial activities on an annual basis. Attached, please find the following program financial audits and reports for FY 2019-20, performed by the CPA firm, Eide Bailly:

- Transportation Development Act – receipt and allocation by ICTC of ¼ cent retail sales tax under Articles 8c, 8e and Article 3 under the State TDA, for transit programs and services (#7076001)
- State Transit Assistance – receipt and allocation of funding under the State Transit Assistance (STA) Program, the Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA), State of Good Repair (SGR), the California Transit Security Grant Program (CTGSP) and the Low Carbon Transit Operations Program (#7079001,7481001,7482001, 7553001)
- Regional Transit Planning and Programs – receipt and allocation of funding by ICTC for programs and services including transit service contracts, grants, project consultants and program staffing (#7416001)
- Regional Planning and Programming – receipt and allocation of funding by ICTC for planning programs and services including long- and short-range highway, motorized and non-motorized projects, call for projects, project consultants and program staffing (#7417001)
- Regional Collaboration – receipt and allocation of funding by ICTC for various regional projects whereby ICTC is the fiscal agent, including the Brownfield assessments and Broadband deployment grants with the Imperial Valley Economic Development Corp (IVEDC) (#7577001)
- SB325 report for the State Controller’s Office

The audit team and staff will be presenting this item.

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

It is requested that the ICTC Management Committee forward this item to the Commission for their review and approval after public comment, if any:

1. Receive and file the Transportation Development Act and other program fiscal audits for the Imperial County Transportation Commission, for FY 2019-20.
2. Direct staff to transmit the fiscal audits to the State Controller's Office.

Sincerely,



MARK BAZA
Executive Director

MB/da/mb

Attachments



Financial Statements
June 30, 2020

Imperial County Transportation Commission

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Independent Auditor's Report

To the Commission Board Members
Imperial County Transportation Commission
County of Imperial, California

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities, the business-type activities, and each major fund of the Imperial County Transportation Commission (ICTC) as of and for the year ended June 30, 2020, and the related notes to the financial statements, which collectively comprise ICTC's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, and each major fund of ICTC, as of June 30, 2020, and the respective changes in financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Management has omitted the management's discussion and analysis that accounting principles generally accepted in the United States of America require to be presented to supplement the basic financial statements. Such mission information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operation, economic, or historical context. Our opinion on the basic financial statements is not affected by this missing information.

Accounting principles generally accepted in the United States of America require that the budgetary comparison information on pages 30 through 35, schedule of proportionate share of the net pension liability on page 36, schedule of pension contributions on page 37 and related notes on page 38 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the ICTC's basic financial statements. The budgetary comparison schedules are presented for purposes of additional analysis and are not a required part of the financial statements.

The budgetary comparison schedules are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the budgetary comparison schedules are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated December 30, 2020, on our consideration of ICTC's internal control over financial reporting and on our test of its compliance with certain provisions of laws, regulations, contracts, grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the ICTC's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering ICTC's internal control over financial reporting and compliance.

A handwritten signature in black ink that reads "Eide Bailly LLP". The signature is written in a cursive, flowing style.

San Diego, California
December 30, 2020

Imperial County Transportation Commission
Statement of Net Position
June 30, 2020

	Governmental Activities	Business-type Activities	Total
Assets			
Current Assets			
Cash and investments	\$ 15,613,587	\$ 12,859,190	\$ 28,472,777
Receivables			
Accounts receivable	92,631	-	92,631
Interest receivable	37,882	27,882	65,764
Due from other funds	-	393,853	393,853
Due from other governments	3,170,493	2,329,631	5,500,124
Total current assets	<u>18,914,593</u>	<u>15,610,556</u>	<u>34,525,149</u>
Non-Current Assets			
Capital assets being depreciated, net	-	5,898,620	5,898,620
Total assets	<u>18,914,593</u>	<u>21,509,176</u>	<u>40,423,769</u>
Deferred Outflows of Resources			
Deferred amounts related to pensions	<u>124,585</u>	<u>265,756</u>	<u>390,341</u>
Liabilities			
Current Liabilities			
Accounts payable	133,797	531,991	665,788
Due to other funds	393,853	-	393,853
Unearned revenue	1,905,205	-	1,905,205
Total current liabilities	<u>2,432,855</u>	<u>531,991</u>	<u>2,964,846</u>
Non-Current Liabilities			
Compensated absences	21,277	45,213	66,490
Net pension liability	196,208	416,941	613,149
Total non-current liabilities	<u>217,485</u>	<u>462,154</u>	<u>679,639</u>
Total liabilities	<u>2,650,340</u>	<u>994,145</u>	<u>3,644,485</u>
Deferred Inflows of Resources			
Deferred amounts related to pensions	<u>53,581</u>	<u>113,860</u>	<u>167,441</u>
Net Position			
Net investment in capital assets	-	5,898,620	5,898,620
Restricted	16,335,257	14,768,307	31,103,564
Total net position	<u>\$ 16,335,257</u>	<u>\$ 20,666,927</u>	<u>\$ 37,002,184</u>

Imperial County Transportation Commission
Statement of Activities
Year Ended June 30, 2020

Functions/Programs	Expenses	Program Revenues			Net (Expenses) Revenue and Changes in Net Position		
		Charges for Services	Operating Grants and Contributions	Capital Grants and Contributions	Governmental Activities	Primary Government Business-type Activities	Total
Primary Government							
Governmental activities							
General Government	\$ 400,272	\$ -	\$ -	\$ -	\$ (400,272)	\$ -	\$ (400,272)
Professional Services	284,931	-	-	-	(284,931)	-	(284,931)
Transit and Transportation	543,498	99,719	-	2,376,546	1,932,767	-	1,932,767
Total governmental activities	1,228,701	99,719	-	2,376,546	1,247,564	-	1,247,564
Business-type activities							
Transportation Services	10,035,540	594,288	4,374,158	-	-	(5,067,094)	(5,067,094)
Total primary government	\$ 11,264,241	\$ 694,007	\$ 4,374,158	\$ 2,376,546	1,247,564	(5,067,094)	(3,819,530)
General and Other Revenues							
Transportation development act sales taxes					6,783,653	-	6,783,653
Investment income					213,147	181,122	394,269
Other miscellaneous revenue					20,760	-	20,760
Total general and other revenues					7,017,560	181,122	7,198,682
Transfers					(7,665,432)	7,665,432	-
Change in Net Position					599,692	2,779,460	3,379,152
Net Position, Beginning of Year					15,735,565	17,887,467	33,623,032
Net Position, End of Year					\$ 16,335,257	\$ 20,666,927	\$ 37,002,184

Imperial County Transportation Commission
Governmental Funds
Balance Sheet
June 30, 2020

	Special Revenue Funds						Total
	Transportation Development Act Fund	State Transit Assistance Fund	Prop 1B Fund	State of Good Repair Fund	Regional Planning and Programs Fund	Regional Collaborations Fund	
Assets							
Cash and investments	\$ 11,072,934	3,315,170	93,937	\$ 517,129	\$ 597,037	\$ 17,380	\$ 15,613,587
Receivables							
Accounts receivable	-	-	-	-	92,631	-	92,631
Interest receivable	27,880	7,365	13	1,327	1,290	7	37,882
Due from other governments	2,267,779	813,429	-	48,496	-	40,789	3,170,493
Total assets	\$ 13,368,593	\$ 4,135,964	\$ 93,950	\$ 566,952	\$ 690,958	\$ 58,176	\$ 18,914,593
Liabilities and Fund Balances							
Liabilities							
Accounts payable	\$ -	\$ -	\$ -	\$ -	\$ 81,110	\$ 52,687	\$ 133,797
Due to other funds	393,853	-	-	-	-	-	393,853
Unearned revenue	-	1,244,303	93,950	566,952	-	-	1,905,205
Total liabilities	393,853	1,244,303	93,950	566,952	81,110	52,687	2,432,855
Fund Balances							
Restricted	12,974,740	2,891,661	-	-	609,848	5,489	16,481,738
Total liabilities and fund balances	\$ 13,368,593	\$ 4,135,964	\$ 93,950	\$ 566,952	\$ 690,958	\$ 58,176	\$ 18,914,593

Imperial County Transportation Commission
Reconciliation of the Balance Sheet of Governmental Funds
to the Statement of Net Position
June 30, 2020

Fund balances of governmental funds	\$ 16,481,738
Amounts reported for governmental activities in the Statement of Net Position are different because:	
Adjustments due to deferred outflows of pensions	124,585
Adjustments due to deferred inflows of pensions	(53,581)
Long-term liabilities are not due and payable in the current period and therefore, are not included in the governmental fund activity:	
Net pension liability	(196,208)
Compensated absences	<u>(21,277)</u>
Net position of governmental activities	<u><u>\$ 16,335,257</u></u>

Imperial County Transportation Commission
Governmental Funds
Statement of Revenues, Expenditures and Changes in Fund Balances
Year Ended June 30, 2020

	Special Revenue Funds						Total
	Transportation Development Act Fund	State Transit Assistance Fund	Prop 1B Fund	State of Good Repair Fund	Regional Planning and Programs Fund	Regional Collaborations Fund	
Revenues							
State allocations	\$ 6,783,653	\$ 1,808,880	\$ 31,180	\$ -	435,621	\$ -	\$ 9,059,334
Federal allocations	-	-	-	-	-	100,865	100,865
Investment income	178,784	30,245	-	-	4,049	69	213,147
Membership revenues	-	-	-	-	99,719	-	99,719
Other revenues	-	-	-	-	20,760	-	20,760
Total revenues	6,962,437	1,839,125	31,180	-	560,149	100,934	9,493,825
Expenditures							
TDA disbursements	495,333	-	-	-	-	-	495,333
STA projects	-	-	-	-	-	-	-
PTMISEA projects	-	-	48,165	-	-	-	48,165
General and administrative expenditures	-	-	-	-	400,969	42	401,011
Professional services	-	-	-	-	178,776	106,155	284,931
Total expenditures	495,333	-	48,165	-	579,745	106,197	1,229,440
Excess (deficiency) of revenues over (under) expenditures	<u>6,467,104</u>	<u>1,839,125</u>	<u>(16,985)</u>	<u>-</u>	<u>(19,596)</u>	<u>(5,263)</u>	<u>8,264,385</u>
Other Financing Sources (Uses)							
Transfers in	-	-	48,166	-	343,361	-	391,527
Transfers out	<u>(6,930,040)</u>	<u>(1,095,738)</u>	<u>(31,181)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>(8,056,959)</u>
Total other financing sources (uses)	(6,930,040)	(1,095,738)	16,985	-	343,361	-	(7,665,432)
Net Change in Fund Balances	(462,936)	743,387	-	-	323,765	(5,263)	598,953
Fund Balances, Beginning of Year	13,437,676	2,148,274	-	-	286,083	10,752	15,882,785
Fund Balances, End of Year	\$ 12,974,740	\$ 2,891,661	\$ -	\$ -	\$ 609,848	\$ 5,489	\$ 16,481,738

Imperial County Transportation Commission
 Reconciliation of the Statement of Revenues, Expenditures and Changes
 in Fund Balances of Governmental Funds
 to the Statement of Activities
 June 30, 2020

Net changes in fund balances - total governmental funds	\$ 598,953
Changes in net pension liability and related deferrals reported in the Statement of Activities do not require the use of current financial resources and, therefore, is not reported as expenditures in governmental funds.	(2,245)
Compensated absences reported on the Statement of Activities does not require the use of current financial resources and, therefore, are not reported as expenditures in the governmental funds.	<u>2,984</u>
Change in net position of governmental activities	<u><u>\$ 599,692</u></u>

Imperial County Transportation Commission

Proprietary Funds
Statement of Net Position
June 30, 2020

	Business-Type Activities - Enterprise Funds		
	Transit Planning and Programs Management Fund	SB 325 Funds for Article 8c	Totals
Assets			
Current Assets			
Cash and investments	\$ 12,859,190	\$ -	\$ 12,859,190
Receivables			
Interest receivable	27,882	-	27,882
Due from other funds	393,853	-	393,853
Due from other governments	2,329,631	-	2,329,631
Total current assets	15,610,556	-	15,610,556
Non-Current Assets			
Capital assets being depreciated, net	5,898,620	-	5,898,620
Total assets	21,509,176	-	21,509,176
Deferred Outflows of Resources			
Deferred amounts related to pensions	265,756	-	265,756
Liabilities			
Current Liabilities			
Accounts payable	531,991	-	531,991
Non-Current Liabilities			
Compensated absences	45,213	-	45,213
Net pension liability	416,941	-	416,941
Total non-current liabilities	462,154	-	462,154
Total liabilities	994,145	-	994,145
Deferred Inflows of Resources			
Deferred amounts related to pensions	113,860	-	113,860
Net Position			
Net investment in capital assets	5,898,620	-	5,898,620
Restricted	14,768,307	-	14,768,307
Total net position	\$ 20,666,927	\$ -	\$ 20,666,927

Imperial County Transportation Commission
Proprietary Funds
Statement of Revenues, Expenses and Changes in Net Position
June 30, 2020

	Business-Type Activities - Enterprise Funds		
	Transit Planning and Programs Management Fund	SB 325 Funds for Article 8c	Totals
Operating Revenues			
Passenger fares	\$ 594,288	\$ -	\$ 594,288
Total operating revenues	<u>594,288</u>	<u>-</u>	<u>594,288</u>
Operating Expenses			
Purchased transportation services	3,868,448	3,780,723	7,649,171
Professional services	468,502	-	468,502
General administration	924,018	-	924,018
Depreciation	887,130	-	887,130
Capital contributions	104,582	-	104,582
Maintenance	2,137	-	2,137
Total operating expenses	<u>6,254,817</u>	<u>3,780,723</u>	<u>10,035,540</u>
Operating Income (loss)	<u>(5,660,529)</u>	<u>(3,780,723)</u>	<u>(9,441,252)</u>
Nonoperating Revenues			
State transit revenues	20,595	-	20,595
Federal grant revenues	3,979,970	-	3,979,970
ICTC reimbursements	373,593	-	373,593
Interest income	181,122	-	181,122
Total nonoperating revenues	<u>4,555,280</u>	<u>-</u>	<u>4,555,280</u>
Income(loss) before transfers	<u>(1,105,249)</u>	<u>(3,780,723)</u>	<u>(4,885,972)</u>
Transfers in	<u>3,884,709</u>	<u>3,780,723</u>	<u>7,665,432</u>
Change in Net Position	2,779,460	-	2,779,460
Net Position Beginning, July 1	<u>17,887,467</u>	<u>-</u>	<u>17,887,467</u>
Net Position Ending, June 30	<u>\$ 20,666,927</u>	<u>\$ -</u>	<u>\$ 20,666,927</u>

Imperial County Transportation Commission

Proprietary Funds
Statement of Cash Flows
June 30, 2020

	Transit Planning and Program Management Fund	SB 352 Funds for Article 8c	Total
Operating Activities			
Passenger fares	\$ 594,288	\$ -	594,288
Payment to vendors	(5,194,490)	(3,780,723)	(8,975,213)
Payments to employees	(909,613)	-	(909,613)
Net Cash Provided (used) by Operating Activities	<u>(5,509,815)</u>	<u>(3,780,723)</u>	<u>(9,290,538)</u>
Cash Flows from Non-Capital Financing Activities			
Operating grants received	<u>6,744,627</u>	<u>3,780,723</u>	<u>10,525,350</u>
Cash Flows from Investing Activities			
Interest received	<u>207,093</u>	<u>-</u>	<u>207,093</u>
Net Increase (Decrease) in Cash and Cash Equivalents	<u>1,441,905</u>	<u>-</u>	<u>1,441,905</u>
Cash and Cash Equivalents July 1	<u>11,417,285</u>	<u>-</u>	<u>11,417,285</u>
Cash and Cash Equivalents June 30	<u>\$ 12,859,190</u>	<u>\$ -</u>	<u>\$ 12,859,190</u>
Reconciliation of Operating Income to Net Cash			
Operating income (loss)	\$ (5,660,529)	\$ (3,780,723)	\$ (9,441,252)
Adjustments to reconcile operating income to net cash			
Depreciation expense	887,130	-	887,130
(Decrease) increase in			
Accounts payable	(750,821)	-	(750,821)
Compensated absences	(3,542)	-	(3,542)
Net pension liability	23,861	-	23,861
Change in deferred outflows of resources related to pensions	(42,136)	-	(42,136)
Change in deferred inflows of resources related to pensions	<u>36,222</u>	<u>-</u>	<u>36,222</u>
Total adjustments	<u>150,714</u>	<u>-</u>	<u>150,714</u>
Net Cash Provided (used) by Operating Activities	<u>\$ (5,509,815)</u>	<u>\$ (3,780,723)</u>	<u>\$ (9,290,538)</u>

Note 1 - Summary of Significant Accounting Policies**A. Financial Reporting Entity**

The Imperial County Transportation Commission (ICTC) was established under Senate Bill 607 (SB 607 - Ducheny) which was approved by the California Legislature and Governor Arnold Schwarzenegger in 2009. As a county transportation commission, ICTC member agencies are enabled to exercise basic initiative and leadership in the transportation planning and programming process. The ICTC will act in accordance with all applicable laws and statutes for county transportation commissions. ICTC body will guide the development of the Regional Transportation Plan for the Imperial region and its Regional, State and Federal transportation improvement programs (TIPs) and their updates, including, but not limited to: the distribution and oversight of Local Transportation Fund monies; the preparation and submittal of applications for transportation related funds; approval of the allocation and claims for Transportation Development Act funds; the planning, programming and administration of regional transit services; and, encourage active citizen participation in the development and implementation of various transportation-related plans and programs.

As established under SB 607, the ICTC Board is currently composed of ten voting members and one non-voting member consisting of two members of the Imperial County Board of Supervisors; one member from each incorporated city (seven) within Imperial County who shall be the mayor of the city or a member of its city council; one member of the Board of Directors of the Imperial Irrigation District; and, one non-voting member appointed by the Governor representing the California Department of Transportation (Caltrans). In the future the governing Board of the commission may also include the following ex-officio or non-voting members: one member representing the State of Baja California, Mexico, who may be appointed by the governor of the state; one member representing the municipality of Mexicali, Mexico, who may be the mayor or his or her designee; one member representing the Consul of Mexico in Calexico, California, who may be the consul or his or her designee; and, one member representing any federally recognized Native American tribe in Imperial County.

In addition to the responsibilities described above, the Commission provides direct management, administration and oversight for the following local and regional transportation programs:

- Imperial Valley Transit (IVT) System and its Inner City Circulator Service (Blue, Green, and Gold Lines)
- MedTrans (Non-Emergency Medical Demand Response Service to San Diego)
- IVT ACCESS (Americans with Disabilities Act - ADA Paratransit Service)
- IVT RIDE (curb to curb transit service for seniors; persons age 55 years and over, and persons with disabilities in the Cities of Brawley, Calexico, El Centro, Heber, Imperial and West Shores)
- Local Transportation Authority (Measure D Sales Tax Program)

B. Government-Wide and Fund Financial Statements

Government-wide Statements: The Commission's basic financial statements consist of government-wide financial statements, including a Statement of Net Position and a Statement of Activities, and fund financial statements which provide a more detailed level of financial information.

The government-wide financial statements (i.e., the Statement of Net Position and the Statement of Activities) report information on the activities of the Commission. Governmental activities, which normally are supported by taxes and intergovernmental revenues, are reported separately from business-type activities, which rely to a significant extent on fees and charges for support. Eliminations have been made in the statement of activities so that certain allocated expenses are recorded only once (by the function to which they were allocated).

The Statement of Activities demonstrates the degree to which the direct expenses of a given function or segment is offset by program revenues. Direct expenses are those that are clearly identifiable with a specific function or segment. Program revenues include 1) charges to customers or applicants who purchase, use, or directly benefit from goods, services or privileges provided by a given function or segment and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function or segment. Taxes and other items not properly included among program revenues are reported instead as general revenues.

Fund Financial Statements: The fund financial statements provide information about ICTC's funds. Separate statements for each fund category – governmental and proprietary – are presented. The emphasis of fund financial statements is on major governmental and enterprise funds, each displayed in a separate column.

ICTC reports the following major governmental funds:

- **Transportation Development Act (TDA) Fund** – This fund was established by ICTC in order to administer funds derived from $\frac{1}{4}$ cent of the local general sales tax collected statewide. The state Board of Equalization returns the $\frac{1}{4}$ cent to each county according to the amount of tax collected. Disbursements from the TDA fund are made to the County of Imperial and the cities located within the County.
- **State Transit Assistance Fund (STAF)** – This fund was established pursuant to SB 620 to supplement existing funding sources for public transit services. The revenues of the fund are derived from a portion of the sales tax on gasoline and are subject to appropriation by the legislature. Disbursements from the fund are made by the Imperial County Auditor-Controller based upon allocation instruction received from ICTC.
- **Prop 1B Fund** – The fund was established by ICTC in order to account for funding received from bonds issued by the State. These funds provide for transit capital, corridor mobility improvements, goods movement, state-local partnership funds and local streets and roads.
- **State of Good Repair Fund** – This fund was established by ICTC in order to account for the funding received for the provisions of SB1 which apportions funding by formula for any transit-related capital maintenance purposes, including repair, refurbishment and replacement of existing transit vehicles and infrastructure.

- **Regional Planning and Programs Fund** – This fund was established by ICTC in order to administer regional transportation programs and services.
- **Regional Collaboration Fund** – This fund was established for the purpose of tracking activities of joint projects with other agencies in the region.

ICTC reports the following enterprise funds:

Transit Planning and Programs Management Fund – This fund was established in order to administer the various transit programs, grants and services provided either in house or under contract with various providers. The program receives various state and federal grants including the Federal Transportation Administration (FTA) Section 5307, 5310, and 5311. The specific federal funds received are programmed to be utilized for operation costs of Imperial Valley Transit (IVT), the IVT Blue, Green and Gold Lines, MedTrans and IVT ACCESS, the ADA paratransit system and the mobility coordination program.

SB 325 Fund for Article 8c – This fund was established through five contracts with outside vendors. They are held with First Transit, Inc. to provide the Imperial Valley Transit fixed route service, the IVT ACCESS which provides paratransit service exclusively for disabled persons under the Americans with Disabilities Act (ADA), IVT-RIDE an intra city dial-a-ride service for senior and persons with disabilities within Brawley, Calexico, El Centro, Heber, Imperial and the West Shores, and IVT MedTrans which provide nonemergency transportation to medical facilities in San Diego in order to administer regional transportation programs and services.

C. **Measurement Focus and Basis of Accounting**

The government-wide and the proprietary fund financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, ICTC considers revenues to be available if they are collected within 60 days of the end of the current fiscal period. Expenditures generally are recorded when a liability is incurred, however, compensated absences of governmental funds are recorded only when payment is due.

Revenues susceptible to accrual are sales and gas taxes collected and held by the state at year-end on behalf of ICTC, intergovernmental revenues, interest revenue, and charges for services. In applying the susceptible to accrual concept to intergovernmental revenues, there are two types of revenues. For one, monies must be expended for the specific purpose or project before any amounts will be paid to ICTC; therefore, revenues are recognized based upon the expenditures incurred. In the other, monies are unrestricted and are usually revocable only for failure to comply with prescribed compliance requirements. These resources are reflected as revenues at the time of receipt or earlier if the susceptible to accrual criteria are met.

Proprietary funds distinguish operating revenues and expenses from nonoperating items. Operating revenues and expenses generally result from providing services in connection with a proprietary fund’s principal ongoing operations. The principal operating revenues of ICTC’s proprietary funds are charges to customers for services. Operating expenses for proprietary funds include the cost of services, administrative expenses and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

D. Cash and Investments

The County of Imperial Auditor-Controller office acts as a trustee for the funds received and disbursed. Cash and investments are held in the County investment pool to facilitate cash management and maximize investment opportunities and yields. Investment income resulting from this pooling is allocated to the respective funds. The investment policies and the risks related to cash and investments are those of the County investment pool and are disclosed in the County’s basic financial statements. The County’s basic financial statements can be obtained at the County Administrative Office.

Cash and investments are reported at fair value. The fair value measurements are based on fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active market for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs. Deposits and withdrawals in the County Investment Pool are made on the basis of \$1 and not fair value. Accordingly, investments in the County Investment Pool are based on uncategorized inputs not defined as Level 1, Level 2, or Level 3.

E. Capital Assets

Capital assets, which include equipment and vehicles, are reported in the applicable governmental or business-type activities columns in the government-wide financial statements. Capital assets are defined by ICTC as assets with an initial, individual cost of \$5,000 or more and an estimated useful life in excess of one year. Such capital assets are recorded at historical cost or estimated historical cost if purchased or constructed. Donated capital assets are recorded at estimated acquisition value at the date of donation. The cost of normal maintenance and repairs that do not add to the value of the capital asset or materially extend capital asset lives are not capitalized.

Property, plant, and equipment of ICTC are depreciated using the straight-line method over the following estimated useful lives:

Assets	Useful Lives
Automobiles	80,000 to 95,000 miles
Buildings	40 years
Improvements	over remaining useful life
Radios, Communication Equipment	3 years
Small Furniture, Fixtures, and Office Equipment	5 years
Large Furniture and Durable Goods	10 years
Computer Hardware	3 years
Computer Software	3 years
Transit Vehicles	5 to 12 years

F. Net Position

In the government-wide financial statements, net position represents the difference between assets plus deferred outflow of resources and liabilities plus deferred inflow of resources and is classified into three categories.

