



**TECHNICAL ADVISORY COMMITTEE
AGENDA**

DATE: **Thursday, July 22, 2021**
TIME: **10:00 a.m. – 12:00 p.m.**
LOCATION : **Zoom Meeting at ICTC Offices**

Chairperson: City of El Centro

Vice-Chair: City of Brawley

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.

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.

To join the Zoom Meeting by computer using video and audio, please click on the following link:

<https://us06web.zoom.us/j/83686843862?pwd=U2FWUkdaRDVLbk9JeC95a1E3UmFOZz09>

The meeting ID and Password are below in the event you may need them.

To join by phone please dial (669) 900-9128
Meeting ID: 836 8684 3862#
Password: 547719#

PUBLIC COMMENTS

Any member of the public may address the Committee for a period not to 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 actions on items that are not on the agenda.

DISCUSSION/ACTION ITEMS

1. Introductions
2. Adoption of Minutes for June 24, 2021 *ACTION*
Requesting a motion to adopt
3. Caltrans Active Transportation Plan - Request for City & County Input 10 minutes
Informational Item: Presented by Caltrans Staff
4. Caltrans Updates/ Announcements 10 minutes
Presented by Caltrans Staff

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

5. SCAG Updates Announcements 10 minutes
Presented by SCAG Staff
6. Cities and County Planning / Public Works Updates 10 minutes
All
7. ICTC Updates / Announcements 10 minutes
Presented by ICTC Staff
 - a. Transit Planning Updates
 - b. Transportation Planning Updates
 - c. FY 2020-21 Programmed Project Obligation Updates
8. General Discussion / New Business 10 minutes
All
9. Adjournment

The next meeting of the ICTC TAC meeting is tentatively scheduled for September 23, 2021. For questions you may call Marlene Flores at (760) 592-4494 or contact by email at marleneflores@imperialctc.org



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EL CENTRO, CA 92243-2875
PHONE: (760) 592-4494
FAX: (760) 592-4410

TECHNICAL ADVISORY COMMITTEE
DRAFT MINUTES

June 24, 2021

Present:

Guillermo Sillas	City of Brawley
Abraham Campos	City of El Centro
Veronica Atondo	County of Imperial
Jesus Villegas	City of Imperial
Lili Falomir	City of Calexico
Joel Hamby	City of Westmorland
Frank Fiorenza	IID
Francisco Barba	City of Holtville

Others:

Virginia Mendoza	ICTC
Mark Baza	ICTC
Marlene Flores	ICTC
David Aguirre	ICTC
Audrie Tapia	ICTC
David Salgado	SCAG
Catherine Gutierrez	City of El Centro
Felix De Leon	City of El Centro
Christian Rodriguez	City of El Centro
Manuel Cabrera	City of Brawley
Andy Miramontes	City of Brawley
Jim Minnik	County of Imperial
Alexis Araiza	Caltrans
Ryan Fallica	Caltrans
Rafael Reyes	Caltrans
Luis Garcia	IID
Sabrina Barber	IID
Alfredo Onelas	IID
Joel Lopez	IID

1. The meeting was called to order at 10:03 a.m. A quorum was present and introductions were made. There were no public comments made.
2. A *motion* was made to adopt the minutes for May 27, 2021 (Falomir/Hamby) **Motion Carried.**

3. Caltrans Active Transportation Plan Presentation: Caltrans Active Transportation Plan (*Presented by Alexis Araiza, Transportation Planner*)

A presentation was made by Caltrans Staff regarding the Caltrans Active Transportation Plan. Caltrans District 11 is developing an active transportation plan to identify bicycle and pedestrian improvements on, across, or parallel to the State Highway System (SHS). The SHS, which is generally owned and operated by Caltrans, is made up of urban freeways and rural highways. SHS facilities are classified as State Routes (SR) or Interstates (I). Local highways, such as SR-52 and freeways such as I-8, along with the onramps, off-ramps, overpasses, and underpasses make up what is referred to as Caltrans Right of Way. Caltrans would also like to hear what you may have experienced such as challenges as a pedestrian or bicyclist while traveling in Caltrans Right of Way and where you would like to see bicycle and pedestrian improvements on the Survey Map at <https://survey.catplan.org/>. More information on Caltrans plans and projects can be found on <https://www.catplan.org/district-11>

4. Imperial Irrigation District Presentation: Customer Service Proposal (CSP) New Construction Application Process (*Presented by: Luis F. Garcia, Public Benefits Program Specialist*):

Luis Garcia provided a brief presentation regarding the Customer Service Proposal (CSP) New Construction Application Process on behalf of the Imperial Irrigation District. IID Energy Customer Development Projects start with a CSP application for new construction per established Regulations Governing the Sale and Use of Electric Energy. The IID application requests project information, including City, approved site plan drawings, electrical one-line drawings, and load panel calculations. Luis Garcia stated the CSP application will only be required if upgrading or installing a new electric main panel to accommodate the additional electrical load. More information regarding the CSP process can be found on <https://pluginnc.com/level-2-charging-station-program/>. Please reach out to Luis Garcia or Sabrina Barber for any further questions.