- **Net investment in capital assets** – This balance reflects the net position of ICTC that is invested in capital assets, net of related debt. This net position is not accessible for other purposes.
- **Restricted Net Position** – This balance represents net position that is not accessible for general use because their use is subject to restrictions enforceable by third parties.
- **Unrestricted Net Position** – This balance represents net position that is available for general use.

When an expense is incurred for purposes for which both restricted and unrestricted net position is available, ICTC considers unrestricted funds to have been spent first.

G. Fund Balance Classification

The governmental fund financial statements present fund balances based on classifications that comprise a hierarchy that is based primarily on the extent to which ICTC is bound to honor constraints on the specific purposes for which amounts can be spent.

The classifications used in the governmental fund financial statements are as follows:

Nonspendable – amounts that cannot be spent either because they are not in spendable form or because they are legally or contractually required to be maintained intact.

Restricted – amounts that can be spent only for specific purposes because of constitutional provisions or enabling legislation or because of constraints that are externally imposed by creditors, grantors, contributors, or the laws or regulations of other governments.

Committed – amounts that can be spent only for specific purposes determined by a formal action of the government's highest level of decision-making authority. The Board, as the highest level of decision making authority, has the ability to commit fund balances through the adoption of a resolution. These committed amounts cannot be used for any other purpose unless the Board removes or modifies the use through the adoption of a subsequent resolution.

Assigned – amounts that are constrained by ICTC's intent to be used for specific purposes and that do not meet the criteria to be classified as restricted or committed. This classification also includes residual amounts in governmental funds.

H. Compensated Absences

GASB Statement No. 16, *Accounting for Compensated Absences*, provides specific guidance on how leave liability should be calculated. Personal time off (PTO) hours accumulated and not taken are accrued at fiscal year-end and a liability is reported in the government-wide financial statements. The liability will be liquidated with resources from the governmental and proprietary funds. Upon termination an employee with a minimum of twelve months of continuous services will receive 100% of the unused PTO balance.

I. Interfund Transactions

During the course of operations, numerous transfers of revenues were made from funds authorized to receive the revenue to funds authorized to expend it.

J. Deferred Outflows and Inflows of Resources

ICTC reports deferred outflows and inflows of resources. A deferred outflow of resources is a consumption of net position or fund balance by the government that is applicable to a future reporting period. A deferred inflow of resources represents an acquisition of net position or fund balance by the government that is applicable to a future period.

ICTC reports deferred outflows and inflows of resources related to pension on the government-wide statement of net position, under full accrual basis of accounting. Pension related deferred outflows of resources relate to contributions made subsequent to the measurement date, which will be reflected as a reduction of net pension liability in a future reporting period. Pension related deferred inflows of resources include the net differences between projected and actual earnings on plan investments, and differences between expected and actual experiences, and will be recognized as part of pension expense in future reporting periods. Refer to Note 7 for items identified as deferred inflows and outflows related to pensions as of June 30, 2020.

K. Pensions

For purposes of measuring the net pension liability and deferred outflows/inflows of resources related to pensions, and pension expense, information about the fiduciary net position of ICTC's Imperial County Employees' Retirement System (ICERS) plans (Plans) and additions to/deductions from the Plans' fiduciary net position have been determined on the same basis as they are reported by ICERS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

L. Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosures at the date of the financial statements and the reported amounts of revenues and expenditures during the reporting period. Actual results could differ from those estimates.

M. New GASB Pronouncements**Adopted in the Current Year**

GASB Statement No. 95 – In May 2020, the GASB issued Statement No. 95, *Postponement of the Effective Dates of Certain Authoritative Guidance*. The primary objective of this statement is to provide temporary relief to governments and other stakeholders in light of the COVID-19 pandemic. The objective is accomplished by postponing the effective dates of certain provisions in Statements and Implementation Guides that first became effective or are scheduled to become effective for periods beginning after June 15, 2018, and later.

Effective in Future Years

ICTC is currently evaluating the potential impact of the following issued, but not yet effective, accounting standards.

GASB Statement No. 84 – In January 2017, GASB issued Statement No. 84, *Fiduciary Activities*. The objective of this Statement is to improve guidance regarding the identification of fiduciary activities for accounting and financial reporting purposes and how those activities should be reported. This Statement is effective for reporting periods beginning after December 15, 2019.

GASB Statement No. 87 – In June 2017, GASB issued Statement No. 87, *Leases*. The objective of this Statement is to better meet the information needs of financial statement users by improving accounting and financial reporting for leases; enhancing the comparability of financial statements between governments; and also enhancing the relevance, reliability (representational faithfulness), and consistency of information about the leasing activities of governments. This Statement is effective for reporting periods beginning after June 15, 2021.

GASB Statement No. 89 – In June 2018, the GASB issued Statement No. 89, *Accounting for Interest Cost Incurred Before the End of a Construction Period*. The objectives of this Statement are (a) to enhance the relevance and comparability of information about capital assets and the cost of borrowing for a reporting period and (b) to simplify accounting for certain interest costs. This Statement is effective for reporting periods beginning after December 15, 2020.

GASB Statement No. 90 – In September 2018, the GASB issued Statement No. 90, *Majority Equity Interests, an amendment of GASB Statements No. 14 and No. 61*. The objectives of this Statement are to improve the consistency and comparability of reporting a government's majority equity interest in a legally separate organization and to improve the relevance of financial statement information for certain component units. The Statement is effective for reporting periods beginning after December 15, 2019.

GASB Statement No. 91 – In May 2019, the GASB issued Statement No. 91, *Conduit Debt Obligations*. The objectives of this Statement are to provide a single method of reporting conduit debt obligations by issuers and eliminate diversity in practice associated with (1) commitments extended by issuers, (2) arrangements associated with conduit debt obligations, and (3) related note disclosure. The Statement is effective for reporting periods beginning after December 15, 2021.

GASB Statement No. 92 – In January 2020, the GASB issued Statement No. 92, *Omnibus 2020*. The objectives of this Statement are to enhance comparability in accounting and financial reporting and to improve the consistency of authoritative literature by addressing practice issues that have been identified during implementation and application of certain GASB Statements. The Statement is effective for reporting periods beginning after June 15, 2021.

GASB Statement No. 93 – In March 2020, the GASB issued Statement No. 93, *Replacement of Interbank Offered Rates*. The objective of this Statement is to address those and other accounting and financial reporting implications that result from the replacement of an Interbank Offered Rate. The Statement is effective for reporting periods after June 15, 2021.

GASB Statement No. 94 – In March 2020, the GASB issued Statement No. 94, *Public Private and Public-Public Partnership and Availability Payment Arrangement*. The primary objective of this Statement is to improve financial reporting by addressing issues related to public-private and public-public partnership arrangements. The Statement is effective for reporting periods after June 15, 2022.

GASB Statement No. 96 – In May 2020, the GASB issued Statement No. 96, *Subscription-Based Information Technology Arrangement*. This Statement provides guidance of the accounting and financial reporting for subscription-based information technology arrangements (SBITAs) for government end users (governments). This Statement (1) defines a SBITA; (2) establishes that a SBITA results in a right-to-use subscription asset-an intangible asset- and a corresponding subscription liability; (3) provides the capitalization criteria for outlays other than subscription payments, including implementation costs of a SBITA; and (4) requires note disclosures regarding a SBITA. To the extent relevant, the standards for SBITAs are based on the standards established in Statement No. 87, *Leases*, as amended. The Statement is effective for reporting periods after June 15, 2022.

GASB Statement No. 97 – In June 2020, the GASB issued Statement No. 97, *Certain Component Unit Criteria, and Accounting and Financial Reporting for Internal Revenues Code Section 457 Deferred Compensation Plans – and amendment of GASB Statements No. 14 and No. 84, and a supersession of GASB Statement No. 32*. The primary objectives of this Statement are to (1) increase consistency and comparability related to the reporting of fiduciary component units in circumstances in which a potential component unit does not have governing board and the primary government performs the duties that a governing board typically would perform; (2) mitigate costs associated with the reporting of certain defined contribution pension plans, defined contribution other postemployment benefit (OPEB) plans, and employee benefit plans other than pension plans or OPEB plans (other employee benefit plans) as fiduciary component units fiduciary fund financial statements; and (3) enhance the relevance, consistency, and comparability of the accounting and financial reporting of Internal Revenue Code (IRC) Section 457 deferred compensation plans (Section 457 plans) that meet the definition of a pension plan and for benefits provided through those plans. The Statement is effective for fiscal years beginning after June 15, 2021.

Note 2 - Cash and Investments

Cash and investments are classified in the financial statements as follows:

	<u>Governmental Activities</u>	<u>Business- Type Activities</u>	<u>Total</u>
Cash and investments	<u>\$ 15,613,587</u>	<u>\$ 12,859,190</u>	<u>\$ 28,472,777</u>

Cash and investments consisted of the following at June 30, 2020:

Imperial county investment pool	\$ 28,176,855
Deposits with financial institutions	<u>295,922</u>
	<u>\$ 28,472,777</u>

ICTC is a participant in the County Investment Pool. Cash on deposit in the County Investment Pool at June 30, 2020, is stated at fair value. The County Investment Pool values participant shares on an amortized cost basis during the year and adjusts to fair value at year-end. For further information regarding the County Investment Pool, refer to the County of Imperial Comprehensive Annual Financial Report.

Fair Value Measurements

ICTC categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets, Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs. As of June 30, 2020, ICTC held no individual investments. All funds are invested in the County Investment Pool.

In instances where inputs used to measure fair value fall into different levels in the above fair value hierarchy, fair value measurements in their entirety are categorized based on the lowest level input that is significant to the valuation. ICTC's assessment of the significance of particular inputs to these fair value measurements requires judgment and considers factors specific to each asset or liability.

Deposits and withdrawals in the County Investment Pool are made based on \$1 and not fair value. Accordingly, ICTC's proportionate share of investments in the County Investment Pool at June 30, 2020 is measured based on uncategorized inputs not defined as a Level 1, Level 2, or Level 3 input.

Note 3 - Federal, State, and Local Grants

Federal Assistance – ICTC receives Federal operating assistance funds through the U.S. Department of Transit Grant (Urbanized Area Formula Program – Federal Grant 5307, Rural Area Formula Program – Federal Grant 5311, Enhanced Mobility of Seniors and Individuals with Disabilities – Federal Grant 5310 and Congestion Mitigation and Air Quality Improvement Program – CMAQ) and Environmental Protection Agency. Total Federal assistance provided during the fiscal year ended June 30, 2020 was \$4,080,835.

Transportation Development Act – ICTC is subject to provisions pursuant to Section 6634 and 6637 of the California Administrative Code (CAC) and section 99268.3, 99268.4, and 99268.5 of the Public Utilities Code.

Section 6634 – Pursuant to Section 6634, a transit claimant is precluded from receiving monies from the Local Transportation Fund and the State Transit Assistance Fund in an amount which exceeds the claimant’s capital and operating costs less the required fare, local support, and the amount received during the year from a city or county to which the operator has provided service beyond its boundaries.

Section 6637 – Pursuant to Section 6637, the claimant must maintain its accounts and records in accordance with the Uniform System of Accounts and Records adopted by the State Controller.

Section 9926.3, 99268.4 and 99268.5 – The ICTC has several fare box recovery ratios for the various services provided.

	<u>Required</u>	<u>Actual</u>
IVT	17%	16.46%
IVT Access	10%	3.64%
IVT RIDE	10%	3.47%
MedTrans	10%	7.20%

Proposition 1B - The Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) Fund and California Transit Security Grant Program (CTSGP) are part of the State of California’s Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Bond Act), approved by California voters as Proposition 1B on November 7, 2006. A total of \$19.9 billion was deposited into the State Prop 1B fund, \$3.6 billion of which was made available to project sponsors in California for allocation to eligible public transportation projects over a 10-year period. Proposition 1B funds can be used for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, or for rolling stock procurement, rehabilitation or replacement. The unearned balances for PTMISEA and CTSGP as of June 30, 2020 are \$88,422 and \$5,528 respectively.

Low Carbon Transit Operations Program (LCTOP) – LCTOP is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate bill 862. The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. The unearned balance for LCTOP funds as of June 30, 2020 was \$1,244,303.

State of Good Repair – The State of Good Repair Program provides funding to agencies for transit infrastructure repairs and service improvements. SGR funds are made available for eligible transit maintenance, rehabilitation and capital projects. The total unearned balance for State of Good Repair funds as of June 30, 2020 was \$566,952.

Note 4 - Capital Assets

Business-type Activities: The following is a summary of capital assets for business-type activities for the fiscal year ending June 30, 2020:

	Balance at July 1, 2019	Additions	Deletions	Balance at June 30, 2020
Capital assets being depreciated				
Furniture	\$ 14,045	\$ -	\$ -	\$ 14,045
Transit equipment	11,066,420	-	-	11,066,420
Total capital assets being depreciated	<u>11,080,465</u>	<u>-</u>	<u>-</u>	<u>11,080,465</u>
Less accumulated depreciation				
Furniture	(14,045)	-	-	(14,045)
Transit equipment	(4,280,670)	(887,130)	-	(5,167,800)
Total accumulated depreciation	<u>(4,294,715)</u>	<u>(887,130)</u>	<u>-</u>	<u>(5,181,845)</u>
Capital asset, net	<u>\$ 6,785,750</u>	<u>\$ (887,130)</u>	<u>\$ -</u>	<u>\$ 5,898,620</u>

Depreciation expense for fiscal year ended June 30, 2020 was charged to functions/programs of the governmental activities as follows:

Business-type activities	
Transportation services	<u>\$ 887,130</u>

Note 5 - Long Term Liabilities

Changes in long-term obligations for the year ended June 30, 2020, are as follow:

	Balance at July 1, 2019	Additions	Deletions	Balance at June 30, 2020
Governmental activities				
Compensated absences	\$ 24,261	\$ 26,488	\$ 29,472	\$ 21,277
Business-type activities				
Compensated absences	48,755	59,085	62,627	45,213
Total primary government activities	<u>\$ 73,016</u>	<u>\$ 85,573</u>	<u>\$ 92,099</u>	<u>\$ 66,490</u>

The Commission's policy relating to employees leave benefits is described in Note 1, Compensated Absences. The long-term portion of compensated absences is expected to be paid in future years from future resources from the Regional Planning and Programs, Regional Collaboration, and Transit Planning and Programs Management funds.

Note 6 - Interfund Transactions

Interfund transfers consisted of the following for the year ended June 30, 2020:

Transfers in	Transfers out			Amount
	Transportation Development Act Fund	State Transit Assistance Fund	Prop 1B Fund	
Prop 1B Fund	\$ -	\$ 48,166	\$ -	\$ 48,166
Regional Planning and Programs Fund	343,361	-	-	343,361
Transit Planning and Programs Management Fund	2,805,956	1,047,572	31,181	3,884,709
SB 325 Funds for Article 8c	<u>3,780,723</u>	<u>-</u>	<u>-</u>	<u>3,780,723</u>
Total	<u>\$ 6,930,040</u>	<u>\$ 1,095,738</u>	<u>\$ 31,181</u>	<u>\$ 8,056,959</u>

Interfund transfers are generally used to move revenues from the fund that statute or budget require to collect them to fund that statute or budget requires to expend them.

Note 7 - Pension Plan

Plan Description - The Imperial County Employees Retirement System (ICERS) was established by the County of Imperial in 1951. ICERS is administered by the Board of Retirement and governed by the County Employees' Retirement Law of 1937 (California Government Code Section 31450 et. Seq.). ICERS is a cost-sharing multiple employer public employee retirement system whose main function is to provide service retirement, disability, death and survivor benefits to members employed by the ICTC.

The management of ICERS is vested with the Imperial County Board of Retirement. The Board consists of nine members and two alternates. The County Treasurer is a member of the Board of Retirement by law. Four member are appointed by the Board of Supervisors, one of whom may by a County Supervisor. Two members are elected by the General membership; one member and one alternate are elected by the Safety membership, one member and one alternate are elected by the retired members of the System. All members of the Board of Retirement serve terms of three years except for the County Treasurer whose term runs concurrent with her term as County treasurer.

ICERS issues an audited stand-alone financial report which may be obtained by contacting the Board of Retirement at 1221 W. State Street, El Centro, CA 92243.

Plan Membership - At June 30, 2019, pension plan membership consisted of the following:

Retired members or beneficiaries currently receiving benefits	1
Active members	<u>10</u>
Total	<u><u>11</u></u>

Benefits Provided - ICERS provides service retirement, disability, death and survivor benefits to eligible employees. All regular full-time employees of the County of Imperial or contracting districts who work a minimum of 30 hours per week become members of ICERS effective on the first day of the first full pay period after employment. There are separate retirement plans for General and Safety member employees. Safety membership is extended to those involved in active law enforcement, fire suppression, and certain probation officers. Any new Safety Member who becomes a member on or after January 1, 2013 is designated as PEPRSA Safety and is subject to the provisions of California Public Employees' Pension Reform Act of 2013 (PEPRA) and California Government Code 7522 et seq. All other employees are classified as General members. New General Members employed after January 1, 2013 are designated as PEPRSA General subject to the provisions of California Government Code 7522 et seq.

General members hired prior to January 1, 2013, are eligible to retire once they attain the age of 70 regardless of service or at age 50 with 10 or more years of retirement service credit. A member with 30 years of service is eligible to retire regardless of age. General members who are first hired on or after January 1, 2013, are eligible to retire once they have attained the age of 52, with five years of retirement service credit.

The retirement benefit the member will receive is based upon age at retirement, final average compensation, years of retirement service credit and retirement plan and tier.

General member benefits are calculated pursuant to the provisions of Sections 31676.11 and 31676.14 for Regular and Regular plus Supplemental Benefits, respectively. The monthly allowance is equal to 1/60th of final compensation for Regular and Regular plus Supplemental Benefits, times years of accrued retirement service credit times age factor from either Section 31676.11 (Regular Benefit) or Section 31676.14 (Regular plus Supplemental Benefit). General member benefits for those who are first hired on or after January 1, 2013, are calculated pursuant to the provision of California Government Code Section 7522.20(a). The monthly allowance is equal to the final compensation multiplied by years of accrued retirement credit multiplied by the age factor from Section 7522.20(a).

For members with membership dates before January 1, 2013, the maximum monthly retirement allowance is 100% of final compensation. However, for members with membership dates on or after January 1, 2013 the maximum amount of pensionable compensation that can be taken into account for 2019 is equal to \$149,016 (reference Section 7522.10). This limit is adjusted on an annual basis. Members are exempt from paying member contributions and employers are exempt from paying employer contributions on compensation in excess of the annual cap.

Final average compensation consists of the highest 12 consecutive months for a General or Safety member and the highest 36 consecutive months for a PEPRSA General or PEPRSA Safety member.

The County of Imperial and contracting districts contribute to the retirement plan based upon actuarially determined contribution rates adopted by the Board of Retirement. Employer contribution rates are adopted annually based upon recommendations received from ICERS' actuary after the completion of the annual actuarial valuation. The average employer contribution rate as of June 30, 2019 for 2018-2019 (based on the June 30, 2017 valuation) was 22.28% of compensation.

All members are required to make contributions to ICERS regardless of the retirement plan or tier in which they are included. The average member contribution rate as of June 30, 2019 for 2018-2019 (based on the June 30, 2017 valuation) was 12.89% of compensation.

Pension Liabilities, Pension Expense, and Deferred Outflows/Inflows of Resources Related to Pensions

Actuarial assumptions - The TPL is measured as of June 30, 2019 and was determined by an actuarial valuation as of June 30, 2018 rolled forward to June 30, 2019 using standard update procedures. In particular, the following actuarial assumption were applied in the June 30, 2019 measurement.

Inflation	3.00%
Salary increases	4.75% to 8.25%
Investment rate of return	7.25%
Administrative expenses	1.80% of payroll allocated to both the employer and member based on the components of the total contribution rate (before expenses) for the employer and member.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which expected future real rates of return (expected returns, net of inflation) are developed for each major asset class. These returns are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage, adding expected inflation and subtracting expected investment expenses and a risk margin. The target allocation and projected arithmetic real rates of return for each major asset class, after deducting inflation, but before deducting investment expenses are summarized in the following table. This information was used in the derivation of the long-term expected investment rate of return assumption used for the June 30, 2018 actuarial valuation. This information is subject to change every three years based on the actuarial experience study.

Asset Class	Target Allocation	Long-term Expected Arithmetic Real Rate of Return
Large Cap U.S. Equity	23%	5.61%
Small Cap U.S. Equity	6%	6.37%
Developed International Equity	17%	6.96%
Emerging Market Equity	7%	9.28%
U.S. Core Fixed Income	22%	1.06%
TIPS	5%	0.94%
Real Estate	5%	4.37%
Value Added Real Estate	5%	6.00%
Private Credit	5%	5.10%
Private Equity	5%	8.70%
Total	100%	

Discount Rate - The discount rate used to measure the Total Pension Liability was 7.25% as of June 30, 2019. For plan member contributions, the projection of cash flows used to determine the discount rate assumed employee contributions will be made at the current contribution rates and that the contributions will be made at rates equal to the actuarially determined contribution rates. For employer contributions, the projection of cash flow used to determine the discount rate assumed employer contributions will be made at rates equal to the actuarially determined contribution rates.

For this purpose, only employee and employer contributions that are intended to fund benefits of current plan members and their beneficiaries are included. Based on those assumptions, the Pension Plan’s Fiduciary Net Position was projected to be available to make all projected future benefit payments for current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all period of projected benefit payments to determine the TPL as part of the June 30, 2019 measurement.

Sensitivity of the ICTC’s proportionate Share of the Net Pension Liability to Changes in the Discount Rate - The following presents ICTC’s share of the net pension liability calculated using the discount rate of 7.25%, as well as what ICTC’s proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower (6.25%) or 1-percentage-point higher (8.25%) than the current rate:

<u>Measurement date</u>	<u>1% Decrease</u>	<u>Current Discount</u>	<u>1% Increase</u>
June 30, 2019	<u>\$ 1,306,453</u>	<u>\$ 613,149</u>	<u>\$ 41,986</u>

At June 30, 2020, ICTC reported a liability of \$613,149 for its proportionate share of the net pension liability. The net pension liability was measured as of June 30, 2019 and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation. ICTC’s proportion of the net pension liability was based on the projection of the long-term share of contributions to the pension plan related to the projected contributions of all Pension Plan participants, actuarially determined. At June 30, 2019, ICTC’s proportionate share of net pension liability was 0.502%. This is a .08% increase from the previous year.

For the year ended June 30, 2020, ICTC recognized pension expense of \$212,647. Pension expense represents the change in the net pension liability during the measurement period, adjusted for actual contributions and the deferred recognition of changes in investment gain/loss, actuarial gain/loss, actuarial assumptions or method, and plan benefits.

Imperial County Transportation Commission

Notes to the Financial Statements

June 30, 2020

At June 30, 2020, ICTC reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ -	\$ (166,846)
Net excess of projected over actual earnings on pension plan investments	8,469	-
Changes of assumptions	153,368	-
Changes in proportion and differences between employer contribution and proportionate share of contributions	93,969	(595)
Contributions made after the measurement date	134,535	-
	\$ 390,341	\$ (167,441)

\$134,535 reported as deferred outflows of resources related to pensions resulting from ICTC contribution subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended June 30, 2021.

Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized over the estimated average remaining service life of plan members.

Note 8 - Disbursements to Local Agencies

The LTF accounts for the one-quarter percent state sales tax collected within the County. The funds can be used for various programs, including administration, planning and programming for the Transportation Development Act, bicycle and pedestrian projects, commuter rail, streets and rail, and transit operations. The Commission's governing board approves an annual allocation which includes funding for local agencies to spend in accordance with TDA guidelines. During the fiscal year ended June 30, 2020, the Commission allocated \$495,333 of LTF funds to local agencies as shown below.

Local Agency	Bicycles and Pedestrians	Benches and Shelters	Total
City of Brawley	\$ 52,642	\$ 122,460	\$ 175,102
City of Calexico	35,261	84,346	119,607
City of El Centro	37,261	88,758	126,019
City of Imperial	21,940	8,214	30,154
County of Imperial	30,408	14,043	44,451
	\$ 177,512	\$ 317,821	\$ 495,333



Required Supplementary Information
June 30, 2020

Imperial County Transportation Commission

Imperial County Transportation Commission
Special Revenue Fund
Transportation Development Act Fund – Budgetary Comparison Schedule
Year Ended June 30, 2020

	Budgeted amounts		Actual Amounts	Variance with Final Budget Positive (Negative)
	Original	Final		
Revenues				
State allocations	\$ 5,969,999	\$ 5,969,999	\$ 6,783,653	\$ 813,654
Investment income	-	-	178,784	178,784
Total revenues	<u>5,969,999</u>	<u>5,969,999</u>	<u>6,962,437</u>	<u>992,438</u>
Expenditures				
Current				
TDA disbursements	<u>495,333</u>	<u>495,333</u>	<u>495,333</u>	<u>-</u>
Excess (deficiency) of revenues over (under) expenditures	<u>5,474,666</u>	<u>5,474,666</u>	<u>6,467,104</u>	<u>992,438</u>
Other Financing Sources (Uses)				
Transfers out	<u>(5,474,666)</u>	<u>(5,474,666)</u>	<u>(6,930,040)</u>	<u>(1,455,374)</u>
Net Change in Fund Balances	-	-	(462,936)	(462,936)
Fund Balances, Beginning of Year	<u>13,437,676</u>	<u>13,437,676</u>	<u>13,437,676</u>	<u>-</u>
Fund Balances, End of Year	<u>\$ 13,437,676</u>	<u>\$ 13,437,676</u>	<u>\$ 12,974,740</u>	<u>\$ (462,936)</u>

Imperial County Transportation Commission
Special Revenue Fund
State Transit Assistance Fund – Budgetary Comparison Schedule
Year Ended June 30, 2020

	Budgeted amounts		Actual Amounts	Variance with Final Budget Positive (Negative)
	Original	Final		
Revenues				
State allocations	\$ 1,508,075	\$ 1,508,075	\$ 1,808,880	\$ 300,805
Investment income	-	-	30,245	30,245
Total revenues	<u>1,508,075</u>	<u>1,508,075</u>	<u>1,839,125</u>	<u>331,050</u>
Expenditures				
Current				
STA projects	<u>967,572</u>	<u>967,572</u>	<u>-</u>	<u>967,572</u>
Excess (deficiency) or revenues over (under) expenditures	<u>540,503</u>	<u>540,503</u>	<u>1,839,125</u>	<u>1,298,622</u>
Other Financing Sources (Uses)				
Transfers out	<u>(540,503)</u>	<u>(540,503)</u>	<u>(1,095,738)</u>	<u>(555,235)</u>
Net change in fund balances	-	-	743,387	743,387
Fund balances, beginning of year	<u>2,148,274</u>	<u>2,148,274</u>	<u>2,148,274</u>	<u>-</u>
Fund balances, end of year	<u>\$ 2,148,274</u>	<u>\$ 2,148,274</u>	<u>\$ 2,891,661</u>	<u>\$ 743,387</u>

Imperial County Transportation Commission

Special Revenue Fund

Prop 1B Fund – Budgetary Comparison Schedule

Year Ended June 30, 2020

	Budgeted amounts		Actual Amounts	Variance with Final Budget Positive (Negative)
	Original	Final		
Revenues				
State allocations	\$ 5,789	\$ 5,789	\$ 31,180	\$ 25,391
Investment income	131	131	-	(131)
Total revenues	<u>5,920</u>	<u>5,920</u>	<u>31,180</u>	<u>25,260</u>
Expenditures				
Current				
PTMISEA projects	-	-	48,165	(48,165)
Excess (deficiency) of revenues over (under) expenditures	<u>5,920</u>	<u>5,920</u>	<u>(16,985)</u>	<u>(11,065)</u>
Other Financing Sources (Uses)				
Transfers in	-	-	48,166	48,166
Transfers out	<u>(5,789)</u>	<u>(5,789)</u>	<u>(31,181)</u>	<u>(25,392)</u>
Total Other Financing Sources (Uses)	<u>(5,789)</u>	<u>(5,789)</u>	<u>16,985</u>	<u>22,774</u>
Net change in fund balances	131	131	-	(131)
Fund balances, beginning of year	-	-	-	-
Fund balances, end of year	<u>\$ 131</u>	<u>\$ 131</u>	<u>\$ -</u>	<u>\$ (131)</u>

Imperial County Transportation Commission
Special Revenue Fund
State of Good Repair Fund – Budgetary Comparison Schedule
Year Ended June 30, 2020

	<u>Budgeted amounts</u>		<u>Actual Amounts</u>	<u>Variance with Final Budget Positive (Negative)</u>
	<u>Original</u>	<u>Final</u>		
Revenues				
State allocations	<u>\$ 507,343</u>	<u>\$ 507,343</u>	<u>\$ -</u>	<u>\$ (507,343)</u>
Other Financing Sources (Uses)				
Transfers out	<u>(507,343)</u>	<u>(507,343)</u>	<u>-</u>	<u>507,343</u>
Net change in fund balances	-	-	-	-
Fund balances, beginning of year	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Fund balances, end of year	<u><u>\$ -</u></u>	<u><u>\$ -</u></u>	<u><u>\$ -</u></u>	<u><u>\$ -</u></u>

Imperial County Transportation Commission
Special Revenue Fund
Regional Collaboration Fund – Budgetary Comparison Schedule
Year Ended June 30, 2020

	Budgeted amounts		Actual Amounts	Variance with Final Budget Positive (Negative)
	Original	Final		
Revenues				
State allocations	\$ 150,000	\$ 150,000	\$ -	\$ (150,000)
Federal allocations	265,124	265,124	100,865	(164,259)
Investment income	20	20	69	49
Total revenues	<u>415,144</u>	<u>415,144</u>	<u>100,934</u>	<u>(314,210)</u>
Expenditures				
Current				
General and administrative	500	500	42	458
Professional services	414,644	414,644	106,155	308,489
Total expenditures	<u>415,144</u>	<u>415,144</u>	<u>106,197</u>	<u>308,947</u>
Net Change in Fund Balances	-	-	(5,263)	(5,263)
Fund Balances, Beginning of Year	<u>10,752</u>	<u>10,752</u>	<u>10,752</u>	<u>-</u>
Fund Balances, End of Year	<u>\$ 10,752</u>	<u>10,752</u>	<u>5,489</u>	<u>(5,263)</u>

Imperial County Transportation Commission
Special Revenue Fund
Regional Planning and Programs Fund – Budgetary Comparison Schedule
Year Ended June 30, 2020

	Budgeted amounts		Actual Amounts	Variance with Final Budget Positive (Negative)
	Original	Final		
Revenues				
State allocations	\$ 890,660	\$ 890,660	\$ 435,621	\$ (455,039)
Investment income	2,900	2,900	4,049	1,149
Membership revenues	100,000	100,000	99,719	(281)
Other revenues	27,630	27,630	20,760	(6,870)
Total revenues	1,021,190	1,021,190	560,149	(461,041)
Expenditures				
Current				
General and administrative expenditures	425,801	425,801	400,969	24,832
Professional services	595,389	595,389	178,776	416,613
Total expenditures	1,021,190	1,021,190	579,745	441,445
Excess (deficiency) or revenues over (under) expenditures	-	-	(19,596)	(19,596)
Other Financing Sources (Uses)				
Transfers In	-	-	343,361	343,361
Net Change in Fund Balances	-	-	323,765	323,765
Fund Balances, Beginning of Year	286,083	286,083	286,083	-
Fund balances, end of year	<u>\$ 286,083</u>	<u>\$ 286,083</u>	<u>\$ 609,848</u>	<u>\$ 323,765</u>

Imperial County Transportation Commission
 Schedule of Proportionate Share of the Net Pension Liability
 Year Ended June 30, 2020

	2020	2019
Proportion of the collective net pension liability	0.502%	0.422%
Proportionate share of the collective net pension liability	\$ 613,149	\$ 588,681
Covered payroll	\$ 824,556	\$ 848,957
Proportionate share of the net pension liability as a percentage of covered payroll	74.36%	69.34%
Plan fiduciary net pension position as a percentage of the total pension liability	87.76%	86.20%
Measurement date	June 30, 2019	June 30, 2018

*Historical information is required only for measurement for which GASB 68 is applicable. However, until ten years of data is available, ICTC will present information only for those years for which information is available.

Imperial County Transportation Commission
Schedule of Pension Contributions
Year Ended June 30, 2020

	2020	2019
Actuarially determined contributions	\$ 134,535	\$ 70,658
Contributions related to the actuarially determined contribution	134,535	70,658
Contribution deficiency (excess)	\$ -	\$ -
Covered payroll	824,556	848,957
Contributions as a percentage of covered payroll	16.32%	8.32%

*Historical information is required only for measurement for which GASB 68 is applicable. However, until ten years of data is available, ICTC will present information only for those years for which information is available.

Note 1 - Budgetary Data

ICTC establishes accounting control through formal adoption of an annual budget for all of its funds. The Overall Work Plan and Budget is developed by ICTC staff and Executive Director and demonstrates a comprehensive agency-wide budget that conveys the work to be performed by the Commission. Staff has the on-going responsibility to monitor actual revenues and expenditures. When it becomes necessary to modify the adopted budget, the amendment procedure will depend on the type of change that is needed. It is proposed that administrative changes that do not result in an increase in the overall program budget, but require line item transfers of costs and revenues within a work program budget, will only require approval of the Executive Director. Amendments that result in an increase to the total expenditures for a program would require Commission approval and will be presented to the Commission in a formal agenda item.

VII. IVRMA ACTION CALENDAR

A. IVRMA FY 2020-2021 Budget Amendment, #2



IMPERIAL VALLEY RESOURCE MANAGEMENT AGENCY
 SERVING THE CITIES OF BRAWLEY, CALEXICO, CALIPATRIA, EL CENTRO,
 HOLTVILLE, IMPERIAL, WESTMORLAND AND COUNTY OF IMPERIAL

**IVRMA
 BOARD MEMBERS**

January 9, 2021

CHAIR

George Nava
City of Brawley

George Nava, Chairman
 Imperial County Transportation Commission
 1503 N. Imperial Ave., Suite 104
 El Centro, CA 92243

VICE-CHAIR

Cheryl Viegas-Walker
City of El Centro

RE: IVRMA FY 2020-2021 Budget Amendment, #2

Lewis Pacheco
City of Calexico

Dear Board Members:

Maria Nava-Froelich
City of Calipatria

It is requested that the IVRMA Board of Directors consider this item for review and approval, after the receipt of public comment:

Jim Predmore
City of Holtville

1. Adopt the Budget Amendment #2

Robert Amparano
City of Imperial

Imperial Valley Resource Management Agency (IVRMA) received the Notice to Proceed which authorizes the agency to incur costs for the Local Government Waste Tire Cleanup Grant (TCU18), on November 03, 2020. The grant was approved for a total budget of \$250,000.00 for a term of two years. The grant's effective period is November 03, 2020 through September 20, 2022.

Larry Ritchie
City of Westmorland

TCU18 funds include allocations to finance the operation of collecting and recycling illegally dumped tires throughout the Imperial County. It is estimated that 50% of the additional grant funds will be utilized remaining IVRMA fiscal year of 2020-2021. Remaining funds after June 30, 2021 will be allocated to the following IVRMA FY 2021- 2022 budget.

Ryan Kelley
County of Imperial

Approve the budget increase for Org Key 1577005 from \$53,844 to \$303,844. See attached for additional information.

Luis Plancarte
County of Imperial

Sincerely,

Mark Baza
*Imperial County
 Transportation
 Commission (ICTC)
 Administrator*

Daveline Villaseñor
Project Manager

MARK BAZA
 Executive Director

MB/ds/cl

Org Key: 1577005
 Dept: Integrated Waste Management
 Waste Tire Amnesty

Budget
 Request
 2021

Object Description

REVENUES

430000 Interest Pooled Money	\$	-
491045 Other Refunds & Reimbursements	\$	-
439085 State Aid-Waste Tire	\$	303,844
	\$	303,844

EXPENDITURES

526000 Publ and Legal Notices	\$	4,930
519001 Maintenance-Vehicles	\$	23,671
519038 Fuel Expense	\$	26,691
525010 Professional & Special Services	\$	128,444
525115 Prof & Spec Serv-Wages	\$	118,128
530080 Special Dept Expense	\$	1,980
totals	\$	303,844

Revenues	\$	303,844
Expenditures	\$	303,844
Net	\$	0

VII. IVRMA ACTION CALENDAR

B. IVRMA Non-Disposal Facility Element Amendment



IMPERIAL VALLEY RESOURCE MANAGEMENT AGENCY
 SERVING THE CITIES OF BRAWLEY, CALEXICO, CALIPATRIA, EL CENTRO,
 HOLTVILLE, IMPERIAL, WESTMORLAND AND COUNTY OF IMPERIAL

**IVRMA
 BOARD MEMBERS**

CHAIR

George Nava
City of Brawley

VICE-CHAIR

Cheryl Viegas-Walker
City of El Centro

Lewis Pacheco
City of Calexico

Maria Nava-Froelich
City of Calipatria

Jim Predmore
City of Holtville

Robert Amparano
City of Imperial

Larry Ritchie
City of Westmorland

Ryan Kelley
County of Imperial

Luis Plancarte
County of Imperial

Mark Baza
*Imperial County
 Transportation
 Commission (ICTC)
 Administrator*

Daveline Villaseñor
Project Manager

January 9, 2021

George Nava, Chairman
 Imperial County Transportation Commission
 1503 N. Imperial Ave., Suite 104
 El Centro, CA 92243

RE: IVRMA Non-Disposal Facility Element Amendment

Dear Board Members,

It is requested that the IVRMA Board of Directors consider this item for review and approval, after the receipt of public comment:

- 1. Adopt IVRMA NDFE Amendment.

Imperial Valley Resource Management Agency (IVRMA) received notification from the County of Imperial of a development for a new composting operation site at the Salton City Landfill. Burrtec Waste Industries, Inc. (BWI) has submitted an application for a 4-acre Vegetative Food Material and Green Material Composting Operation site within the Salton City Landfill.

The new compost site will serve in efforts to provide the County of Imperial commercial organic waste generators in the area. In the process of filing a registration Permit Application with IC EHS, it was found that the Salton City Landfill is not included in the County NDFE.

Burrtec Waste Industries, Inc. (BWI) is pleased to submit the attached completed application for an EA Registration Permit for Salton City Compost. As discussed over the past several months, BWI is undertaking this operation in an effort to provide residents and commercial organic waste generators in the area, a cost-effective option to disposal and will assist Imperial county with the diversion compliance on CalRecycle's mandate for organic materials.

Consistent with 14 CCR § 17857.1 and 17857.2 the Salton City Compost operation will maintain a limited volume of up to 12, 500 cubic yards of feedstock, shipped and ground materials amendments, additives, active compost and stabilized compost onsite at any time.

Sincerely,

MARK BAZA
 Executive Director

MB/ds/cl



Ms. Carina Zolorzano, REHS
County of Imperial, Public Health Department
Environmental Health Services
797 Main Street, Suite B
El Centro, CA 92243

November 24, 2020

Re: Application for Vegetative Food Waste and Green Material Composting Registration Permit,
Salton City Compost,
Salton City Solid Waste Site, SWFP # 13-AA-0011

Dear Ms. Zolorzano:

Burrtec Waste Industries, Inc, (BWI), is pleased to submit the attached completed application package for an EA Registration Permit for Salton City Compost, a 4-acre Vegetative Food Material and Green Material Composting Operation, within the permitted boundary of the Salton City Landfill. As discussed over the past several months, BWI is undertaking this operation in an effort to provide residents and commercial organic waste generators in the area, a cost effective option to disposal and will also assist Imperial County with diversion compliance on CalRecycle's mandate for organic materials.

Consistent with 14 CCR § 17857.1 and 17857.2 the Salton City Compost operation will maintain a limited volume of up to 12,500 cubic yards of feedstock, chipped and ground materials, amendments, additives, active compost, and stabilized compost onsite at any one time.

Your processing of this application is requested and includes the following:

- 1) Completed and signed State of California – CIWMB Form 83, Registration Permit Application,
- 2) Site Drawings for the 4 acre Salton City Compost operation, including:
 - a. G01 - Title Page
 - b. G02 - General Notes (Standard IC DPW General Notes)
 - c. G03 - Existing Conditions
 - d. G04 - Site Plan
 - e. C01 - Grading Plan
 - f. C02 - Site Location Map

As you will see from the drawings, we intend to relocate our current recycling area to the vacant ground just west of the current location. This minor change will provide an open area, approximately 4 acres in size between the existing access road to the lower section of the Phase 1B disposal area and our water storage basin. The ground underlying the proposed composting pad was previously used for stockpiling clay material during construction of the Phase 1A liner and LCRS construction. A substantial layer of clay, approximately 2 feet thick remains at that location.

Ms. Carina Zolorzano
November 24, 2020

Preparation for the area will only require the relocation of a temporary litter fence and several thousand cubic yards of erosion control mulch. The erosion control mulch will be removed and relocated to other exposed soil surfaces on the landfill site consistent with the Erosion Control Mulching Plan.

Once this permit application is approved, the appropriate site drawings for the Salton City Landfill will be updated to include the Salton City Compost Operation as well as the relocated recycling area.

Please call if you have any questions.

Sincerely,

David S Brischke

David S Brischke, P.E.
Director of Engineering
Burrtec Waste Industries, Inc.

cc: Zakary Owens, RWQCB,

Registration Permit Application

Facility Name: **Salton City Compost**

Address/Location: **395 W Highway 86, Salton City, California 92275**

Phone Number: **(909) 429-4200**

Facility Operator: **Burrtec Waste Industries, Inc.**

Mailing Address:

9400 Cherry Ave, Bldg C, Fontana CA 92335

Address Where Process May be Served:

9400 Cherry Ave, Bldg C, Fontana, CA 9233

Phone Number: **(909) 429-4200**

Land Owner: **Imperial County DPW**

Mailing Address:

155 S 11th Street, El Centro, CA 92243

Address Where Process May be Served:

155 S 11th Street, El Centro, CA 92243

Phone Number: **(442) 265-1818**

Facility Information: **Salton City Compost**

Section Authorizing Eligibility: **14 CCR 17857.1(a)**

Volume and Type of Waste/Materials(s) Handled:

Site Capacity: **12500 CY** Cubic Yards or Tons
 Peak Loading: **150 tpd** Cubic Yards or Tons /Day
 Annual Loading: **50000 tpy** Cubic Yards or Tons

Days and Hours of Operation: **M-Sat 6am to 5pm**

Facility Size: **320 ac** Area
 Operating Area: **4 ac** Area

Traffic:
 Incoming Waste Material: **50** Vehicles Per Day
 Outgoing Waste Material: **20** Vehicles Per Day

One of the Following Statements Must be Checked:

- The facility is identified and described in or conforms with the County Solid Waste Management Plan, or otherwise complies with Public Resources Code 50000; and the facility is consistent with the city or county General Plan.
- The facility is identified in either the countywide siting element, the nondisposal facility element, or in the source reduction and recycling element for the jurisdictions in which it is located ;or that the facility is not required to be identified in any of these elements pursuant to section 50001 of the Public Resources Code.

I hereby acknowledge that I have read this application, and certify under penalty of perjury that the information provided is true and accurate. In operating the facility, I agree to comply with the conditions of the permit, and with federal, state, and local enactments.

Signature of Land Owner: **John Gay** Digitally signed by John Gay
 Date: 2020.11.24 13:23:02 -08'00' Date: _____

Signature of Operator: **David S Brischke** Digitally signed by David S Brischke
DN: cn=David S Brischke, o=Burrtec Waste Industries, Inc., ou=Lands Division, email=dbrischke@burrtec.com, o=US
 Date: 2020.11.24 13:00:30 -08'00' Date: _____

This application must be accompanied by a General Description Site Plan, and Location Map.

Enforcement Agency Name and Address:

FOR ENFORCEMENT AGENCY USE ONLY

Date received:
 Date approved:
 Date rejected:
 Filing Fee:
 SWIS #:

Instructions for Completing Registration Application:

Fill out this application form completely and accurately. After the Enforcement Agency has review[ed] the application, it will determine whether it meets the requirements of section 18104.1. If the Enforcement Agency finds that the application is complete and correct, a copy of this application and a permit will be returned to you. If the application is not found to be complete and correct it will not be accepted for filing. For additional information on the procedure used for processing this application refer to Title 14 of the California Code of Regulations, Section 181094 et. seq.

Facility Name: The legal name of the facility.

Facility Address/Location: The address of the facility and a description of the location if different.

Facility Operator/Land Owner: Provide both the mailing addresses and the location/address where process may be served.

Section Authorizing Eligibility:

You must determine the appropriate Section in Chapters 3 or 3.1 of Division 7 of Title 14 of the California Code of Regulations that authorizes eligibility. After determining the appropriate section list it on the application.

Site Capacity: Total capacity of material that can be stored at the site at any one time.

Peak Loading: Is the largest projected waste/material quantity to be received by an operation on any day of operation.

Annual Loading: Is the maximum amount of waste/material to be handled by an operation annually.

Days and hours of Operation: The days and hours that the facility is in operation.

Facility Size: The total acreage of the site.

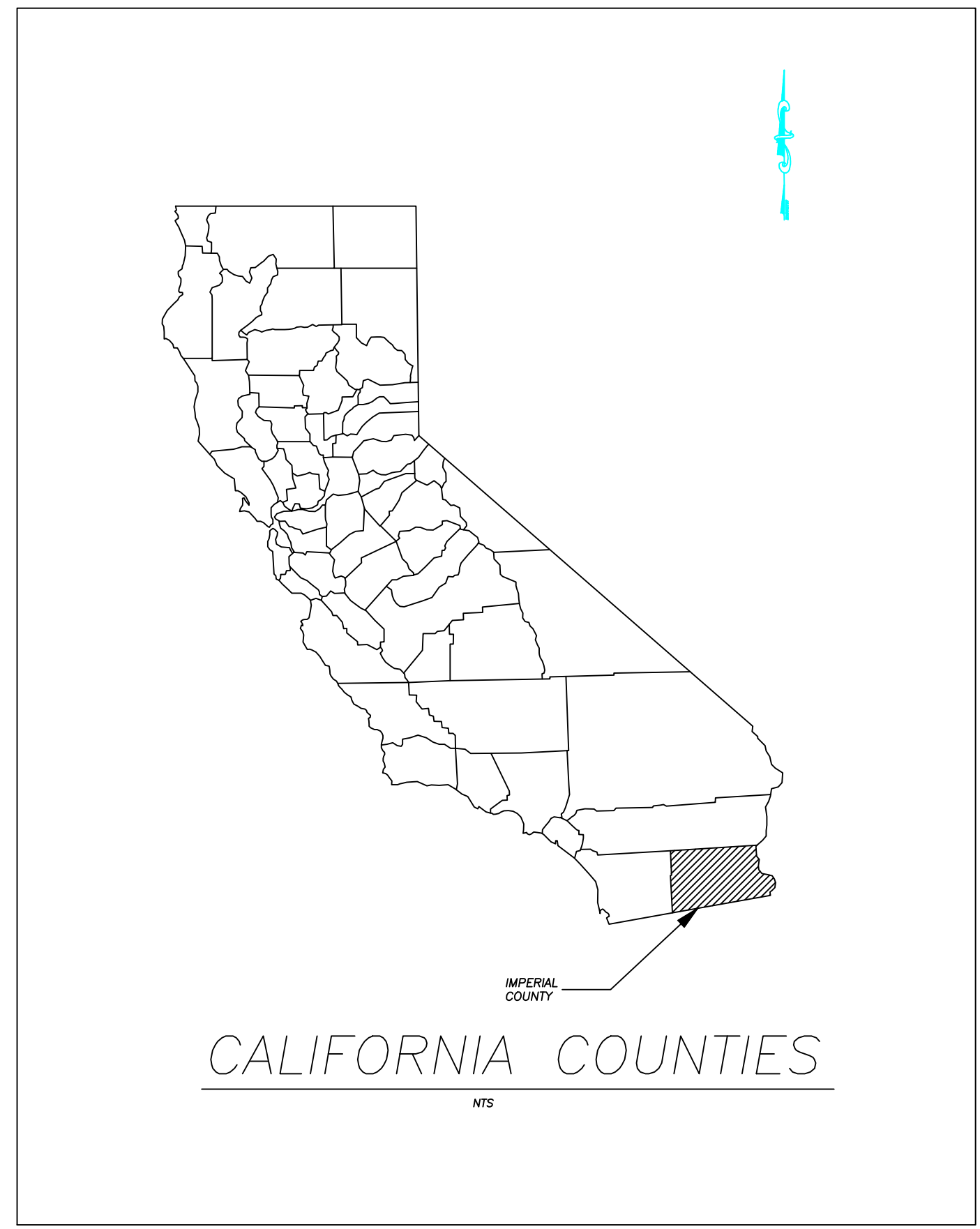
Operating area: The total acreage that is used for all operations.

Traffic: State the maximum number of vehicles that will enter and haul incoming material or remove material on a daily basis.

The operator is required to supply conformance-finding information. Whichever one of the two statements above is appropriate to your operation must be checked. To help you in making this determination, you can contact the Enforcement Agency, Local Task Force, or other solid waste-planning agency in your city or county.

The application must include a site map and a location map. The site map should include, but not be limited to, operations areas and their relationships to property boundaries, adjacent land uses, proposed drainage systems, any excavation areas, and any other portions of the site dedicated to a specific use. The location map should show the general location of the operation at a scale size minimally equivalent to 1:24,000 USGS topographical quadrangle.