5. Caltrans Updates / Announcements (*Presented by: Rafael Reyes*):

- Caltrans provided general information on inactive projects. As of June 17, 2021, the INACTIVE and Future Inactive list was updated. Action is required by the Imperial County Transportation Commission (ICTC) and County of Imperial, as well as these two other cities: Brawley, Holtville.
- June 7, 2021, was the deadline to submit Inactive invoices. Agencies that did not invoice prior to June 7, 2021, must submit a justification on the Inactive Justification Form spreadsheet.
- Federal Fiscal Year (FFY) Request for Authorization Obligations is due by July 29, 2021. Funding Request for Authorization (RFA) during this fiscal year was due by January 29, 2021. Caltrans cannot accept RFA submittal after July 29, 2021

6. SCAG Updates / Announcements (*Presented by David Salgado*):

- **SCAG and UC Davis: COVID-19 Mobility Study Survey:** The Southern California Association of Governments (SCAG) partnered with the University of California, Davis to launch a survey to investigate the evolving nature of the impacts of the pandemic on transportation in the SCAG region. The survey seeks to understand both mobility the temporary and long lasting changed that the COVID-19 pandemic may have on mobility in their region, and how various policies might affect this new “normal” in terms of modified travel behaviors. Please take the opportunity to complete the survey once released.
- **SCAG Broadband Action Plan:** SCAG RC adopted a resolution that directs SCAG staff to develop a “Broadband Action Plan.” The development of an action plan would provide a model resolution and policy paper for local jurisdictions, pursue funding opportunities and partnerships to assist local jurisdictions with broadband

implementation, convene a working group, and further support broadband planning and data search.

7. Cities and County Planning / Public Works Updates:

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

8. ICTC Updates / Announcements

Presented by ICTC Staff

a. Transit Planning Updates

- David Aguirre provided a brief update on transit planning. ICTC is still operating under COVID-19 requirements those which include Free fares for Transit riders with the exception of Medtrans.

b. Transportation Planning Updates

1. FY 2020-21 Programmed Project Obligation Updates

- Virginia Mendoza shared the Regional Action Climate Plan will be presented at the TAC meeting # 2 that is scheduled to be held on June 30, 2021.

9. General Discussion / New Business

- Next TAC meeting will be on July 22, 2021, via Zoom

10. Meeting adjourned at 11:03 a.m.



**California Department of Transportation (Caltrans) District 11
DISTRICT LOCAL ASSISTANCE ENGINEER (DLAE) UPDATE
Imperial County Transportation Commission (ICTC)
Technical Advisory Committee (TAC)
July 22, 2021 meeting**

Contact: Ben Guerrero, Local Area Engineer: Benjamin.Guerrero@dot.ca.gov or 619-985-1492 (cell)

Inactive Projects

Projects must be billed within the specified and agreed-upon timeframe to avoid de-obligation of funds.

As of **June 25, 2021**, the INACTIVE and Future Inactive list was updated. Action is required by the Imperial County Transportation Commission (ICTC) and County of Imperial, as well as these two cities: Brawley and Holtville.

June 7, 2021 was 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.* **Agencies that did not invoice prior to June 7, 2021, must submit a justification on the spreadsheet that follows as Page 2 of these DLAE Updates.**

Note: An invoice is not cleared from either “Inactive” or “Future Inactive” lists until paid by the State Controller’s Office. Provided local agencies adhere to the format described in Chapter 5 of the Local Assistance Procedures Manual (LAPM), invoices typically are paid by check within 60 days of receipt (or 50 days if paid through Electronic Funds Transfer).

A complete list of Inactive Projects – <https://dot.ca.gov/programs/local-assistance/projects/inactive-projects>

Please notify Caltrans with any anticipated submittal date for a forthcoming inactive project invoice. FHWA now requires status updates quarterly. Email the Local Assistance Program Support Analyst, Alma Sanchez, at Alma.Sanchez@dot.ca.gov

Past Due! – June 1, 2021 – Annual Deadline for Local Assistance Procedures Manual Ex. 9-B & 9-C!

Reminder to submit a completed “Local Agency Disadvantaged Business Enterprise (DBE) Annual Submittal Form” (Exhibit 9-B) and a “Local Agency Americans with Disabilities Act (ADA) Annual Certification Form” (Exhibit 9-C) *before June 1, 2021* for Federal Fiscal Year 21/22 (October 1, 2021 to September 30, 2022) per *Local Assistance Procedures Manual (LAPM)* Chapter 9, Sections 9.3 and 9.6.

Failure to submit the completed forms delays processing of Requests for Fund Authorization (E-76).

Link to the *Local Assistance Procedures Manual*:

dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm

Link to the *Local Assistance Procedures Manual* forms:

dot.ca.gov/programs/local-assistance/forms/local-assistance-procedures-manual-forms

July 23, 2021 – Federal Fiscal Year (FFY) 20/21 Requests for Authorization Obligations Due!