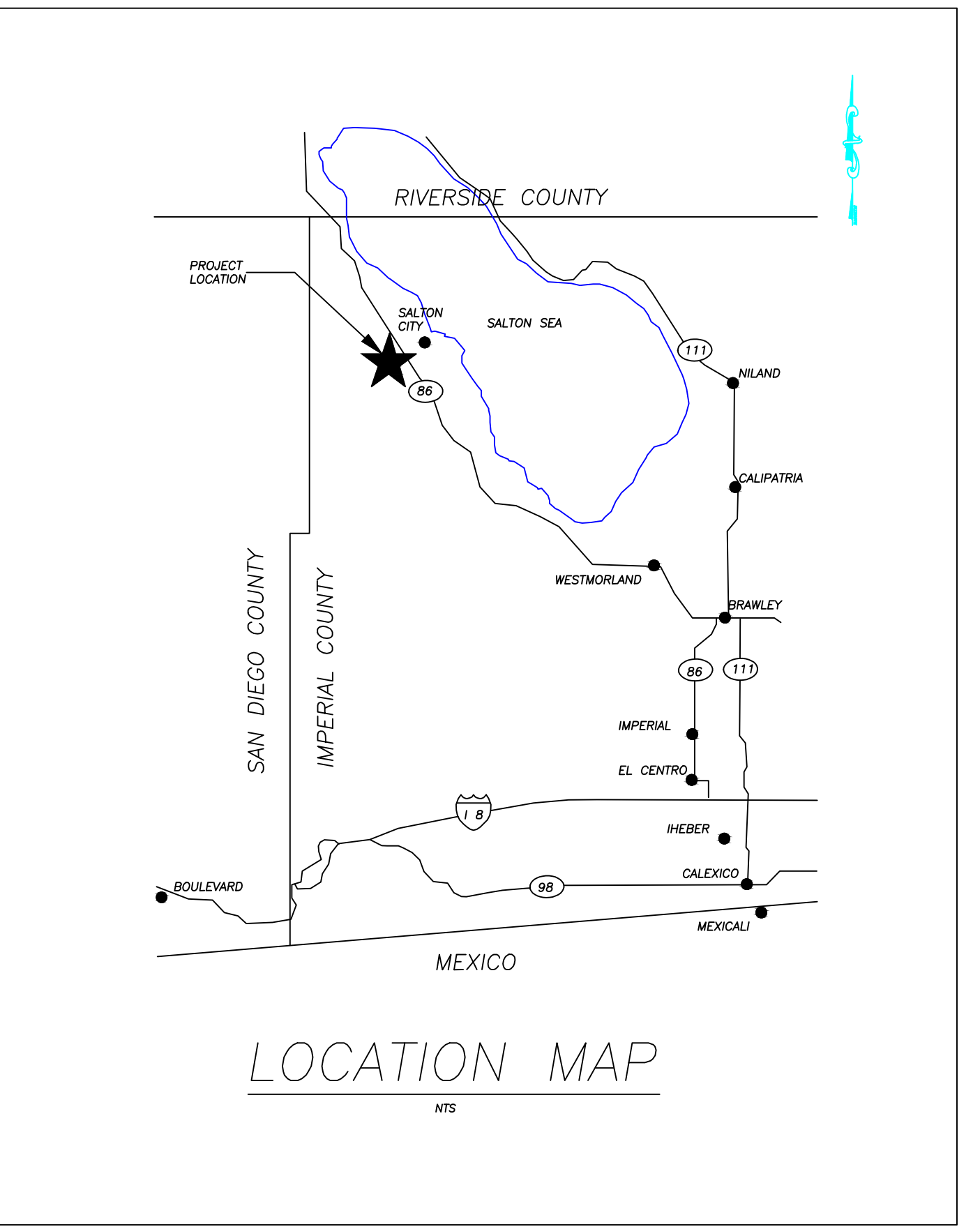
This application must be signed, under penalty of perjury, by both the land owner and the operator.



SALTON CITY SOLID WASTE SITE COMPOSTING PAD



NOVEMBER 2020



ABBREVIATIONS

dia	DIAMETER	MIN	MINIMUM
FT	FEET	NTS	NOT TO SCALE
HDPE	HIGH DENSITY POLYETHYLENE	TYP	TYPICAL
MAX	MAXIMUM	WWF	WELDED WIRE FABRIC
%	PERCENT	LCRS	LEACHATE COLLECTION AND REMOVAL SYSTEM

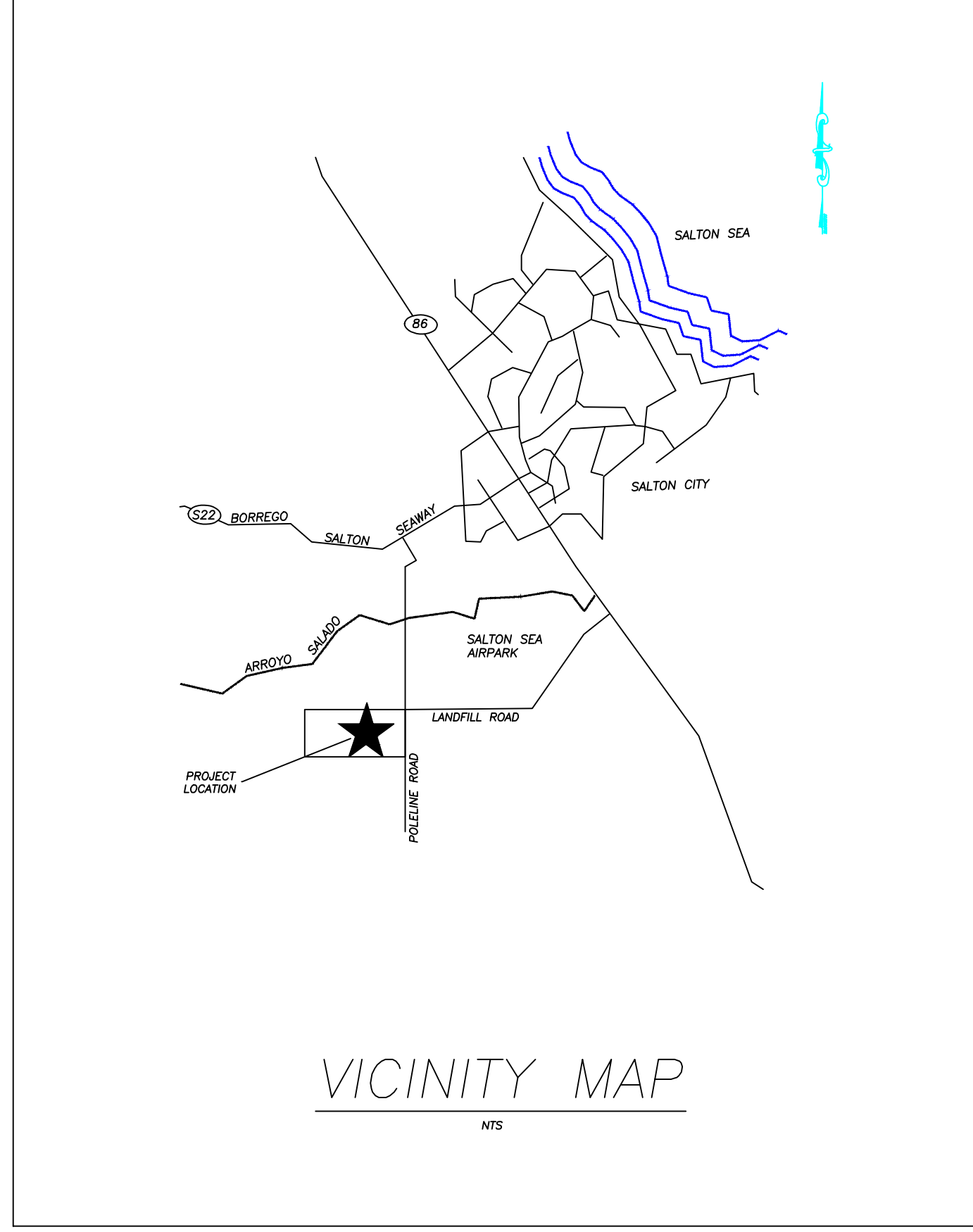
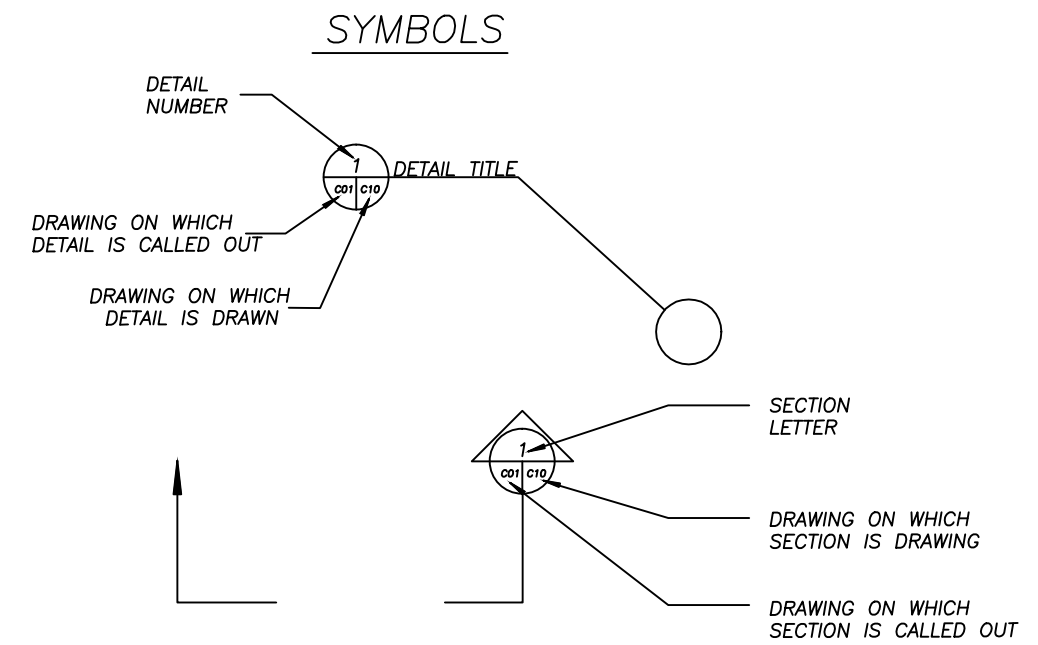
DECLARATION OF RESPONSIBLE CHARGE

I HEREBY DECLARE THAT I AM THE ENGINEER OF WORK FOR THIS PROJECT, THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THE DESIGN OF THE PROJECT AS DEFINED IN SECTION 6703 OF THE BUSINESS AND PROFESSIONS CODE AND TO THE BEST OF MY KNOWLEDGE THE DESIGN IS CONSISTENT WITH CURRENT STANDARDS.

I UNDERSTAND THAT THE CHECK OF PROJECT DRAWINGS AND SPECIFICATIONS BY THE COUNTY OF IMPERIAL IS CONFINED TO A REVIEW ONLY AND DOES NOT RELIEVE ME, AS THE ENGINEER OF WORK, OF MY RESPONSIBILITY FOR THE PROJECT DESIGN.

BURRTEC WASTE INDUSTRIES, INC
9400 CHERRY AVENUE, BUILDING C
FONTANA, CALIFORNIA 92335

DAVID S. BRISCHKE _____ DATE _____
RCE 46521



PROJECT DESCRIPTION

THE PROJECT INVOLVES ONLY MINOR GRADING OF A PREVIOUSLY DISTURBED AREA AT THE SALTON CITY LANDFILL TO CREATE A 4 ACRE AREA FOR COMPOSTING. THE PROJECT INCLUDES:

- RELOCATION OF GROUND PALM ROSION CONTROL MATERIAL,
- MINOR GRADING OF EXISTING COMPACTED CLAY PAD

OWNER:

IMPERIAL COUNTY DEPARTMENT OF PUBLIC WORKS
155 S 11TH STREET
EL CENTRO, CA 92243
(442) 265-1818

DEVELOPER:

BURRTEC WASTE INDUSTRIES, INC.
9890 CHERRY AVENUE
FONTANA, CA 92335
(909) 429-4200

BASIS OF CORRINATES: THE BASIS OF THE CORRINATES FOR THIS SURVEY IS AN ASSUMED CORRINATE SYSTEM BASED UPON FOUND MONUMENTATION ON-SITE

BASIS OF ELEVATION: AN ASSUMED ELEVATION OF 963.88 FEET ABOVE MEAN SEA LEVEL AT THE GIN STIKE DESIGNATED AS POINT "1520"

BASIS OF BEARINGS: THE BASIS OF BEARINGS FOR THIS SURVEY IS THE ASSUMED BEARING BETWEEN FOUND MONUMENTS DESIGNATED "1520" AND "1531". BEARING POINT "1520" TO POINT "1531": S00°49'10.68"E

DRAWING INDEX

DRAWING NUMBER	TITLE	LATEST REVISION NUMBER	LATEST REVISION DATE
GENERAL			
G01	TITLE PAGE	0	11 2020
G02	GENERAL NOTES	0	11 2020
G03	EXISTING SITE CONDITIONS	0	11 2020
G04	SITE PLAN	0	11 2020
CIVIL			
C01	GRADING PLAN	0	11 2020
C02	SITE LOCATION MAP	0	11 2020

COUNTY OF IMPERIAL PUBLIC WORKS DEPARTMENT
APPROVED FOR CONSTRUCTION BY:

JOHN A. GAY, PE RCE # 62028
DIRECTOR OF PUBLIC WORKS Exp.

DATE _____

PREPARED UNDER THE DIRECT SUPERVISION OF:

DAVID S. BRISCHKE, PE RCE #C46521
BURRTEC WASTE INDUSTRIES, INC Exp.

DATE _____



DATE:	11 2020	DES/CHK:	DSB
DRAWN:	DSB	APPROVED:	DSB
REV	DATE	DESCRIPTION	APP.

SALTON CITY SOLID WASTE SITE
COMPOSTING PAD
IMPERIAL CO. PROJECT No. _____

TITLE PAGE

DRAWING
G01
PROJECT NO.
01-2020

GRADING PLAN GENERAL NOTES

1. APPROVAL OF THIS GRADING PLAN DOES NOT CONSTITUTE APPROVAL OF VERTICAL OR HORIZONTAL ALIGNMENT OF ANY PRIVATE ROAD SHOWN HEREON FOR COUNTY ROAD PURPOSES.
2. FINAL APPROVAL OF THESE GRADING PLANS SUBJECT TO FINAL APPROVAL OF THE ASSOCIATED IMPROVEMENT PLANS WHERE APPLICABLE.
3. IMPORT MATERIAL SHALL BE OBTAINED FROM A LEGAL SITE.
4. THE CONTRACTOR SHALL BE RESPONSIBLE TO SECURE AN ENCROACHMENT PERMIT FROM THE COUNTY OF IMPERIAL DEPARTMENT OF PUBLIC WORKS FOR ANY EXCAVATION OR CONSTRUCTION WITHIN COUNTY ROAD RIGHT-OF-WAY. FOR INSPECTIONS, 48 HOUR MINIMUM NOTICE IS REQUIRED, (760) 4824462. ADDITIONALLY, UNDERGROUND SERVICE ALERT (USA) MUST BE CALLED TWO WORKING DAYS BEFORE THE CONTRACTOR MAY EXCAVATE. THEIR CONTACT NUMBER 811 (formerly (800) 422-4133). ALL WORK AND MATERIALS ARE SUBJECT TO THE INSPECTION AND APPROVAL OF THE COUNTY DEPARTMENT OF PUBLIC WORKS.
5. THE CONTRACTOR SHALL VERIFY THE EXISTENCE AND LOCATION OF ALL UTILITIES BEFORE COMMENCING WORK. NOTICE OF PROPOSED WORK SHALL BE GIVEN TO THE FOLLOWING AGENCIES:

GAS	PHONE NO:	(800) 422-4133/(800) 227-2600
IID POWER:	PHONE NO:	(760) 339-9280
IID WATER	PHONE NO:	(760) 339-9263
PACIFIC PHONE	PHONE NO:	(800) 422-4133
CATV	PHONE NO:	To Be Determined
SEWER AGENCY	PHONE NO:	N/A
WATER AGENCY	PHONE NO:	N/A
6. A SOILS REPORT MAY *BE* REQUIRED PRIOR TO THE ISSUANCE OF A BUILDING PERMIT AND/OR GRADING PLAN APPROVAL
7. APPROVAL OF THESE PLANS BY THE DIRECTOR OF PUBLIC WORKS DOES NOT AUTHORIZE ANY WORK OR GRADING TO BE PERFORMED UNTIL THE PROPERTY OWNER'S PERMISSION HAS BEEN OBTAINED AND VALID GRADING PERMIT HAS BEEN ISSUED BY THE COUNTY PLANNING & DEVELOPMENT SERVICES DEPARTMENT.
8. THE DIRECTOR OF PUBLIC WORKS' APPROVAL OF THESE PLANS DOES NOT CONSTITUTE COUNTY BUILDING OFFICIAL APPROVAL OF ANY FOUNDATION

NOTES CONTINUED

- FOR STRUCTURES TO BE PLACED ON THE ITEMS COVERED BY THESE PLANS, INCLUDING ANY ONSITE OR PERIMETER SCREEN OR RETAINING WALLS.
9. ALL MAJOR SLOPES SHALL BE ROUNDED INTO EXISTING TERRAIN TO PRODUCE A CONTOURED TRANSITION FROM CUT OR FILL FACES TO NATURAL GROUND AND ABUTTING CUT OR FILL SURFACES.
 10. NOTWITHSTANDING THE MINIMUM STANDARDS SET FORTH IN THE GRADING ORDINANCE AND NOTWITHSTANDING THE APPROVAL OF THESE GRADING PLANS, THE PERMITTEE IS RESPONSIBLE FOR THE PREVENTION OF DAMAGE TO ADJACENT PROPERTY. NO PERSON SHALL EXCAVATE ON LAND SO CLOSE TO THE PROPERTY LINE AS TO ENDANGER ANY SUCH PROPERTY FROM SETTLING, CRACKING, EROSION SILTING, SCOUR OR OTHER DAMAGE, WHICH MIGHT RESULT FROM THE GRADING DESCRIBED ON THE PLAN. THE COUNTY WILL HOLD THE PERMITTEE RESPONSIBLE FOR CORRECTION OF NON-DEDICATED IMPROVEMENTS WHICH DAMAGE ADJACENT PROPERTY.
 11. SPECIAL CONDITION: IF ANY ARCHEOLOGICAL RESOURCES ARE DISCOVERED ON THE SITE OF THIS GRADING OPERATION, SUCH OPERATION WILL CEASE IMMEDIATELY AND THE PERMITTEE WILL NOTIFY THE DIRECTOR OF THE PLANNING & DEVELOPMENT SERVICES DEPARTMENT AND THE DISCOVERY. GRADING OPERATION WILL NOT RECOMMENCE UNTIL THE PERMITTEE HAS RECEIVED WRITTEN AUTHORITY FROM THE DIRECTOR OF PLANNING & DEVELOPMENT SERVICES TO DO SO.
 12. ALL GRADING SHALL CONFORM TO THE UNIFORM BUILDING CODE APPENDIX CHAP. 33, AS AMENDED BY TITLE 9 LAND USE ORDINANCE.
 13. ALL PROPERTY CORNERS SHALL BE CLEARLY DELINEATED IN THE FIELD PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION AND/OR GRADING.
 14. DURING ROUGH GRADING OPERATIONS AND PRIOR TO THE CONSTRUCTION OF ANY PERMANENT DRAINAGE STRUCTURES, TEMPORARY DRAINAGE CONTROL SHALL BE PROVIDED TO PREVENT PONDING WATER AND DAMAGE TO CONTIGUOUS PROPERTIES.
 15. DUST SHALL BE CONTROLLED BY THE CONTRACTOR IN ACCORDANCE WITH ALL IMPERIAL COUNTY AIR POLLUTION CONTROL DISTRICT (APCD) FUGITIVE DUST CONTROL RULES AND REGULATIONS AND SHALL COMPLY WITH THEIR PERMITTING REQUIREMENTS, IF APPLICABLE.
 16. NO FILL SHALL BE PLACED ON EXISTING GROUND UNTIL THE EXISTING GROUND HAS BEEN CLEARED OF WEEDS, DEBRIS, TOPSOIL AND OTHER DELTERIOUS MATERIAL.

NOTES CONTINUED

17. THE MAXIMUM ALLOWABLE CUT AND FILL SLOPES ARE 2:1, UNLESS A SLOPE STABILITY ANALYSIS AUTHORIZES A STEEPER SLOPE AND HAS BEEN APPROVED.
18. A 5' WIDE BY 1' HIGH BERM, OR EQUIVALENT, SHALL BE CONSTRUCTED ALONG THE TOP OF ALL FILL SLOPES OVER 5' IN VERTICAL HEIGHT. ALL SLOPES LESS THAN OR EQUAL TO 5' SHALL HAVE A BERM TO PREVENT DRAINAGE FROM ERODING SAME.
19. A BROW DITCH DESIGNED TO HANDLE THE FLOWS (Q) FROM A 100-YR. STORM EVENT SHALL BE CONSTRUCTED ALONG THE TOP OF ALL CUT SLOPES.
20. NO OBSTRUCTION OF FLOOD PLAINS OR NATURAL WATER COURSES WILL BE PERMITTED.
21. ALL EXISTING DRAINAGE COURSES ON THE PROJECT SITE MUST CONTINUE TO FUNCTION DURING STORM CONDITIONS. PROTECTIVE MEASURES AND TEMPORARY DRAINAGE PROVISIONS MUST BE USED TO PROTECT CONTIGUOUS PROPERTIES DURING GRADING OPERATIONS.
22. THE FINISED GRADE SHALL BE SLOPED AWAY FROM ALL EXTERIOR BUILDING WALLS AT NOT LESS THAN 4% (1/2" PER FOOT) FOR A MINIMUM OF 3 FEET, UNLESS A SOIL REPORT PROVIDES ALTERNATE RECOMMENDATIONS.
23. A QUALIFIED AND REGISTERED PROFESSIONAL ENGINEER SHALL SUBMIT A WRITTEN CERTIFICATION TO THE PUBLIC WORKS DEPARTMENT THAT THE FINAL GRADING HAS BEEN COMPLETED IN ACCORDANCE WITH THE APPROVED PLANS FOR ALL GRADING DESIGNATED AS "ENGINEERED GRADING". AS-BUILT PLANS SHALL BE PROVIDED PRIOR TO FINAL ACCEPTANCE.
24. THE CONTRACTOR SHALL NOTIFY "UNDERGROUND SERVICE ALERT" AT 811 (formerly (800) 422-4133) A MINIMUM OF TWO DAYS PRIOR TO THE COMMENCEMENT OF ANY DIGGING OR EXCAVATION.

STORM WATER CONTROLS: SALTON CITY LANDFILL HAS AN APPROVED SWPPP FOR THE FACILITY. CONTRACTOR TO PROVIDE CONSTRUCTION SWPPP FOR THE ROPOSED WORK.

NOTES CONTINUED

GRADING ORDINANCE: TITLE 9, DIVISION 10, CHAPTER 10 IS REFERENCED HEREIN - 2019 CALIOFRNIA BUILDING CODE

NOTE THAT ALL GRADING PERMITS ARE ISSUED BY THE COUNTY BUILDING DEPARTMENT. NOTE ALSO THAT ALL GRADING AND DRAINAGE PLANS MUST BE REVIEWED AND APPROVED BY THE COUNTY PUBLIC WORKS DEPARTMENT.

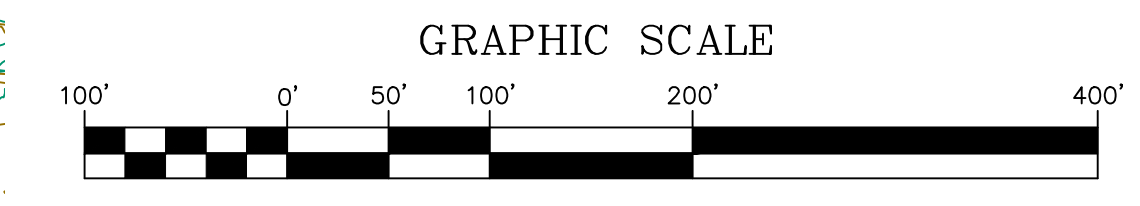


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SALTONN CITY LANDFILL
COMPOSTING PAD
IMPERIAL COUNTY, CALIFORNIA

GENERAL NOTES

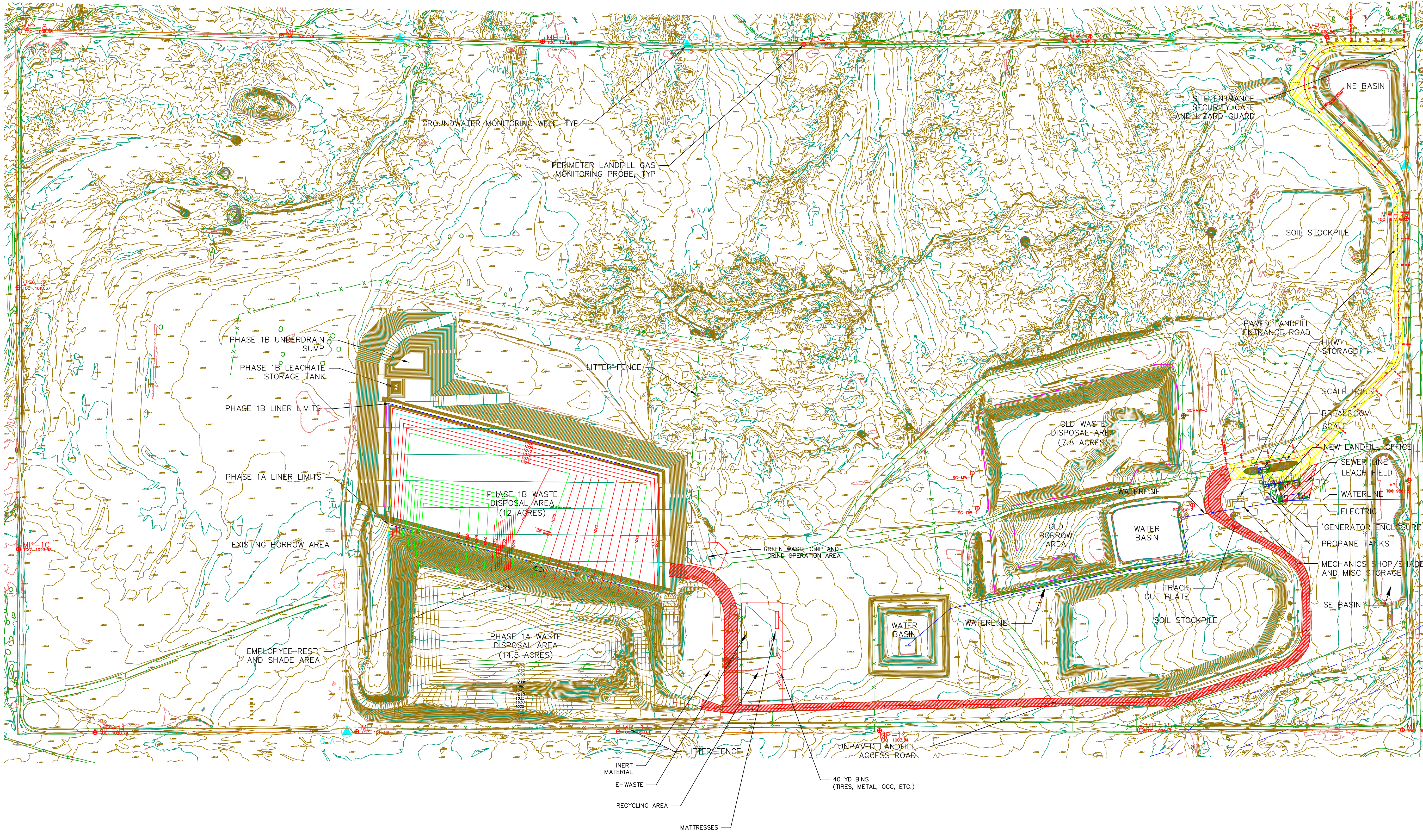
DRAWING
G02
PROJECT NO.
01-2020



DRAWING LEGEND

- EXISTING 5 FT CONTOUR
- EXISTING 1 FT CONTOUR
- EXISTING FENCE
- EXISTING UNPAVED ROAD
- FEMA DESIGNATED 100-YEAR FLOOD ZONE
- 100' BUFFER FROM 100-YEAR FLOOD ZONE
- PROPOSED LIMITS OF WASTE
- LIMITS OF EXISTING LANDFILL
- APPROXIMATE PROPERTY LINE
- LITTER FENCE
- ELECTRIC
- SEWER
- WATER
- EXISTING LANDSCAPE PLANTER
- PROPOSED LANDSCAPE PLANTER
- NEW PAVED PARKING AREA
- PAVED ACCESS ROAD
- HARD SURFACE ACCESS ROAD
- GLA-X EXISTING GROUNDWATER MONITORING WELL (INSTALLED FEBRUARY 2011)
- SC-MW-X EXISTING GROUNDWATER MONITORING WELL
- SC-DW-X EXISTING DEMONSTRATION GROUNDWATER MONITORING WELL
- MP-1 EXISTING PRODUCTION WELL
- TOC 1008.96 EXISTING LANDFILL GAS MONITORING PROBES
- DRAINAGE PATH
- PROPOSED MINOR CONTOUR
- PROPOSED MAJOR CONTOUR

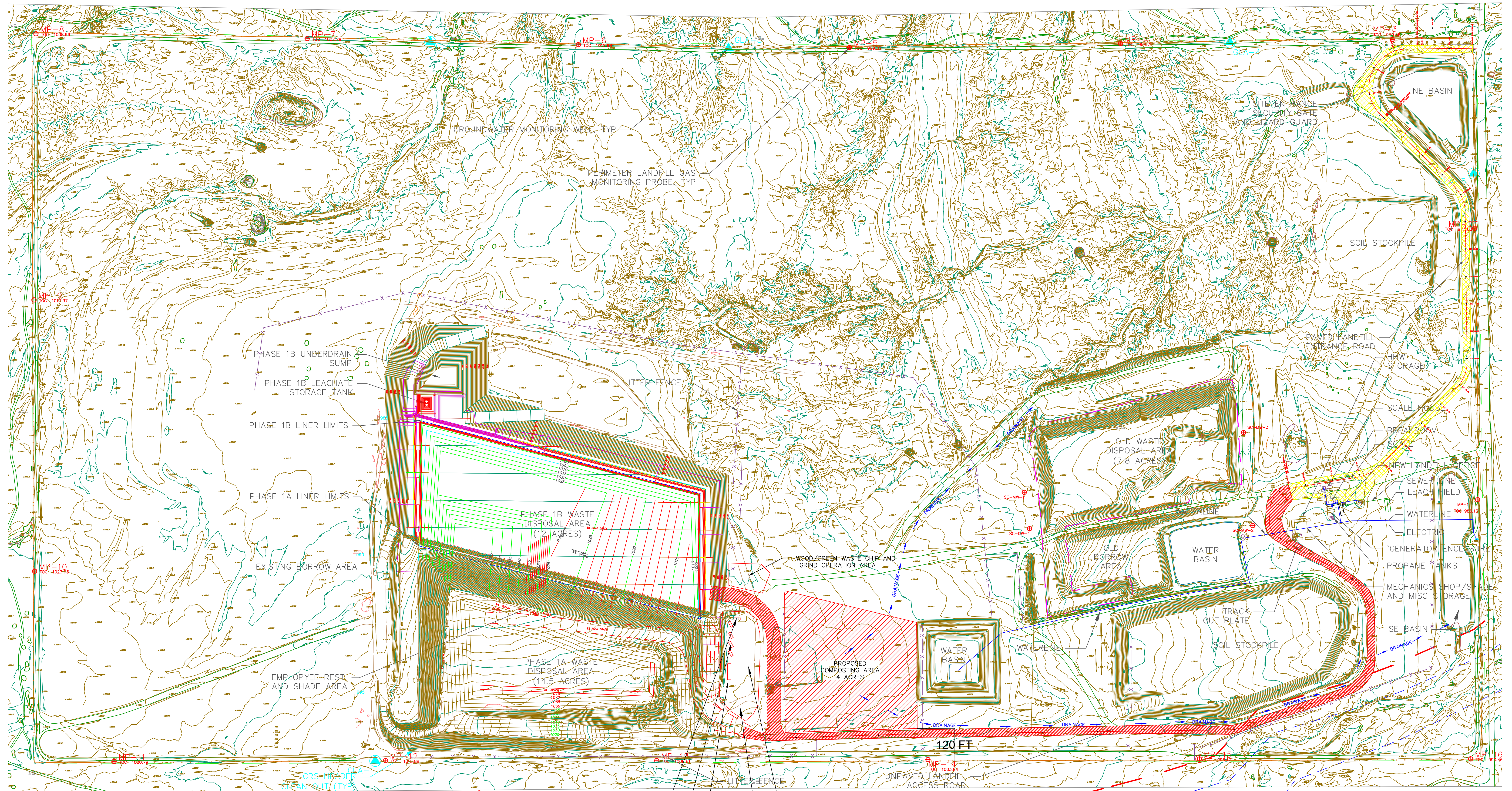
NOTES:
 1. EXISTING TOPOGRAPHY JANUARY 2015
 UPDATED AUGUST 2017



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SALTON CITY SOLID WASTE SITE
 COMPOSTING PAD
 IMPERIAL COUNTY CALIFORNIA
 EXISTING CONDITIONS

DRAWING
G03
 PROJECT NO.
 01-2020



E-WASTE
TIRES, METAL, ETC.
MATTRESSES)

RELOCATED RECYCLING AREA

INERTS

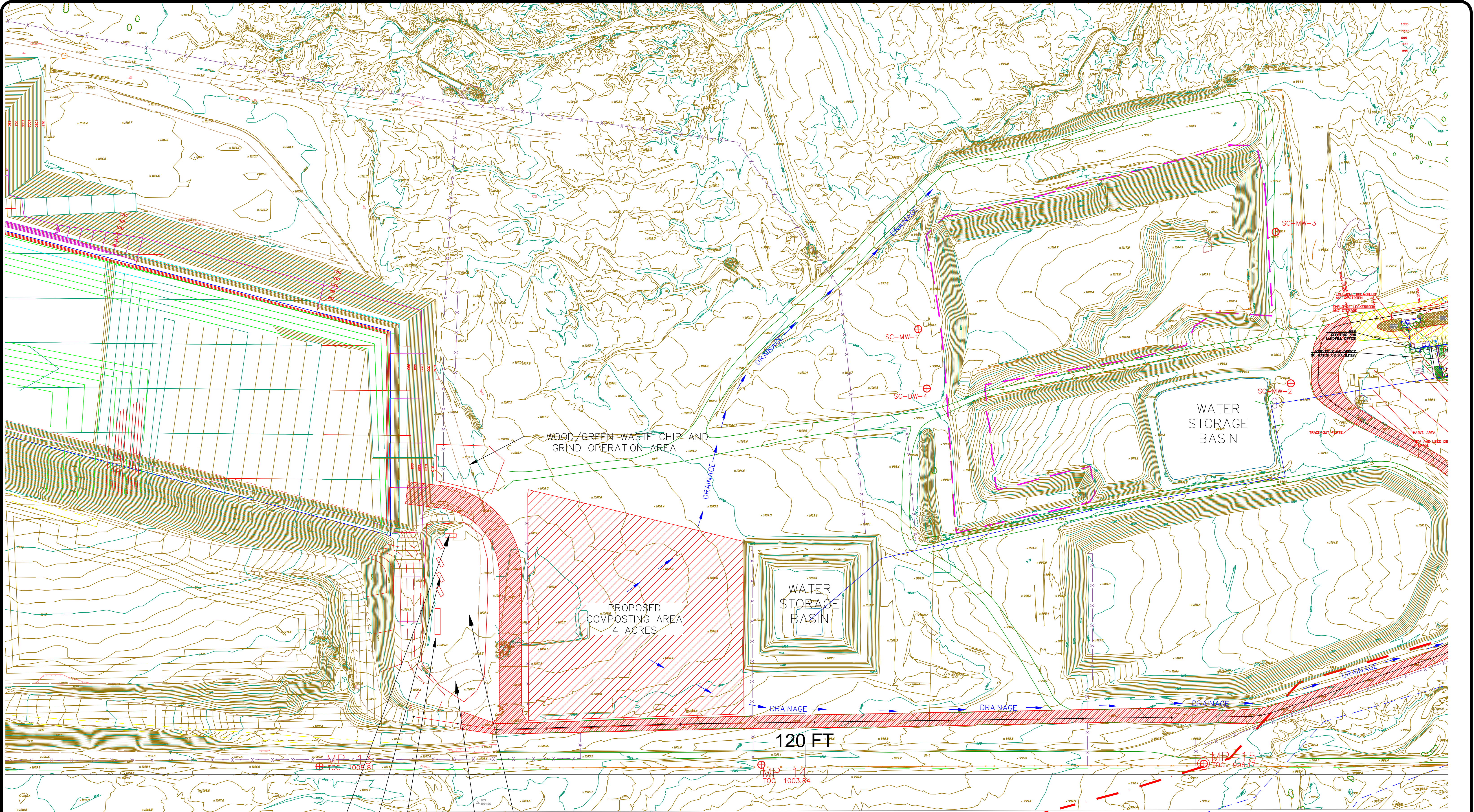


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SALTON CITY LANDFILL
COMPOSTING PAD
IMPERIAL COUNTY, CALIFORNIA

SITE PLAN

DRAWING
G04
PROJECT NO.
01 2020



E-WASTE
TIRES, METAL, ETC.
MATTRESSES)

RELOCATED RECYCLING AREA

INERTS

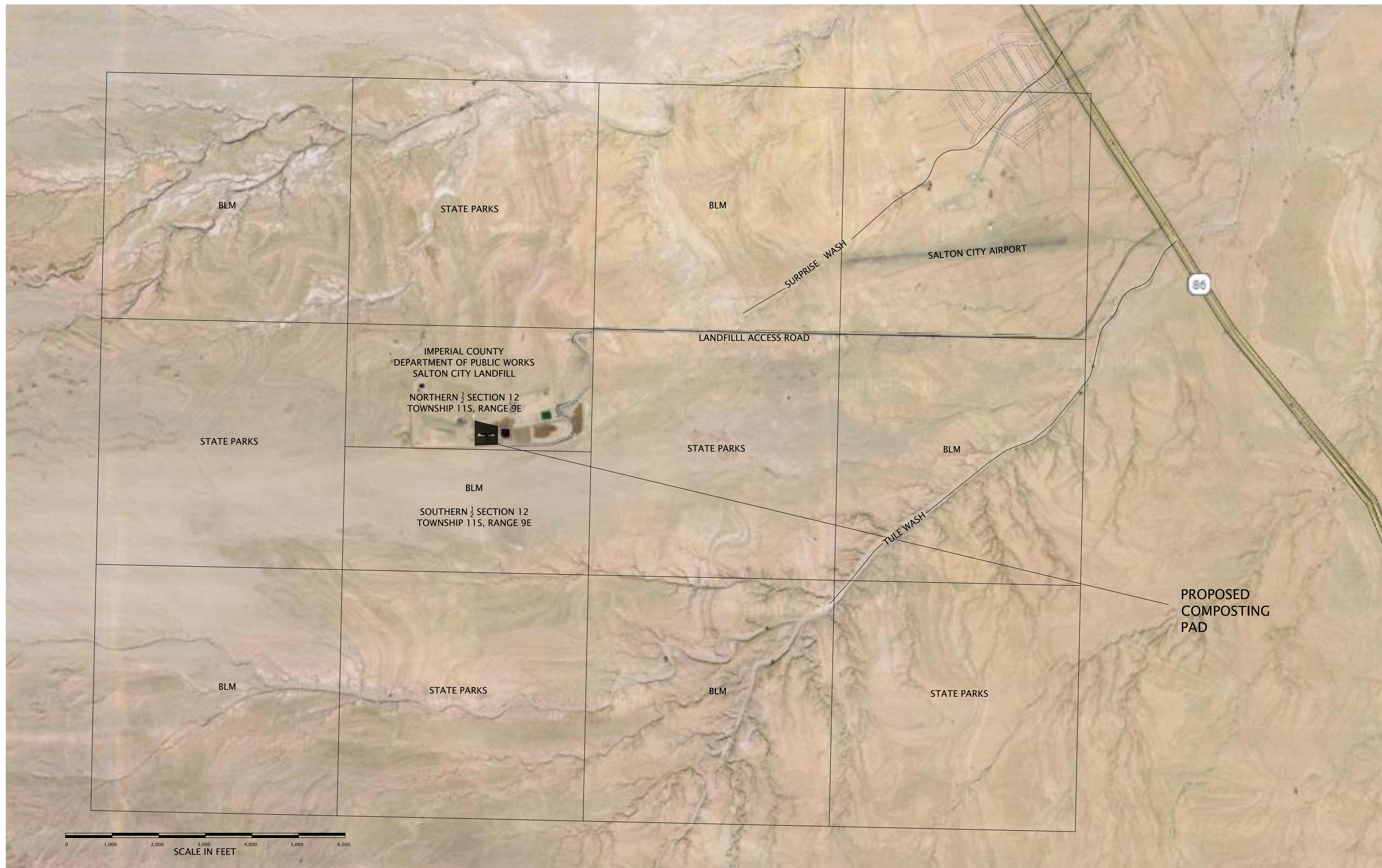


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SALTON CITY LANDFILL
IMPERIAL COUNTY, CA
COMPOSTING PAD

GRADING PLAN

DRAWING
C01
PROJECT NO.
01-2020



0 1,000 2,000 3,000 4,000 5,000 6,000
SCALE IN FEET



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SALTON CITY LANDFILL
IMPERIAL COUNTY, CA
COMPOSTING PAD
SITE LOCATION MAP

DRAWING
C02
PROJECT NO.
100-1.1

VIII. LTA DISCUSSION / ACTION CALENDAR

A. Sales Tax Revenue Bond Refunding of 2012 Series A-E Enhanced Alternative with BARCLAYS



Imperial County Local Transportation Authority

1503 N. Imperial Ave., Suite 104, El Centro, CA, 92243
Phone: 760-592-4494 | Fax: 760-592-4410

January 8, 2021

Marcela Piedra, Chair
ICTC Management Committee/Local Transportation Authority
1503 N. Imperial Ave., Suite 104
El Centro, CA 92243

SUBJECT: Sales Tax Revenue Bond Refunding of 2012 Series A-E Enhanced Alternative with BARCLAYS

Dear Members of the Committee:

On Monday, January 4, 2021, I had informed Ramirez & Co. (our current Bond Underwriter) that we should pause our refunding at this time due to the financial market conditions would not allow us to achieve the interest rates and savings under the currently proposed “Taxable Advance Refunding” scenario.

Subsequently, staff and I received an alternative proposal from Tony Hughes, Managing Director and Michael Flieshman, Director with Barclays, referred to as an “Enhanced Alternative: Tax Exempt Forward Refunding.” Because of the potential increased savings to the Authority and the Agency savings, I felt it worthwhile to present the opportunity to the Committee and the LTA Board. In 2020, Barclays was the #2-ranked underwriter of sales tax revenue bonds in California, and they have experience with multi-million dollar tax revenue bonds with some of our Southern California transportation colleagues at the San Diego Association of Governments (SANDAG), Los Angeles County Metro, Riverside County Transportation Commission (RCTC), and others in Northern California. Mr. Hughes and Mr. Flieshman will present the concept and the increased savings that can be achieved.

In summary, the Enhanced Alternative will provide an Annual Savings per year of \$845,000 and a Net Present Value Savings of \$3,611,000. This would be an increased annual savings of \$245,000 and a Net Value increase of \$1.1 million over the currently proposed Taxable Advance Refunding scenario.

If you agree, I request your consideration to recommend proceeding with the Enhanced Alternative proposal and the selection of the Barclays firm to the LTA Board. If approved by the Board, the Barclays team will prepare the updated transaction documents, Preliminary Official Statement (POS), and Bond Purchase Agreement for the February 24th LTA Board meeting.

Staff recommends the ICTC Management Committee forward this action onto the Authority for their review and approval after the receipt of public comment, if any:

1. Approve the selection of the Barclays firm and the proposed Enhanced Alternative: Tax Exempt Forward Refunding.

Sincerely,



MARK BAZA
Executive Director

Attachment

MB//cl



*Refunding of Series 2012 A-E
Sales Tax Revenue Bonds*



Imperial County Local Transportation Authority

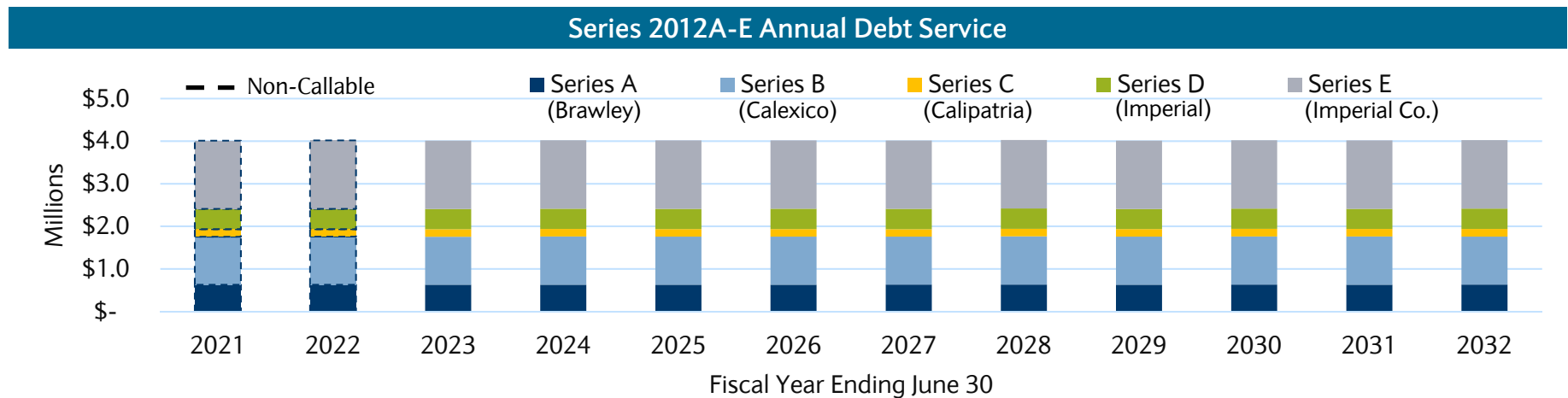
IMPERIAL COUNTY LOCAL TRANSPORTATION AUTHORITY

January 13, 2021

Summary of Series 2012A-E & Refunding Approach

Aggregated statistics across the five subseries corresponding to each Participating Agency

- ◆ Par amount outstanding: \$37.1 million with a final maturity of June 1, 2032
- ◆ Of this total, \$32.1 million is callable at par beginning June 1, 2022
- ◆ Series A, D and E are currently rated “A-” by S&P; Series B and C are currently rated “BBB+” by S&P

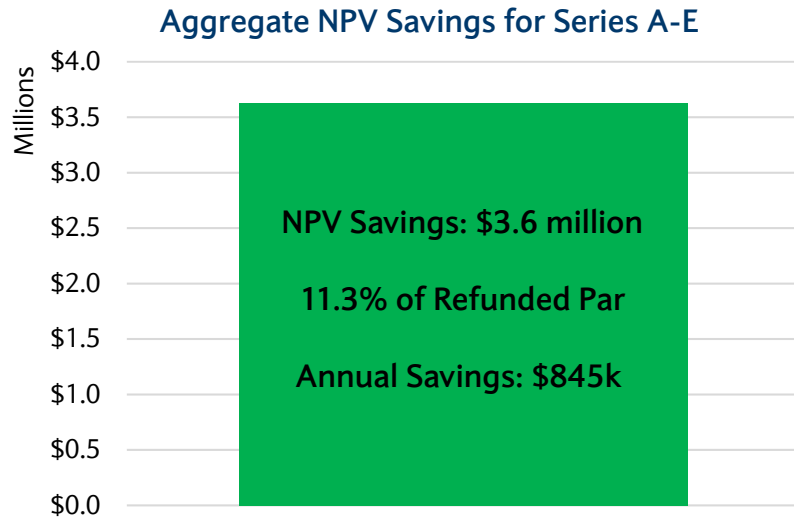


Tax-Exempt Refinancing Approach

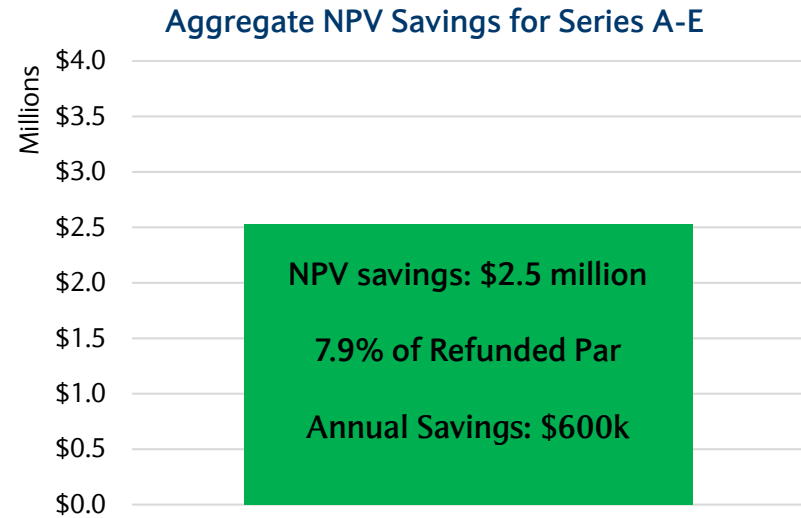
- ◆ Based on current market conditions, ICLTA can maximize the savings from the refunding by issuing lower-cost tax-exempt bonds
- ◆ Because tax-exempt advance refundings are no longer permitted, municipal issuers commonly issue tax-exempt refunding bonds with a forward delivery feature
 - ICLTA would price the tax-exempt forward delivery bonds following Board approval in early March
 - The bond yields would incorporate a premium to compensate investors for committing to a closing date one year later in March 2022 – within 90 days of the Series 2012 Bonds’ call date
 - The tax-exempt yields, inclusive of the forward premium, are lower than taxable rates today
- ◆ Once approved by the Board, Barclays’ \$1.4 trillion balance sheet will give ICLTA the option of executing a public or a private sale depending on which method provides the best results

Comparison of Refunding Strategies

Tax Exempt Forward Refunding¹



Taxable Advance Refunding¹



Approach	Tax-Exempt Forward Refunding	Taxable Advance Refunding
Bond Pricing / Closing	March 2021 / March 2022	February 2021 / February 2021
Disclosure Requirements	POS prior to pricing, final OS with updated information prior to closing in 2022	POS prior to pricing, final OS days later prior to closing
Bond Insurance / Surety	Assumed included ²	Assumed included ²
Savings Realized Beginning	FY 2022	FY 2021
Wgt. Avg. Bond Yield	1.95%	2.23%

1. Based on market conditions as of January 7, 2021

2. Estimated bond insurance and surety fees to be confirmed with Assured Guaranty.

Savings by Subseries

Subseries	Net Present Value Savings	Average Savings Per Year (FY23-FY32)
Series A (Brawley)	\$726k	\$149k
Series B (Calexico)	\$862k	\$221k
Series C (Calipatria)	\$199k	\$41k
Series D (Imperial)	\$548k	\$113k
Series E (Imperial Co.)	\$1.275 million	\$321k
Total	\$3.611 million	\$845k

Based on market conditions as of January 7, 2021

Barclays' ICLTA Coverage Team

Day-to-Day Banking Team				
Tony Hughes <i>Managing Director</i> San Francisco	Peter Buffa <i>Director</i> Los Angeles	Michael Fleishman <i>Director</i> San Francisco	Jane LePham <i>Vice President</i> San Francisco	Liza Koulikova <i>Analyst</i> San Francisco

Capital Markets		Underwriting		Sales
Pat Boyer <i>Director</i> New York	Steve Milano <i>Managing Director</i> New York	Frank Vitiello <i>Director</i> New York	Rommel Medina <i>Director</i> New York	Dan Rourke <i>Managing Director</i> New York



















Credit / Liquidity Products	Credit & Investor Analytics
Jay Saakvitne <i>Managing Director</i> New York	Hiran Cantu <i>Director</i> New York

California-Based Core Team with Extensive Regional Knowledge
Consistent & Diverse Team with Demonstrated Sales Tax Revenue Financing Expertise
Continued Financial Commitment to Issuers Despite Substantial Adverse Impacts of COVID-19

Barclays' Sales Tax Revenue Bond Experience

In 2020 Barclays was the #2-ranked underwriter of sales tax revenue bonds in California

Select Transaction Experience

<p>SANDAG Otay Mesa Port of Entry</p>  <p>\$300 million* Toll Revenue Bonds</p>  <p>Senior Manager 2010 – Present</p>	<p>Sonoma-Marín Area Rail Transit District</p>  <p>\$123.0 million Sales Tax Revenue Bonds</p>  <p>Senior Manager October 2020</p>	<p>Los Angeles County Metropolitan Transportation Authority</p>  <p>\$1,356.1 million Sales Tax Revenue Bonds</p>  <p>Co-Senior Manager August 2020</p>	<p>San Francisco Bay Area Rapid Transit District</p>  <p>\$303.3 million Sales Tax Revenue Bonds</p>  <p>Senior Manager October 2019</p>	<p>Riverside County Transportation Commission</p>  <p>\$392.7 million Sales Tax Revenue Bonds</p>  <p>Co-Senior Manager December 2017</p>
<p>San Francisco Bay Area Rapid Transit District</p>  <p>\$185.5 million Sales Tax Revenue Bonds</p>  <p>Senior Manager December 2017</p>	<p>Riverside County Transportation Commission</p>  <p>\$158.8 million Sales Tax Revenue Bonds</p>  <p>Co-Senior Manager July 2017</p>	<p>SANDAG</p>  <p>\$420 million Sales Tax Revenue Bonds</p>  <p>Senior Manager May 2012</p>	<p>SR-125 Southbay Expressway</p>  <p>\$92.5 million TIFIA Loan Restructuring</p>  <p>Advisor 2011</p>	<p>SR-125 Southbay Expressway</p>  <p>\$344.5 million Toll Road Acquisition</p>  <p>Advisor & Sr. Manager 2011</p>

Barclays' Rankings

Year	Volume (\$Millions)	Ranking (Par)	Ranking (Issues)
2020	123.0	2	T-2
2019	303.3	3	T-2
2018	0	n/a	n/a
2017	185.5	5	T-3
2016	0	n/a	n/a
2015	125.1	6	T-4
Total	736.9	5	T-2

Source: Bloomberg

- ◆ Barclays is a perennial powerhouse in sales tax revenue bonds in the United States. We have executed the largest and most complicated California transportation sales tax financings ever issued, including the inaugural \$732 million LACMTA Measure R Bonds, multiple issues SANDAG’s TransNet credit and the Riverside County Transportation Commission
- ◆ Recent tax-exempt forward delivery transactions Barclays has underwritten include: \$646 million for California State University, \$263 million for San Mateo County and \$289 million for the Carilion Clinic (VA)

Proposed Transaction Schedule

Date	Event
Wednesday, January 13 th	Management Committee Meeting – direction to move forward with tax-exempt forward refunding
Week of January 18 th	Commence updates to Preliminary Official Statement (POS), Bond Purchase Agreement; contact bond insurer; notify rating agencies
Wednesday, January 27 th	Board meeting – direction to pursue tax-exempt forward refunding and underwriter selection
Wednesday, February 24 th	Board to approve updated transaction documents; post POS and internet roadshow
Week of March 1	Market transaction
Week of March 8	Price transaction
March 2022	Publish Final Official Statement and close transaction

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IX. REPORTS

- A. ICTC/LTA/IVRMA EXECUTIVE DIRECTOR
REPORT
- B. SOUTHERN CALIFORNIA ASSOCIATION OF
GOVERNMENTS REPORT
- C. CALTRANS REPORTS



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Memorandum

Date: January 5, 2021
To: ICTC Commission Members
From: Mark Baza, Executive Director
Re: Executive Director's Report

The following is a summary of the Executive Director's Report for the ICTC Management Committee Meeting on January 13, 2021.

- 1) **Imperial Mexicali Binational Alliance Meeting:** The most recent IMBA meeting was held via Zoom on Thursday, August 12, 2020. The meeting provided updates on the following border infrastructure projects - Calexico East Port of Entry/Mexicali II Bridge Widening Project and the Calexico West Port of Entry/Mexicali Mexico Roadway/Bridge Improvements. *A second strategic planning meeting between Memorandum of Understanding (MOU) signee representatives was held on November 12, 2020 via zoom. Committee members reviewed action plans and priorities along with strategic objectives for 2021. Next IMBA meeting will be January 21, 2021.*
- 2) **Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) Programs:** The Imperial County Transportation Commission (ICTC) is responsible for selecting and programming federal Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) program funds. Guidelines for the Call for Projects for both CMAQ and STBG are currently under review by the Technical Advisory Committee and an action is anticipated on January 28, 2021. Subsequently, the Guidelines will be presented to Management and Commission in February 2021.

The 2021 Call for Projects provides three years of new CMAQ and STBG funds for projects in Federal Fiscal Year (FFY)s 2021-22, 2022-23, and 2023-24. ICTC plans to program a total of \$5,222,420 million in CMAQ and \$7,704,064 in STBG funds over the three-year period. The funding estimates were developed by Caltrans and listed in the table below by FFY.

CMAQ and STP Apportionment Estimates for FY 2021/22 – FY 2023/24

Program	FFY 21-22	FFY 22-23	FFY 23-24	Total
CMAQ	\$1,741,362	\$1,740,810	\$1,740,248	\$5,222,420
STBG	\$2,570,088	\$2,568,035	\$2,565,941	\$7,704,064
Total	\$4,311,450	\$4,308,845	\$4,306,189	\$12,926,484

- 3) **SR-78/Glamis Multiuse Grade Separated Crossing Feasibility Study:** The study will analyze and develop feasible design alternatives and locations for a Grade Separated Crossing (GSC) for Off-Highway Vehicle (OHV) use at or near SR-78 and the Union Pacific Railroad (UPRR) in Imperial County. The successful consultant will provide conceptual GSC design alternatives, analysis of site alternatives, public/stakeholder outreach and cost estimates for construction, operations and maintenance. The consultant selection process was completed on

September 25th. The consultant selected was Kleinfelder. A kick-off meeting was held on Wednesday, October 9, 2019. The first technical working group meeting was held on October 24, 2019. The second technical working group meeting was held on December 10, 2019 at the ICTC office in El Centro. *A project page has been created on the ICTC website at <http://www.imperialctc.org/sr-78-glamis-crossing/>.* As part of the outreach plan, an online survey was open to the public from January 1st through January 31st, where over 4,000 people completed the survey. A public outreach event was held in Glamis on January 18, 2020 from 9am to 3pm. The third technical working group (TWG) meeting was held on February 13, 2020 in San Diego at Caltrans District 11 offices. The fifth TWG meeting was held on July 19, 2020 where the consultant presented estimates for the short list alternatives. *Two virtual public meeting were held on Wednesday, October 21, 2020 from 7:00 PM to 8:00 PM and one on Saturday, October 24, 2020 from 9:00 AM to 10:00 AM. There were near 50 participants at each meeting with many questions answered during each virtual meeting. Recordings of both meetings are posted on the project page of the ICTC website. Also, the public comment period ended on November 9, 2020. The draft final report will remain open for comments from the Technical Working Group until Thursday, December 10, 2020. The Study will be presented to ICTC Management and Commission during the month of January. The draft study report can be found at <http://www.imperialctc.org/sr-78-glamis-crossing/>.*

- 4) **Calxico East Port of Entry Bridge Widening Project:** The Project proposes to widen the bridge over the All-American Canal at the U.S./Mexico border approximately 0.7 miles south of State Route (SR) 7. The project proposes to widen the existing structure by adding four-lanes: Two New Northbound Auto Lanes and Two New Northbound Commercial Vehicle Lanes. In May 2018, Caltrans and ICTC received \$3,000,000 from the California Transportation Commission and the Trade Corridor Enhancement Program (TCEP) to complete the Project Approval and Environmental Document (PA/ED) for the project. In June 2018, Caltrans completed a Project Initiation Document (PID). In Fall of 2018, the PA/ED phase was initiated by Caltrans, technical studies for the National Environment Policy Act (NEPA) document under Caltrans as the NEPA lead are in progress and is scheduled for completion in May 2020. In December 2018, was awarded \$20 million under the U.S. Department of Transportation's BUILD discretionary grant program to complete the Design-Build construction phase. ICTC proposes to deliver the project under Design-Build process, with ICTC leading the Request for Qualifications in May 2020 and Request for Proposals in Summer 2020 for Design and Construction teams. Following the RFQ and RFP process, the Design-Build contract award is scheduled to begin in February 2021. The NEPA studies and final document were completed in April 2020. *ICTC successfully completed the authorization for the \$20 million BUILD funds. Currently the project is in the qualification phase of solicitation Request for Qualifications were due on September 11, 2020 to the ICTC offices. A short-list of bidders has been selected and are moving forward to the Design-Build Request for Proposals process that began Septemebr 21, 2020. Proposals are due to ICTC offices on January 22, 2021.*
- 5) **Imperial Valley Transit (IVT) FREE FARES PROGRAM:** On August 7, 2020, the Imperial County Transportation Commission (ICTC) announced the implementation of a **Free Fares Program** for various Imperial Valley Transit (IVT) services. Eligible services include IVT Fixed Route, IVT Circulators (Blue, Green and Gold Lines), IVT ACCESS and IVT RIDE (EL Centro, Imperial, Heber, Brawley, Calexico, Westshores). All passengers are eligible to benefit from the Free Fares Program. The fares are subsidized by a State of California grant and fare contributions to IVT RIDE passengers by the County of Imperial's Area Agency for the Aging (AAA). The Free Fares Program will remain in effect while the grant funds are available. All regular service eligibility requirements and restrictions remain in effect.
- 6) **Potential Bus Stop in Calipatria:** ICTC has evaluated all of its fixed route service routes to attempt to provide service to the east side of Calipatria. Staff conducted time trials as well utilized several types of buses to verify buses would not have issues with other existing stops within proposed routes. Potential stops for the area include a stop along Commercial Avenue and potentially another stop near Alexandria Street. Staff is proposing to utilize its IVC Express route to potentially service the area. Final location and infrastructure associated with the potential bus stop(s) is pending discussion with the city of Calipatria staff.
- 7) **State Route 86 (Northbound) Border Patrol Checkpoint:** In August 2017 following a year of coordination, Caltrans, the County of Imperial and ICTC met with CBP management and operations staff achieved consensus for a new conceptual alternative prepared by Caltrans. The LTA Board met on September 27, 2017, staff presented the Board with a fund request for \$1.3 million from the 5% Regional Highway Set-Aside from the

Measure D allocations. A Consultant Agreement with AECOM for design and construction engineering was approved by the LTA on February 28, 2018. Currently design is underway. A draft of 35% plans were completed and submitted for review on October 12, 2018. *CBP Border Patrol has requested a design change and a draft MOU has been drafted to identify the the work to be completed by ICTC and Border Patrol. The draft MOU was approved by the Commission at the September 2020 meeting.*

- 8) **I-8 / Imperial Avenue Interchange Reconstruction:** Caltrans and construction team have been meeting with City of El Centro and ICTC to discuss details of construction phases and the public information campaign for both the Interchange Project and the Imperial Avenue Extension South Project. *Stage 1 of construction began on Monday, May 6, 2020. During the extended closure, motorists on eastbound I-8 will be detoured along 4th Street/State Route 86 (SR-86) located east of Imperial Avenue. On July 23rd closure of the I-8 was needed to demolish and remove the existing bridge. Crews have completed the demolition of the existing bridge at the I-8/Imperial Avenue Interchange. There were no reported incidents and detoured traffic was flowing with no major delays. Over the next month, the community will see crews performing general earthwork operations. There will be construction equipment, noise (including OSHA required backup alarms), dust and some minor traffic control. Stage 2 work on the northern portion of I-8 is anticipated to take four to six months to complete and could begin as early as December. During Stage 2, all I-8/Imperial Avenue on- and off- ramps will be fully closed. The interchange is expected to open to traffic by the end of 2022 with project completion by mid-2023.*
- 9) **State Route 98 from Ollie to Rockwood:** As part of the Calexico West POE Expansion project, SR-98 and Cesar Chavez Boulevard were widened and improved to serve the expansion to the west. Caltrans' SR-98 work between VV Williams and Ollie Avenue was completed in March 2018, and the Cesar Chavez Blvd. Widening was completed in October 2019. Caltrans has completed the design and right of way phase for SR-98 Widening between Rockwood Avenue and Ollie Avenue. On June 24, 2020, CTC authorized construction funding. *The total project cost is estimated at \$6.33 million using a combination of 2016 Earmark Repurposing, Demonstration, and Traffic Congestion Relief funds. The project has a \$1.7 million funding shortfall for which Caltrans is requesting an ICTC contribution of \$200,000, the remaining \$1.5 million shortfall would be covered by various other State funds. At their meeting on September 23, 2020 the LTA Board approved the shortfall of \$200,000 from the 5% state set-aside fund.*
- 10) **FY 2019 Public Transit Fare Analysis:** The Request for Proposal for a consultant for the ICTC FY 2019 Public Transit Fare Analysis was released on March 1, 2019. The project is for professional services to develop a Public Transit Fare Pricing Analysis. This planning document is expected to provide recommendations for the current fares/fee structure and media for the four public transit services under the Imperial Valley Transit brand for the next three to five years. *The final draft will be presented at the January 2021 meeting(s).*
- 11) **Funding for Phase II of the Calexico West Port of Entry:** As previously noted, Congress authorized \$98 million for Phase 1. The U.S. General Services Administration (GSA) began construction for Phase 1 in December 2015 with completion now scheduled for July 2018. Phase 2A was awarded in the amount of \$191million and will include six additional northbound privately-owned vehicle (POV) inspection lanes, permanent southbound POV inspection, expanded secondary inspection and adding a pre-primary canopy, new administration building, and employee parking structure. *Funding for phase 2B is in the President's Budget Proposal in the amount of \$99.7million. Work for phase 2B will include demolition of the old port building and construction of the new pedestrian building. The total estimated cost for phases 2A plus 2B are \$276million. According to GSA Phase 2A is anticipated to be completed Spring 2023.*
- 12) **Calexico Intermodal Transportation Center (ITC):** A new Intermodal Transportation Center in the City of Calexico has been part of ICTC's long range transit planning. The new Calexico ITC will serve as a regional mobility hub that will accommodate bus bays for Imperial Valley Transit in addition to the City of Calexico's private transit operators, taxis and farm labor buses. ICTC received a Congestion Mitigation and Air Quality federal program fund to complete the environmental and design plans of the new Calexico ITC. ICTC staff is in the process of completing the contract award for a consultant firm that will complete the environmental and design phase. Currently, ICTC staff is completing the Caltrans award review process with multiple Caltrans' departments. The ICTC Board adopted the agreement with Psomas on September 26, 2018. *Environmental phase is in progress with consultant team and agency partners, including the City of Calexico, Caltrans and ICTC. The*

environmental phase is in progress including studies. Next steps: Begin design and property (Right of Way) acquisition process.

- 13) **Imperial County Regional Climate Action Plan:** Imperial County Regional Climate Action Plan: After the kick-off meeting on June 28, 2019, ICTC established Project Management Procedures and Communication Protocols with the Consultant as well as reviewing the Scope of Work and Schedule. *The consultant is working on the draft list of strategies; is finalizing the final pieces of inventory analysis; and, will begin the outreach plan, including stakeholder meetings by the end of October 2020.*
- 14) **State and Federal funding Obligations:** Projects programmed in programmed in Federal Fiscal Year (FFY) 2019/2020 were fully obligated according to Caltrans Local Assistance. Beginning October 1, 2020, agencies can move forward with request for authorization (RFA) for Congestion Mitigation Air Quality (CMAQ), Surface Transportation Block Grant program (STBG) programmed in FFY 2020/2021. Other state funding also included in the Federal Transportation Improvement Program (FTIP) include the Active Transportation Program (ATP). *See complete project list attached.*
- 15) **2018 Trade Corridor Enhancement Program:** The Trade Corridor Enhancement Program (TCEP), created by Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), provides approximately \$300 million annually for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network, and along other corridors that have a high volume of freight movement. ICTC in partnership with Caltrans and the San Diego Association of Governments (SANDAG) were successful in receiving TCEP funds for Advanced Technology Corridors at the California-Mexico Ports of Entry (POE). The goal project is to implement Intelligent Transportation System (ITS) strategies that will improve border travel delays. Some of the ITS strategies will include Bluetooth and Wi-Fi readers to help track vehicle delays, as well as implement changeable message signs on State Routes to inform border travelers of POE delays. Caltrans will serve as the implementing agency of this project and has an estimated completion date of early 2020. *Caltrans has initiated the environmental phase and preliminary design of the project. TCEP funds will be used in collaboration with the BUILD grant award for the design and construction phases.*
- 16) **State Legislation for Transportation Funding – SB 1 Road Maintenance and Rehabilitation Account (RMRA):** \$1.5 Billion annually will go to cities and counties for local road improvements. The following are projected annual revenues of RMRA for the FY 20/21. This list of projects for all cities and the county can also be found on the ICTC website at: <http://www.imperialctc.org/senate-bill-1/>

Below are the projected annual revenues for FY 2020/2021. All Imperial County cities and the county are required to submit their list of projects in order to be eligible for funding distribution.

Agency	RMRA Amount FY 2020-2021
Brawley	\$469,831
Calexico	\$725,242
Calipatria	\$132,423
El Centro	\$794,848
Holtville	\$116,508
Imperial	\$342,513
Westmorland	\$42,296
County of Imperial	\$8,185,798
TOTAL	\$10,809,459*

**Estimate source is from the California League of Cities dated May 15, 2020*
<http://californiacityfinance.com/LSR2005.pdf>

- 17) **California-Baja California Binational Region:** A Fresh Look at Impacts of Border Delays: Building upon previous Caltrans, SANDAG, and ICTC studies, this project will refine the economic models developed to assess

economic impacts of delays at the land ports of entry (POEs) between the San Diego and Imperial Counties region and Baja California, Mexico, on the border region economies. It will also estimate greenhouse gas (GHG) emissions of passenger and commercial vehicles due to northbound and southbound border delays at the six California POEs and propose strategies to reduce GHG emissions at the border region. Lastly, extensive outreach to government agencies, local border communities, and private sector stakeholders was conducted. *A final report is scheduled to be completed in the fall of 2020.*

- 18) **State Legislation for Transportation Funding – SB 1 2018 Local Partnership Program (LPP):** Local Partnership Program is comprised of formulaic program and competitive programs. In FY2017/2018 total amount available statewide is \$200M and distribution is 50/50 for both formulaic and competitive programs. The formulaic program share distributions for the Local Partnership Program were presented at the CTC meeting in December 6-7, 2017. The Imperial County received \$1,632 of Local Partnership Formulaic Program (LPPF) funds in Cycle 1 (\$1,076) and Cycle 2 (\$556) for a total of \$1,632.

List of projects for Imperial County:

Local Partnership Program (LPP) Programing for FY19/20						
Agency	Project Name	LPP Formulaic Funds	Local Match	Total Cost	Project Implementation Fiscal Year	Proposed CTC Programming Date
Brawley	2020 Legion Street Improvements	\$ 209,000	\$ 209,000	\$ 418,000	2019-2020	1/30/2020
Calexico	Scaroni Road Improvements	\$ 305,000	\$ 550,000	\$ 855,000	2019-2020	5/16/2019
Calipatria	Calipatria Date Street Sidewalk Improvement Project	\$ 41,000	\$ 41,000	\$ 82,000	2019-2020	5/16/2019
County	Overlay of Picacho Road from Winterhaven Road to Quechan Drive	\$ 523,000	\$ 523,000	\$ 1,046,000	2019-2020	5/16/2019
Imperial	Aten/Clark Road Improvements	\$ 154,000	\$ 327,000	\$ 481,000	2019-2020	5/16/2019

Local Partnership Program (LPP) Programing for FY20/21						
Agency	Project Name	LPP Formulaic Funds	Local Match	Total Cost	Project Implementation Fiscal Year	Proposed CTC Programming Date
Holtville	Orchard Road/Cedar Avenue	\$ 60,000	\$ 60,000	\$ 120,000	2020-2021	Jun-20
El Centro	Dogwood Road from Villa Road to Commercial Avenue	\$ 339,000	\$ 339,000	\$ 678,000	2020-2021	Jun-20

The following is the link to the 2019 Local Partnership Program guidelines:

http://catc.ca.gov/programs/sb1/lpp/docs/062719+Amended_LPP%20Guidelines.pdf

19) **Partnerships with IVEDC:**

- a) **Southern Border Broadband Consortium (SBBC):** For FY 2020/2021. SBBC continues to work with local stakeholders to identify, prioritize and advance broadband infrastructure and improvement projects; facilitate and promote broadband education community wide using survey data; work with the Boys and Girls Club of IV and the Workforce Development Board to create Digital Literacy Centers throughout Imperial County; and develop a preferred scenario for 98% deployment in Imperial County and present to the California Advanced Service Fund and the CPUC in 2020. Recent updates to SBBC’s role in the region

include a partnership with local healthcare organizations including ECRMC, Pioneers Hospital and Alliance Healthcare to identify telemedicine broadband needs and funding opportunities in Imperial County; working with the California Emerging Technology Fund and the Inland Empire Regional Broadband Consortium as part of a SCAG project to identify transportation broadband strategies to reduce VMT and greenhouse emissions; and working with local internet services providers including AT&T to assist successful applications for funding opportunities with the CPUC in locations such as north County, central Imperial and the Imperial Business Park by end of July 2020.

- b) **The Brawley Transit Corridor Brownfield Assessment:** ICTC in partnership with IVEDC received a U.S. Environmental Protection Agency (EPA) Brownfields Communitywide Assessment Grant award of \$300,000 from the Environmental Protection Agency's Brownfields Assessment Program. This assessment will be focused along the transit circulator route within the 13-mile Imperial Valley Transit's (IVTs) Brawley Gold Line Transit Route and the Brawley Transit Center that serves as the IVTs North Imperial County transfer terminal. The commercial corridors in the target assessment area include over 100 known commercial properties and suspected historical gas station sites with known or suspected underground tanks in the target area. ICTC will be the fiscal agent and has developed an MOU which will define roles and responsibilities (Audits, Administration and Project Management) or ICTC and IVEDC. SCS Engineers have initiated early Tasks that include the Quality Assurance Project Plan (QAPP) and project management plan as required by EPA.

- (1) **The Finnell Property** has 3 parcels. It received DTSC approval on March 8, 2019. Phase 1 and Phase 2 reports have been finalized and 3 underground storage tanks have been excavated and disposed of no further action is required.*
- (2) **The Chai Property** has 2 parcels. It received DTSC approval on March 28, 2019. Phase 1 report completion occurred on October 15, 2019 and no further action is required.*
- (3) **The Lesicka Property** has 2 parcels. It received DTSC approval on August 29, 2019 and Phase 1 and Phase 2 reports have been finalized and no further action is required.*
- (4) **The Dek Property** has 1 parcel. It received DTSC approval on April 22, 2020. Phase 1 was improperly completed by a previous engineering firm. 95% of the re-development was completed when the contractor discovered concerning amounts of underground contamination on site. We stepped in and completed a phase 2 and we are currently assessing the situation while collecting additional soil samples and pending laboratory results.*
- (5) **The Pioneers Property** has 3 parcels. It received DTSC approval on May 11, 2020. Phase 1's were completed on all parcels. 1 parcel which is the site of a former Chevron station closed on 1975 will require a phase 2. The Field Sampling Plan was approved and is underway.*

IMPERIAL VALLEY RESOURCE MANAGEMENT AGENCY

SERVING THE CITIES OF BRAWLEY, CALEXICO, CALIPATRIA, EL CENTRO,
HOLTVILLE, IMPERIAL, WESTMORLAND AND COUNTY OF IMPERIAL



AGENDA REPORT

TO: IVRMA Board Members and City / County Managers
FROM: Daveline Villaseñor, Project Manager
SUBJECT: IVRMA Board Meeting
MEETING DATE: January 13, 2021

STAFF REPORT

1. **TCU 18:** IVRMA is requesting the Board of Directors to consider the amendment of the FY 2020-2021 Budget to include additional funding approved in the amount of \$250,000.00 for the Local Government Waste Tire Cleanup Grant (TCU18). The Local Government Waste Tire Cleanup Grant (TCU18), will cover expenditures for the collection of illegally dumped tires and associated activities for the term of two years (November 03, 2020 through September 29, 2022).
2. **IVRMA Mid-Year Budget Review FY 2020-2021:** IVRMA is currently preparing the documentation to present a Mid-Year Budget review. IVRMA anticipates providing the final draft at the next Board of Directors meeting on February 24, 2021.
3. **Nondisposal Facility Element (NDFE):** The NDFE is being considered for legal review and amendment in order to incorporate the Salton City Landfill. Burrtec Waste Industries has expressed interest in developing a 4-acre Vegetative Food Material and Green Material Composting Operation at the Salton City Landfill that will provide residents and commercial organic waste generators in the area with the diversion compliance on CalRecycle's AB1826 Mandatory Commercial Organic Recycling (MORe) and the most recent legislate, SB1383 Organic Waste Methane Emissions Reductions effective as of January 1, 2021. The County of Imperial is responsible for the review of the application documentation submitted by the applicant. IVRMA is responsible for issuing a resolution accepting the new operation to the Salton City Landfill.
4. **Household Hazardous Waste (HHW):** The HHW Facilities from the City of El Centro, Calexico and Brawley will be working by appointment only through January 31, 2021. We appreciate your patience as we try to work to keep our team and local residents safe during the pandemic. Appointments will be available on Monday, Wednesday or Friday between the hours of 7:00 a.m. through 4:00 p.m. Please contact our main office at (760) 337-4537, Monday – Friday from 8:00 a.m. to 5:00 p.m.



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
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T: (213) 236-1800 www.scag.ca.gov

Memorandum

Date: January 13, 2021
To: ICTC Management Committee Meeting
From: David Salgado, Regional Affairs Officer (RAO)
Re: **Southern California Association of Government’s (SCAG) Report**

The following is a summary of the SCAG Executive Director’s Report and/or Federal and State Legislature Staff Report for the Imperial County Transportation Commission’s committee meeting for the month of December 2020.

- 1. January 2021 SCAG Regional Council:** The Regional Council (RC) convened to hold the first meeting of the year. The RC received a presentation from Los Angeles Mayor Eric Garcetti. Mayor Garcetti regarding his and other global mayors’ efforts to promote “Equitable Climate Action Leadership.” Mayor Garcetti stressed the importance of addressing the current climate change challenges regardless of other significant challenges in order to continue to make progress and meet the goals of improving environmental conditions. In addition to the presentation the SCAG RC took action to approve a resolution affirming a “climate change crisis in Southern California” further affirming SCAG’s commitment to addressing the serious effects of climate change on our region.
- 2. California Air Resources Board (CARB) Acceptance of Connect SoCal and Recommendations:** The California Air Resources Board (CARB) released Executive Order G-20-239 which accepts SCAG’s determination that the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS, Connect SoCal) meets the applicable 2035 greenhouse gas emission reduction target. The acceptance was issued on October 30, 2020, enabling projects from the SCAG region to be eligible for the Senate Bill 1 (SB 1) grants approved at the California Transportation Commission (CTC) meeting in December 2020. The CARB determination included several recommendations which staff will work to address in the coming months through collaboration with local and state partners.
- 3. SCAG Toolbox Tuesday: HYDROGEN AND WORKFORCE DEVELOPMENT**
JANUARY 19, 2021 - 1:00PM - 2:00PM
SCAG’s Toolbox Tuesday and Clean Cities programs, along with our partners in zero-emission transportation, bring you a three-part webinar series on Innovations in Clean Transit.

This series showcases how Southern California transit agencies are transitioning to zero-emission. With technologies and strategies like electric buses and charging infrastructure, hydrogen fueling stations, workforce reskilling, and public-private partnerships, clean transportation is a destination that has many possible routes.

Join SunLine Transit Agency on Tuesday, Jan. 19 for the first part in this series featuring a spotlight on the agency's new hydrogen fueling station and its Innovative Clean Transit Rule implementation plan. SunLine will also discuss the importance of training our workforce for the future of clean fleet technologies with members of the Advisory Board to the West Coast Center of Excellence in Zero Emission Technology and Renewable Energy. If you have any questions or need further information about this webinar, please contact India Brookover at brookover@scag.ca.gov.

LEVERAGING PUBLIC-PRIVATE PARTNERSHIPS

JANUARY 26, 2021 - 10:00AM - 11:30AM

SCAG's Toolbox Tuesday and Clean Cities programs, along with our partners in zero-emission transportation, bring you a three-part webinar series on Innovations in Clean Transit. This series showcases how Southern California transit agencies are transitioning to zero-emission. With technologies and strategies like electric buses and charging infrastructure, hydrogen fueling stations, workforce reskilling, and public-private partnerships, clean transportation is a destination that has many possible routes.

In the second webinar of the series, Orange County Transportation Authority will highlight the role of partnerships in meeting zero-emission goals with Trillium, California Air Resources Board and New Flyer. Panel experts will discuss problem-solving, workforce training and a technology-agnostic approach towards best practices in clean transit. If you have any questions or need further information about this webinar, please contact India Brookover at brookover@scag.ca.gov.

- 4. 2020 SCAG Sustainable Communities Program (SCP) Grant Program:** SCAG has approved the 2020 SCP grant guidelines. The FY 2020/2021 program will fund projects in the following areas that support and implement the policies and initiatives of the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal: Active Transportation & Safety; Housing and Sustainability; Smart Cities, Mobility Innovation & Transportation Demand Management; and Green Region. The first Call prioritizes Active Transportation & Safety projects, and the second Call prioritizes efforts to increase housing production.

Housing & Sustainable Development Call for Applications: *SCAG is pleased to announce the 2020-2021 Sustainable Communities Program (SCP) – Housing & Sustainable Development Call for Applications is now open to eligible applicants.*: The SCP provides planning resources and technical assistance to local agencies to support the implementation of Connect SoCal, a long-range vision for transportation and land use planning for the region. The SCP Housing & Sustainable Development Call for Applications includes three specific project types, each with a unique application, to fund planning and implementation projects that result in the development of supportive housing policies and programs. Check out the SCP Housing & Sustainable Development fact sheet for more information.

5. **2020 Local Early Action Planning Grant (LEAP) Program:** **The Local Early Action Planning (LEAP) grant program’s deadline has been extended to January 31, 2021!** **You still have time to apply!** **Jurisdictions who did not apply:** For cities and counties that were not able to meet the July 1, 2020 deadline, you still have more time! You now have until January 31, 2021, to apply for LEAP funding. Remember, LEAP funding is non-competitive, flexible funding to help cities and counties plan for housing in their communities. **Jurisdictions who did apply:** If you have already applied for the LEAP program, you can still make modifications and adjustments to your application. HCD can make adjustments to the application during the review process or even after awards. HCD has dedicated an individual to assist cities in Imperial County.

Sample eligible projects include but are not limited to:

- Rezoning and encouraging development through updating ordinances and plans
- Establishing Prohousing policies
- CEQA
- Updating housing elements
- Updating ordinances to comply with state housing laws (e.g. ADU ordinances)
- Developing specific plans and other plans focused on housing
- Implementing processes that streamline the application process for housing developments
- and much more!

For technical assistance such as help with brainstorming eligible activities, reviewing draft applications, adjusting existing applications, and answering questions, please contact me or earlyactionplanning@hcd.ca.gov.

6. **Broadband and Closing the Digital Divide:** SCAG, the California Emerging Technology Fund and the Inland Empire Regional Broadband Consortium are spearheading a study to facilitate broadband planning and deployment as part of transportation projects in the region. Improved broadband deployment, particularly in disadvantaged communities and unserved/underserved rural and urban areas, will support increased use of online learning, telehealth/telemedicine, telecommuting, e-

commerce, and e-government, reducing vehicle miles traveled (VMT) and greenhouse gas emissions. This is in addition to other regional efforts to bridge the critical digital divide that has been further exasperated by the onset of teleworking and other localized emergencies which could benefit from increased access to connectivity on the ground and throughout the region.

- 7. SCAG Aerial Imagery Project 2020 Update:** After numerous meetings to discuss the potential for SCAG to facilitate a new Aerial Imagery Flyover Project, the County of Imperial has agreed to facilitate a public procurement process. This will allow for more funds to be applied to the project to support the procurement. SCAG has set aside \$250,000 for the project and will increase the support by \$50,000 for a total of \$300,000. The County of Imperial has received proposals and will be moving forward with recommendations to the Board of Supervisors this month.

SOUTHERN CALIFORNIA ECONOMIC SUMMIT HIGHLIGHTS NEED FOR AN INCLUSIVE ECONOMIC DEVELOPMENT STRATEGY

More than 400 leaders in business, public policy, housing, and education joined us online for the 11th Annual Southern California Economic Summit. The program took a serious look at the strategies needed for building back a strong, inclusive Southern California economy and featured forecasts from the region's top economists.

U.S. Representative Karen Bass delivered an opening address that laid out an optimistic view about what is to come for Southern California. Bina Shrimali from the Federal Reserve Bank of San Francisco gave a [presentation on the importance of building a healthy and inclusive economy](#), one in which all can participate, prosper, and reach their full potential.

Wallace Walrod, SCAG's Chief Economic Advisor, provided a [comprehensive overview of the region's economy](#), noting that much progress has been made in the recovery from the pandemic so far, but much work is left to do. The [Regional Briefing Book](#) on the Southern California economy was also released to provide the first step toward a more comprehensive framework for an inclusive economic recovery.

The panel session—moderated by Kate Gordon, Director of the Governor's Office of Planning & Research and featuring Costa Mesa City Manager, Lori Ann Farrell Harrison, Long Beach City Manager, Tom Modica and Cherian George of Fitch Ratings—led to a lively discussion about what cities need to be considering and why when it comes to planning for a resilient local economy and government. The panel was followed by breakout discussions about improving access to good jobs, led by Karthick Ramakrishnan and Michael Bates of UC Riverside; access to affordable housing, led by Cecilia Estolano of Estolano Advisors; and access to transportation, led by Evelyn Blumenberg of UCLA.

In the summit's keynote address, three-time Pulitzer Prize-winning New York Times columnist, Thomas Friedman made a case for reimagining the intersection of government, private industry, and other stakeholders to come together to create solutions. He stressed the need for "complex adaptive coalitions" as changes in climate, new technology and globalization further complicate the problems we all face. Like U.S. Representative Bass, Mr. Friedman ended his address on a hopeful note and noted that inclusivity is necessary for our cities, region, state, and country to thrive.

Sharing the important messages from the summit, we had news coverage from outlets such as the [Los Angeles Daily News](#), [KVCR](#), and [Spectrum News 1](#). Conference materials are available [on the event webpage](#).

REGIONAL HOUSING NEEDS ASSESSMENT UPDATE

SCAG will be hearing all appeals filed by jurisdictions throughout the month of January. The Regional Housing Needs Assessment (RHNA) Appeals Board will meet on January 6, 8, 11, 13, 15, 19, and 22 to hear the 52 appeals filed on 48 jurisdictions. Based on the appeals decisions, the Appeals Board will meet in February to make a regional determination and develop a proposed Final RHNA Allocation. The Final RHNA Allocation is planned for adoption at the Regional Council meeting scheduled for March 4, 2021. Agendas for the appeals hearings, all filed appeals, and submitted comments can be viewed on the [RHNA webpage](#).

SCAG PROVIDES DATA-DRIVEN TOOLS FOR LOCAL JURISDICTIONS AND HOUSING ELEMENT UPDATES

SCAG's Regional Data Platform (RDP), currently in development, will provide a system of tools for SCAG and local jurisdictions to access data necessary for local general plan development and general decision-making by monitoring transportation, land development trends, housing and economic growth, and sustainability conditions. Recently, SCAG and Esri completed outreach interviews of ten representative jurisdictions to provide direction for the development of the RDP. Specifically, the interviews focused on: 1) Understanding current

workflows and challenges experienced by staff involved in General Plan updates; 2) Identifying specific technology features that could improve the General Plan update process; and 3) Identifying key datasets used in General Plan updates, and what data is desired to improve planning.

Based on this feedback, the RDP team prioritized the development of the Housing Element Parcel (HELPR) Tool, which will be the first in a suite of resources to be provided through RDP. Launched on Dec. 8, the [HELPR tool](#) is a web-mapping tool to help local jurisdictions and stakeholders understand local land use, site opportunities, and environmental sensitivities for aligning housing planning with the California Department of Housing and Community Development's 6th cycle housing element requirements. SCAG and Esri are continuing outreach and updates to HELPR are anticipated through Spring 2021 following receipt of additional feedback. A recording of the Toolbox Tuesday training session on the HELPR tool is [available here](#).

On Dec. 15, 2020, SCAG and Esri conducted a special briefing with all participants involved in the local outreach interviews to provide key findings, follow up on outstanding questions, and discuss the next steps in the RDP developmental process. The findings were categorized into three major focus areas, which are long-range planning workflows by phase, housing element, and data. For next steps, SCAG is communicating with the ten interviewed local jurisdictions to identify six pilot jurisdictions for the RDP Configuration and Testing phase.

Apart from the wide selections of tools that will be available through the RDP, complementary Esri software licenses—ArcGIS Online, Pro (Standard), Urban, Business Analyst, and Hub—are available for jurisdictions to provide additional technical assistance as part of the local information services. Please visit the [SCAG RDP information](#) page for more on the RDP and visit [SCAG's RDP Licensing Request page](#) to request Esri software licenses.

GO HUMAN UPDATE

SAFE, RESILIENT & LOCALLY GROWN: A TRAFFIC SAFETY SERIES

In November 2020, SCAG's *Go Human* campaign, along with the Automobile Club of Southern California (AAA), hosted a two-part virtual webinar series, *Safe, Resilient & Locally Grown: Community-Based Traffic Safety Solutions During a Pandemic*. With over 175 participants, the panelists and attendees explored innovative, resiliency-focused strategies for improving traffic safety conditions while reducing COVID-19 transmission. Moderators included LA Walks and Public Matters and panelists included AAA, Safe Transportation Research & Education Center, City Fabrick, 3 Revolutions Future Mobility Program, the City of Costa Mesa, FastLinkDTLA, California Transportation Commission, and Central City Neighborhood Partners.

PARTNERSHIPS WITH AFFORDABLE HOUSING SUSTAINABLE COMMUNITIES AWARDEES

In 2017, SCAG's *Go Human* campaign initiated a strategy to grow its campaign and support the production of housing by initiating partnerships with Affordable Housing Sustainable Communities (AHSC) applicants. During the application development process, *Go Human* encouraged applicants to strengthen their proposals by including an active transportation safety and encouragement element using *Go Human* artwork files. In December 2020, *Go Human* identified 12 AHSC projects from the program's five funding rounds that included a *Go Human* element. Awardees will expand the reach of *Go Human* with outdoor and digital advertisements placed strategically near new housing developments. These 12 AHSC awards, made more competitive with the inclusion of leveraged *Go Human* resources, bring more than \$280 million of funding for housing to the region, with the majority invested in disadvantaged communities.

SCAG SUSTAINABLE COMMUNITIES PROGRAM UPDATE

The Sustainable Communities Program (SCP) is SCAG's technical assistance program providing planning resources to local agencies to support multimodal transportation, housing, and sustainable land use planning. To date, two separate calls for applications have been released and an additional call for applications will be released next month. Information about each respective call for applications is provided below:

- **Active Transportation & Safety (AT&S):** SCAG released the AT&S call for applications in September 2020 and extended the deadline through Dec. 11, 2020, in response to staff constraints due to COVID-19. SCAG conducted 30 one-on-one coaching sessions to support local agencies in developing applications and received 40 applications. Staff will present the project list for approval at the May 2021 Regional Council meeting.

- **Housing & Sustainable Development (HSD):** SCAG opened the HSD call for applications in November 2020 and extended the deadline to apply through Jan. 29, 2021. Staff held an Application Webinar on Dec. 2, 2020, with more than 110 participants and has held eight one-on-one coaching sessions to support application development.
- **Smart Cities & Mobility Innovations (SCMI):** SCAG will release the third call for applications in February 2021. SCAG held a Listening Session on Dec. 7, 2020, with more than 25 participants for stakeholders to provide input on project types and program guidelines. The feedback was incorporated into the program guidelines and staff will seek approval for this call for applications at the February 2021 Regional Council meeting.

More details about the overall program can be found on the [SCP webpage](#), including links to the online applications, program guidelines and fact sheets, and other resources for applicants.

2020 SOCIAL CLIMATE ADAPTATION FRAMEWORK OUTREACH CONCLUDES

Over Summer and Fall 2020, SCAG conducted a series of Southern California Climate Adaptation Framework (CAF) presentations, sharing adaptation planning tools and resources ready for use by jurisdictions across the SCAG region. Resources include a [library of general plan model policies](#) to assist jurisdictions with updates to General Plan Element updates, [outreach strategies and templates](#) to help with climate change messaging, and the [SoCal Climate Adaptation Planning Guide](#), which will help jurisdictions through the adaptation planning process from beginning to end. The 2020 outreach for the CAF concluded with a joint *Climate Adaptation Framework & Housing Element Parcel Tool* Toolbox Tuesday session on Dec. 8, 2020, and a *Joint Meeting of the Public Health, Sustainable Communities, and Climate Adaptation Working Groups* on Dec. 17, 2020. Both gatherings provided an opportunity for SCAG to highlight the intersection of CAF adaptation planning resources and scenario modeling analyses with other SCAG efforts, such as assistance with General Plan Safety, Environmental, and Housing Element updates; inclusion of regionally environmentally sensitive areas into the HELPR tool; research on the impacts of climate change and extreme heat on public health; and upcoming funding opportunities through the Sustainable Communities Program. Please visit the [CAF webpage](#) for more information and the suite of adaptation planning resources. Materials from the *Climate Adaptation Framework & Housing Element Parcel Tool* training can be found on the [Toolbox Tuesday page](#). Materials from the *Joint Meeting of the Public Health, Sustainable Communities, and Climate Adaptation Working Groups* can be found on the [Regional Planning Working Groups past agendas page](#).

CONNECT SOCIAL STAKEHOLDER DEBRIEF MEETING

On Dec. 17, 2020, SCAG held a meeting with technical stakeholders that participated in the development process of Connect SoCal to discuss lessons learned. With more than 50 participants, the insights and recommendations will be used by SCAG staff to inform the early planning for the development cycle for the 2024 Regional Transportation Plan/Sustainable Communities Strategy.

SCAG'S DISADVANTAGED COMMUNITIES ACTIVE TRANSPORTATION PLANNING INITIATIVE

As part of its \$1.3 million Disadvantaged Communities Active Transportation Planning Initiative, SCAG has created a template for low-resourced and disadvantaged communities to develop active transportation plans. SCAG has been working with seven disadvantaged communities across the region to inform and operationalize the template and to make it available across the region and the state. Last month, three of the jurisdictions—the Cities of Perris, Adelanto, and Calipatria—adopted their Active Transportation Plans. Plan adoption for the remaining four jurisdictions is anticipated in January 2021.

SCAG TO COMPLETE ELECTRIC VEHICLE CHARGING STATION STUDY

On Dec. 9, 2020, SCAG kicked off an Electric Vehicle (EV) Charging Station Study that will help 18 cities in the region deploy more EV charging. The project will benefit the entire SCAG region with a region-wide site suitability analysis for EV charging that will help identify the best locations for EV charging stations. The 18 cities included in the project will additionally benefit from detailed site analyses to help prepare specific locations in the cities for EV charging stations so they can take advantage of grant funding opportunities and work with EV charging providers. The project will also help tackle policy barriers to EV charging and include an education campaign and charging for owners of multi-family dwellings, city staff, and the general public. This work is one of the first programs implementing SCAG's Accelerated Electrification strategy from the Connect SoCal regional plan.

SETTING SAFE SPEED LIMITS ON URBAN STREETS

Last month, SCAG partnered with the National Association of City Transportation Professionals (NACTO) to hold a workshop on recently-released [guidance](#) from NACTO that gives practitioners a detailed, context-sensitive method to set safe speed limits on urban streets. The workshop provided more than 70 participants with an understanding of the safe systems approach and a consistent, rational, scalable approach to urban speed limit setting, from citywide strategies to corridor-by-corridor methods, based on easy-to-study street characteristics.

SCAG RECEIVES TECHNICAL ASSISTANCE FROM THE FEDERAL HIGHWAY ADMINISTRATION FOR SAFETY TARGET SETTING

In late November 2020, SCAG secured technical assistance from the Federal Highway Administration to develop a data-driven safety target setting methodology and safety planning models. SCAG anticipates the safety models will consider a variety of inputs, including land uses, population growth, vehicle miles traveled, growth, roadway types, and the density of intersections. Currently, there is very little guidance for data-driven target setting, particularly at the metropolitan level. By developing a methodology for safety target setting and testing emerging research in safety planning, SCAG hopes to develop a transferable safety planning approach that could benefit other metropolitan planning organizations in California and across the country. The technical work is anticipated to be completed before the end of fiscal year 2020-21.

SCAG PARTICIPATES IN CALTRANS INNOVATION EXPO

SCAG Mobility Planning and Management staff participated in the inaugural Caltrans Innovation Expo in collaboration with staff from the Caltrans Active Transportation Resource Center to share information about the existing SCAG Active Transportation Database as well as planned improvements and statewide expansion as part of the next phase partnership. The Statewide Active Transportation Database will streamline bicycle and pedestrian counting efforts and provide a valuable resource for planners, engineers, and researchers to analyze active transportation trends. It will also serve as a one-stop-shop for active transportation count data by setting statewide methodologies for counting and storing volumes of active transportation users, establishing statewide consistencies for data collection and reporting, and encouraging all metropolitan planning organizations and local agencies in the state to utilize these methods and tools established to streamline the ongoing and future data collection efforts across California. A recording of the panel session is [available here](#).

News Release

FOR IMMEDIATE RELEASE

January 7, 2021

Contact: Steve Lambert, The 20/20 Network
(909) 841-7527/ steve@the2020network.com



SCAG affirms climate change crisis, commits to series of step to safeguard region’s environment, economy, public health and quality of life

Los Angeles – The nation’s largest metropolitan planning organization on Thursday formally affirmed the climate change crisis in Southern California and committed to a series of actions to mitigate the growing threat that greenhouse gas emissions pose to the region’s environment, economic security, public health and quality of life.

The Regional Council of the Southern California Association of Governments (SCAG) unanimously adopted a resolution to promote climate adaptation, mitigation and resilience across a six-county region that’s home to more than 19 million people. This includes developing a framework “to help the region plan and prepare for a changing climate as well as potential near- and long-term disruptions to Southern California, such as earthquakes, extreme weather, drought wildfires, pandemics and economic shocks.”

Thursday’s action clears the way for the nation’s largest metropolitan planning organization to initiate a regional climate planning network and partnerships that will provide technical assistance and additional support to local jurisdictions for their climate action initiatives.

Other commitments include:

- Development of a regional advanced mitigation program (RAMP) for regionally significant transportation projects, as outlined in SCAG’s most recent regional transportation plan, Connect SoCal.
- Moving forward with the Accelerated Electrification strategy adopted in Connect SoCal to provide a “holistic and coordinated approach” to decarbonizing or electrifying passenger transit and freight vehicles to go beyond the benefits achieved through state mandates alone.
- Incorporating the economic and job-creation benefits of climate action as part of an inclusive recovery strategy for Southern California.

“We’ve seen, just in the past year, very real manifestations of climate change, from raging wildfires to extreme weather. This has exacted a heavy price – to our health, to our economy, to the air we breathe, to a quality of life that has never faced a more serious threat,” said SCAG President Rex Richardson, Vice Mayor of Long Beach. “Today’s action signals to our region that the time to act is now.”

In 2020, California experienced a record number of dry heat days and more than 9,000 fires that burned millions of acres. It was the largest wildfire season in the state’s modern history, linked to more than 1,200 preventable deaths due to respiratory health impacts and with damages in excess of \$10 billion.

According to the resolution adopted Thursday, roughly 1.8 million people within the SCAG region live in very high fire hazard severity zones, more than 300,000 people reside in “100-year” flood hazard areas,

more than 350,000 live in areas estimated to be impacted by three feet of sea level rise projected to occur by 2050, and more than 6 million people live in areas subject to extreme heat health events.

In addition, one-third of residents live in areas recognized as disadvantaged communities – disproportionately vulnerable to the health risks from worsening air quality and extreme heat, as well as the resulting economic instability from climate hazards.

“Change won’t come quickly. It’s not going to turnaround in a year or two. At our very best, we can’t reverse what we’ve done as human beings, but we might be able to mitigate it to sustain life as we know it,” said Los Angeles Mayor Eric Garcetti, who serves as chair of C40 Cities, a network of the world’s largest cities committed to addressing climate change.

Garcetti praised the SCAG region for its leadership in addressing climate change, and urged other cities to join in a collaborative effort known as [Cities Race to Zero](#), a global effort to reduce greenhouse gas emissions while building a strong, inclusive economic recovery. “I hope today we’ll collectively build on the great work SCAG and SCAG cities have done to commit to taking action,” he said.

Said Kome Ajise, SCAG’s Executive Director: “Climate-change mitigation and adaptation planning have become more pressing with each passing year as the SCAG region experiences extreme climate-related health, safety and economic impacts from intensified wildfires, flooding and mudslides from torrential rainstorms and sea level rise, and unusually high temperatures. The sustainable and adaptive solutions we’re committing to will help safeguard our region – and the more than 19 million people we represent – now and into the future.”

###

About SCAG

SCAG is the nation’s largest metropolitan planning organization, representing six counties, 191 cities and over 19 million residents. SCAG undertakes a variety of planning and policy initiatives to plan for a livable and sustainable Southern California now and in the future. For more information about SCAG’s regional efforts, please visit www.scag.ca.gov.



Date: January 8, 2021
To: ICTC Management Committee
From: Gustavo Dallarda, Caltrans District 11, District Director
Re: **District Director's Report**

The following is the California Department of Transportation, District 11 report for the Imperial County Transportation Commission (ICTC) Management meeting of January 13, 2021:

1. **Project Updates:**

Please see map at end of report for project level detail.

2. **Construction:**

I-8/Imperial Avenue Interchange

The project includes installing two ramps that will provide direct access to southbound Imperial Avenue which will provide connectivity to the south portion of El Centro. These improvements will complement the City of El Centro's plans for future development.

Bridge work (pile-driving) began on November 12, 2020 and will continue for three months.

Eastbound I-8 /Imperial Avenue ramps will continue to be closed; fully closing access to/from Imperial Avenue for six to eight months.

Work will take place weekdays from 7:00 a.m. to 3:30 p.m. for the time being. Eastbound I-8/ Imperial Avenue ramps will continue to be closed through spring 2021.

Construction (continued):

Informational materials are available at:

<https://dot.ca.gov/caltrans-near-me/district-11/current-projects/i8-imp-interchange>

The project schedule has been advanced. The project is expected to open to traffic in late 2021 or early 2022, with plant establishment and close out work continuing through 2023.

SR-98 Widening Project

As part of the Calexico West POE Expansion project, SR-98 and Cesar Chavez Boulevard were widened and improved to serve the expansion to the west. SR-98 work between VV Williams and Ollie Avenue was completed in March 2018, and the Cesar Chavez Blvd. widening was completed in October 2019 by the City of Calexico.

Caltrans has completed the design and right of way phase for SR-98 widening between Rockwood Avenue and Ollie Avenue. The total project cost is estimated at \$8.2 million using a combination of 2016 Earmark Repurposing, Demonstration, and Traffic Congestion Relief funds. The project has a \$1.7 million funding shortfall for which Caltrans requested an ICTC contribution of \$200,000; this was approved by the ICTC LTA board in September. The remaining \$1.5 million shortfall will be covered by other State funds, which was approved by the CTC in October.

SR-98 project contact has now been officially approved on December 24, 2020 and the project will start in spring 2021, no later than April 23, 2021.

SR-111 Niland Geyser/Mudpot

The SR-111 Niland Geyser/Mud Pot is active. A second caldera developed and is holding steady at approximately 45 feet away from SR-111. Crews tied in the temporary detour road that was previously constructed and opened it to traffic on August 5, 2020 at 9:00 a.m. The temporary detour will remain in place as the mud pot moves beyond the original freeway.

3. Traffic Operations:

SR-111/I-8 Collision Reduction, Roadside Safety and Pedestrian Infrastructure Asset Management

The Traffic Operations Division is currently in the process of developing a Draft Project Report (DPR) which is expected to be completed in mid - 2021. The DPR is considering various improvements along SR-111 and at the SR-111 and I-8 interchange area to improve safety, reduce the potential for collisions, and improve conditions for pedestrians. The DPR will outline improvements under consideration which include:

Traffic Operations (continued):

- *Roadway Shoulder Rumble Strips*
- *Install/Replace Guardrail*
- *Roadside Sign Panel Replacement*
- *Weigh in Motion System (WIMS) Replacement*
- *Curb Ramp Replacement*
- *Enhanced Crosswalk Visibility*
- *LED Lighting*

SR-86/Customs & Border Protection Checkpoint Expansion

ICTC informed Caltrans that the scope of the project has changed to add a second detour lane into the existing canopy to perform inspection. ICTC will work with their consultant and will provide Caltrans with a traffic study to identify necessary SR-78/SR-86 intersection operation improvements to accommodate the change in inspection operation. A location for secondary inspection is still being analyzed. Once Caltrans agrees with the operational improvements, ICTC/AECOM will submit design plans for review and approval of their project.

An environmental document as well all other appropriate studies will be needed to finalize the project. A series of permits will be required for their existing traffic control at the checkpoint, for the inspection operations and equipment within the facility, and for a temporary checkpoint while the project is in construction. A new Freeway Maintenance Agreement will be required for the portion of the existing canopy that is within Caltrans ROW.

4. Planning:**SR78/Glamis OHV Crossing Feasibility Study**

Caltrans was successful in obtaining State Planning and Research funds for a feasibility study to develop alternatives for an Off Highway Vehicle (OHV) grade separated crossing over the Union Pacific rail line in Glamis. ICTC is the project manager for this study with Caltrans providing funding, contract oversight and participation on the Technical Working Group (TWG). This study began in late 2019 and will conclude in early 2021.

The Feasibility Study objectives and outcomes include developing a problem statement, identifying feasible alternatives, along with the constraints, costs and risks of each alternative, and establishing a path forward for a preferred alternative including identification of agency responsibility, funding mechanisms, anticipated costs and risks throughout the project life.

Following the review period and any comments received at the two virtual public outreach events, the draft documents will be revised and presented to ICTC Management, Technical Advisory Committee and Commission for their information and comment. Following incorporation of any comments, the Final Report will be presented for approval. This process is expected to be complete by February 2021.

Planning (continued):

El Centro General Plan, Land Use, Mobility Element and Environmental Justice Update:

The City of El Centro was successful in obtaining a Sustainable Communities Planning Grant from Caltrans which will address such topics as reducing suburban sprawl and vehicle dependency, and encouraging multimodal activity. The updated Plan will embrace key planning principles and goals such as GHG emission reduction targets, provide consistency with the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), provide improvements to public health, reduce vehicle miles traveled (VMT), and seek improvements to transportation technology as well as to incorporate Active Transportation Planning goals.

This contract was awarded to Chen Ryan and City Place Planning. The kick-off meeting was held on August 20, 2019 and the contract is expected to be complete in early 2021.

District II Active Transportation Plan:

Caltrans District II is developing an Active Transportation Plan for San Diego and Imperial Counties. This plan will include an existing conditions analysis and a prioritized list of identified bicycle and pedestrian needs on and around the State Highway System.

Input from regional and local partner agencies and local advocates is essential to the development of this plan. Caltrans encourages our partner agencies to participate in the Active Transportation Plan Working Group (ATPWG). Further outreach will occur at future TAC meetings and through non-traditional methods such as social media and virtual meetings.

Border Master Plan (BMP):

The BMP is a comprehensive, binational approach to coordinate the planning and delivery of international land Ports of Entry (POEs) and their transportation infrastructure projects.

The most recent meeting was held on October 20, 2020. This provided for grouping of innovative border improvement strategies including the movement of people, such as Smart Pathways and Pedestrian Enhancements Opportunities; goods movement – including Unified Cargo Processing, Non-Intrusive Inspections and Appointment systems with staging areas; as well as collaboration and coordination in a Binational Regional Border Network Management System.

Meetings will be held in January and February as this project moves to completion.

Project Study Report: Forrester Road Improvements

As drivers on SR-86 between I-8 and the City of Westmorland are experiencing greater delays, a growing number of vehicles are using the segment of Forrester Road between I-8 and Westmorland as an alternative route. This increase in traffic (including higher truck use and the movement of farm equipment) has led to longer travel times and limited passing opportunities.

Planning (continued):

This project proposes short-term, mid-term, and long-term improvements to the segment of Forrester Road from I-8 to Westmorland. The project includes the development of a temporary Westmorland Bypass, various intersection improvements, the installation of passing lanes, shoulder widening, a long-term Westmorland Bypass, and an ultimate four-lane facility. Conceptual drawings and planning level cost estimates are currently being developed.

This PSR is a partnership between Caltrans and ICTC with a Technical Working Group providing input, which includes stakeholders from the County of Imperial, the cities of El Centro, Westmorland, Imperial, and Brawley. Representatives from the Imperial Irrigation District (IID)

also attend the TWG meetings. They provide guidance on issues related to irrigation canals, drains, and the electrical infrastructure. This PSR process began in 2016, with TWG meetings beginning in 2018 and being held as needed. The last meeting was held on December 16, 2020. *Caltrans will continue to develop alternatives for intersection improvements and a four-lane roadway.*

Intergovernmental Review/Land Use Development

Caltrans District II reviewed the Notice of Preparation (NOP) of the Environmental Impact Report (EIR) for the Polaris Glamis Specific Plan Project. Caltrans recently submitted a comment letter to the County of Imperial Planning and Development Services. The EIR will analyze potential impacts associated with, but not limited to, the following: Air Quality, Biological Resources, Cultural Resources, Geology/Soils, Goods Movement, Greenhouse Gas Emissions, Hazards/Hazardous Materials, Hydrology/Water Quality, Safety, Multi-modal Transportation, and Traffic Operations.

5. Maintenance:

The El Centro Travelway Crew continued with their paving project on southbound SR-86 north of McCabe Road to address rough pavement conditions.



Maintenance (continued):

The El Centro Travelway Crew extended the Continuous Wooden Barricade located at SR-98 and Lee Ave. in Calexico an additional 85 feet in response to an installation order from Caltrans Traffic Operations.



The El Centro Travelway Crew repaired a damaged guardrail on eastbound I-8 east of SR-111.



6. Local Assistance

December 8, 2020 – New Federal Lands Access Program (FLAP) Call for Projects (due May 27, 2021)

FHWA posted an announcement calling for new Federal Lands Access Program (FLAP) projects on December 8, 2020. *The “FLAPplication” deadline will be in May 27, 2021.* The outreach plan includes webinars that assist tribal and local agencies, as well as Caltrans, with this process. (Upcoming dates are January 12 and February 10, 2021, for all prospective applicants to hear the details.)

FLAP funds projects providing access to, are adjacent to, or are located within Federal Lands on facilities maintained or owned by a state, county, local or tribal government. Projects near high-use Federal recreation sites or Federal economic generators will receive priority. FLAP often supplements State, local and tribal resources for public roads, trails, transit systems and other transportation facilities.

Please visit the following link for details.

<https://highways.dot.gov/federal-lands/programs-access/ca>

January 29, 2021 - Federal Fiscal Year 20/21 Requests for Authorization/Obligation Due:

Funding Requests for Authorization (RFA) for this federal fiscal year are due by January 29, 2021. Please continue to transmit RFA submittals and minimize delay in obtaining fund authorizations.

Note the Obligation Authority (OA) funds for redistribution are dwindling faster than in prior years. Also, make sure that funds are programmed appropriately.

Preparation Schedule for California Transportation Commission (CTC) Allocation Requests:

Please review the attached schedule of deadlines to send allocation request packages for California Transportation Commission (CTC) approval during the March 2021 CTC meeting. When possible, do not wait to submit requests. Caltrans District II must receive all documents at least two months prior to the preferred CTC meeting date. *Friday, January 22, 2021* is the next deadline (for the March 24-25, 2021 CTC meeting).

Local Assistance (continued):

June 30, 2021 – Funds Lapsing – Cooperative Work Agreement (CWA) Advance Notice

The Cooperative Work Agreement (CWA) process began December 21, 2020. For this process, local agencies will be provided with a list of projects funded with budget authority that expires on June 30, 2021.

The CWA is intended to be a two-year extension of project funding availability before lapsing. Please visit the Government Code 16304.3 webpage for additional details at this following link:

http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=16304.3&lawCode=GOV

Local agencies unable to submit invoices for the expiring funds to Caltrans District 11 by April 1, 2021, may apply for CWA to avoid lapsing of funds and seek an additional two years of funding availability. Beyond eight years, which includes the two years extended by a CWA, funding may risk reverting to the fund of origin and require local agencies to continue financing projects from local sources only.

If budget authority assigned to a project lapses, the funding is consequently lost. Failure to complete a project may result in local agency repayment of any state or federal funds already reimbursed to the agency for the project.

Please send specific questions to CWA Support – CWASupport@dot.ca.gov

FHWA Virtual Tradeshow Resources

The Tribal, Rural and Local Road Safety Virtual Tradeshow is available via this FHWA website:

https://safety.fhwa.dot.gov/local_rural/tribal/Local_Rural_Local_Road_Virtual_Trade_Show.pdf

This Virtual Booth has many safety resources (reports, brochures, videos, etc.) linked to the FHWA Safety website.

Title VI Nondiscrimination Program

A reminder that local agencies shall comply with all Title VI requirements. See LAPM Section 9.2, Title VI of the Civil Rights Act of 1964 and Related Statutes:

Title VI and the additional nondiscrimination requirements are applicable to all programs and activities administered by a recipient, in addition to programs receiving federal financial assistance, due to the Civil Rights Restoration Act of 1987. Nondiscrimination provisions apply to all programs and activities of federal-aid recipients, subrecipients, and contractors, regardless of tier (49 CFR 21).

Effective September 17, 2020, all local agencies are required to insert the clause from Appendix E of the Title VI Assurance in each federal-aid contract.

Local Assistance (continued):

U.S. Department of Transportation Order No.1050.2 requires adding Appendix E, which is not included in Exhibit 4-C: Master Agreement – Administering Agency-State Agreement for Federal-Aid Projects. All local agencies must include the provisions indicated in Appendices A – E of the Title VI Assurances in all federal-aid contracts between an agency and a contractor.

The requirements also include providing and maintaining the following, as detailed in LAPM Section 9.2: Title VI Nondiscrimination Statement, Assurances (as part of the Master Agreement and Program Supplement Agreement), Designation of a Title VI Coordinator, Complaint Procedures, Data Collection, Training, Limited English Proficiency (LEP) accessibility, Dissemination of Information, Contracts and Agreements, Environmental Justice, Public Hearings and Meetings, Right-of-Way activities, Construction Contract Compliance, Monitoring, and others.

Note that an agency is subject to a Title VI program and compliance review at any time by Caltrans, Division of Local Assistance.

Please note the following link with guidance to local agencies on processing Title VI complaints:

<https://dot.ca.gov/programs/local-assistance/guidance-and-oversight/title-vi>

A Frequently Asked Questions (FAQ) document linked below has further details related to the September 17, 2020, requirement to include Appendix E of the Title VI Assurances in federal-aid contracts and agreements:

<http://www.localassistanceblog.com/2020/10/29/frequently-asked-questions-faq-new-resource-for-appendix-e-of-the-title-vi-assurances>

**2021 PREPARATION SCHEDULE
CALIFORNIA TRANSPORTATION COMMISSION (CTC) MEETINGS
AGENDA ITEM(S) DUE DATES**

Prepared by:

OFFICE OF CTC LIAISON

DIVISION OF FINANCIAL PROGRAMMING

CALIFORNIA DEPARTMENT OF TRANSPORTATION

As of:

August 2020

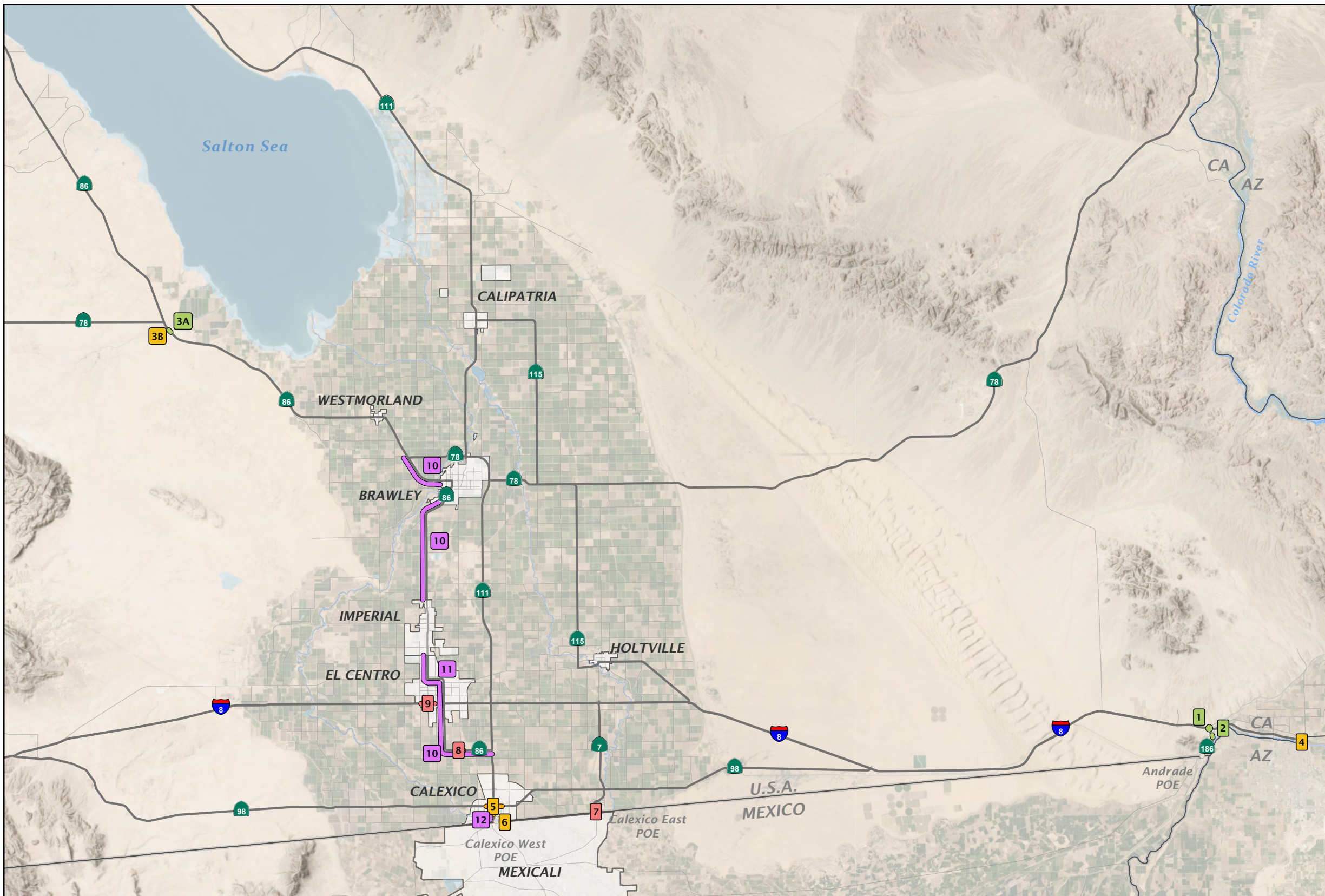
<p align="center">2021 California Transportation Commission (CTC) Meeting Schedule</p>	<p align="center">Local Agency Submits Off System Funds Requests, Program Amendments, and Time Extensions to Caltrans Districts</p>	<p align="center">District Submits Off System and On System Requests to HQ Divisions</p>	<p align="center">HQ Divisions Submit Final Off System and On System Requests to Budgets</p>	<p align="center">Final Agenda Language Due From HQ Divisions to Office of CTC Liaison</p>	<p align="center">Final Book Items Due from HQ Divisions to Office of CTC Liaison</p>
<p align="center">Date and Location:</p>	<p align="center">10:00 AM District and CTC</p>	<p align="center">10:00 AM HQ Divisions</p>	<p align="center">5:00 PM Email to Budgets</p>	<p align="center">10:00 AM Email to CTC Liaison OCTCL Email: CTCLiaison@dot.ca.gov</p>	<p align="center">10:00 AM Email to CTC Liaison OCTCL Email: CTCLiaison@dot.ca.gov</p>
Jan 27-28 - Stockton	Mon, Nov 30, 20	Mon, Dec 7, 20	Mon, Dec 14, '20	Fri, Dec 18, '20	Mon, Dec 21, '20
<p align="center">Mar 24-25 - San Diego</p>	<p align="center">Mon, Jan 25, 21</p>	<p align="center">Mon, Feb 1, 21</p>	<p align="center">Mon, Feb 8, '21</p>	<p align="center">Wed, Feb 17, '21</p>	<p align="center">Thu, Feb 18, '21</p>
<p align="center">May 12-13 - San Francisco</p>	<p align="center">Mon, Mar 15, 21</p>	<p align="center">Mon, Mar 22, 21</p>	<p align="center">Mon, Mar 29, '21</p>	<p align="center">Wed, Apr 7, '21</p>	<p align="center">Thu, Apr 8, '21</p>
<p align="center">June 23-24 - Sacramento</p>	<p align="center">Mon, Apr 26, 21</p>	<p align="center">Mon, May 3, 21</p>	<p align="center">Mon, May 10, '21</p>	<p align="center">Wed, May 19, '21</p>	<p align="center">Thu, May 20, '21</p>
<p align="center">Aug 18-19 - Los Angeles</p>	<p align="center">Mon, Jun 21, 21</p>	<p align="center">Mon, Jun 28, 21</p>	<p align="center">Tue, Jul 6, '21</p>	<p align="center">Wed, Jul 14, '21</p>	<p align="center">Thu, Jul 15, '21</p>
<p align="center">Oct 13-14 - Baskerfield</p>	<p align="center">Mon, Aug 16, 21</p>	<p align="center">Mon, Aug 23, 21</p>	<p align="center">Mon, Aug 30, '21</p>	<p align="center">Wed, Sep 8, '21</p>	<p align="center">Thu, Sep 9, '21</p>
<p align="center">Dec 8-9 - Riverside</p>	<p align="center">Mon, Oct 11, 21</p>	<p align="center">Mon, Oct 18, 21</p>	<p align="center">Mon, Oct 25, '21</p>	<p align="center">Wed, Nov 3, '21</p>	<p align="center">Thu, Nov 4, '21</p>

* No Scheduled Meeting in: February, April, July, September and November

Moved - July 4 (Observed)

Moved -Christmas

Moved -Christmas



ENVIRONMENTAL

1. SR-186/I-8 Quechan Interchange Improvements*
Complete Nov 2021
2. SR-186 All-American Canal Bridge
Complete Mar 2023
- 3A. SR-86 USBP Checkpoint Canopy*
Complete Nov 2021

DESIGN

- 3B. SR-86 USBP Checkpoint Canopy*
Complete June 2022
4. I-8 Colorado River Viaduct
Complete April 2021
5. SR-98 Widening Phase 1C Ollie Ave to Rockwood Ave
Complete Feb 2020; Begin Construction Spring 2021
6. SR-111 Pavement Rehabilitation, Border to SR-98
Complete Dec 2020

CONSTRUCTION

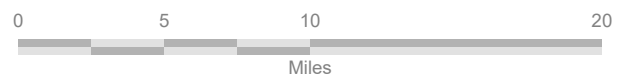
7. Calexico East POE Bridge Widening
Design/Build Begin Mar 2021; Complete June 2023
8. SR-86/Dogwood Road Intersection Improvements County Permit*
Complete Oct 2022
9. I-8/Imperial Ave Interchange Improvements
Open to Traffic May 2022; Complete May 2023

RELINQUISHMENT

10. SR-86 Relinquishment to County of Imperial
Date Estimate 2026
11. SR-86 Relinquishment to City of El Centro
Date Estimate 2026
12. SR-111 Relinquishment from 2nd St to SR-98 to City of Calexico
Date Estimate 2022

* The California Department of Transportation (Caltrans) is a partner in this study/projects, although not the lead agency.

- █ Environmental
- █ Design
- █ Construction
- █ Relinquishment



:Project funded by Senate Bill 1

Abbreviations:

GSA: General Services Administration

146 Port of Entry

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Questions can be directed to (619) 688-6699
ct.public.information.d11@dot.ca.gov

Date:12/01/2020