Funding Requests for Authorization (RFA) during this federal fiscal year were due by January 29, 2021. **Caltrans cannot accept RFA submittals after Friday, July 23, 2021.**

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

Please transmit all RFA details on LAPM Exhibit 3-A and use the newest version from May 2021 –

<https://forms.dot.ca.gov/v2Forms/servlet/FormRenderer?frmId=LAPM3A>

Inactive Justification Form								
Federal Project Number w/Suffix	Status	State Project Number	District	Invoice under review by deadline?	Contact Name / Phone Number	State DOT Justification Statement (if column E says No)	Reason for Delay	Anticipated Activity Time Frame

Instructions to fill out form:

Federal Project Number w/ Suffix:	E.G. 1234001
Status:	if inactive, fill out "inactive"
State Project Number:	E.G. 4567891011L
District:	Caltrans District Number
Invoice under review by deadline?	Deadline is last day of current Quarter. If an invoice will not be processed by the deadline, enter "No"
Contact Name / Phone #	Local Agency contact for inactive projects
State DOT Justification Statement (if column E says No)	Fill out justification of invoice delay. Some examples are litigation, unforeseen utility relocations, catastrophic events that delay the project or unforeseen environmental concerns.
Reason for Delay	Select most applicable drop down menu
Anticipated Activity Time Frame	Anticipated date for invoice to be submitted

This form is available for download as an [Excel spreadsheet](https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/inact/justification-inactive-projects-blank-form-20210203-a11p.xlsx) - <https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/inact/justification-inactive-projects-blank-form-20210203-a11p.xlsx>



2021 Annual Equal Employment Opportunity (EEO) Report FORM FHWA-1391

June 29, 2021 by Caltrans Division of Local Assistance

Pursuant to the Section 230.121 in Title 23 of the Code of Federal Regulations and federal-aid contract requirements, contractors are required to report annually on the composition of their workforce by race, gender, and job category. Using the federal form FHWA 1391, "Federal-Aid Highway Construction Contractors Annual EEO Report," prime contractors and any lower-tier subcontractors with subcontracts in excess of \$10,000 must complete the report for work performed during the last full work week of July.

Local agencies must notify their prime contractors of this reporting requirement. Prime contractors, as well as each subcontractor, report this information to their respective local agency Resident Engineer who certifies the information is correct and complete. Local agency Resident Engineers send the reports to their respective Caltrans Division of Local Assistance Engineer who verifies the information is complete.

The 2021 Annual EEO Report Form FHWA-1391 is due on August 16, 2021. Please email any questions and the completed FHWA-1391 forms to Cathy Ly at Cathy.Ly@dot.ca.gov

Attachments:

- 2021 Annual EEO Report FORM FHWA-1391 due by August 16, 2021 • Instructions for completing FHWA-1391
- FHWA-1391 Form (Excel)

[Notification-FHWA-1391-Annual-EEO-Report_2021](#)

Download

[2021-FHWA-1391-Instructions](#)

Download

[Form-FHWA-1391](#)

Download





DBE Goal Methodology Mid-Year Adjustment

July 13, 2021 by Caltrans Division of Local Assistance

California's annual Disadvantaged Business Enterprise (DBE) goal is 17.6 percent for Federal Fiscal Years 2019 through 2021. As of May 31, 2021, Caltrans' year to date DBE commitment at award was 15.2 percent, which is 2.4 percent short of the overall State DBE goal. Part 26.51 (f)(2) in Title 49 of the Code of Federal Regulations states "If you determine that you will fall short of your overall goal, then you must make appropriate modifications in your use of race-neutral and/or race-conscious measures to allow you to meet the overall goal."

Caltrans' 2016 DBE Program Plan states: "DBE contract goals are calculated for each project based on subcontracting opportunities and DBE availability, and includes a factor to account for an abundance of DBE firms." The Caltrans Office of Civil Right (OCR) has discussed goal setting recommendations. OCR has reviewed existing DBE goal setting methodology and the previous DBE contract goal data for districts. OCR has analyzed the average overall DBE contract goal, the total number of contracts with a DBE goal, the number of Good Faith Efforts evaluations and the number of certified DBEs.

After evaluating and analyzing the existing and previous DBE data, OCR issued the following temporary guidance to increase the DBE goal for the rest of the current year.

When the [Exhibit 9-D: Contract Goal Methodology](#) is sent to OCR for review and approval, **OCR may modify the reduction factor from 80 percent to 100 percent. This modification will be on a contract by contract, district by district basis. When local agencies set DBE goals for their contracts, they will still use the factor of 80 percent. The DBE goal setting methodology remains unchanged.**

It is estimated that by modifying the reduction factor, the DBE goal can be increased by 0.5 percent to 1.5 percent. It is anticipated that these changes will assist the Department in achieving its annual DBE goal of 17.6 percent.

Please refer to the attached Memo from OCR for further details.

**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
Mar 24-25 - San Diego	Mon, Jan 25, 21	Mon, Feb 1, 21	Mon, Feb 8, '21	Wed, Feb 17, '21	Thu, Feb 18, '21
May 12-13 - San Francisco	Mon, Mar 15, 21	Mon, Mar 22, 21	Mon, Mar 29, '21	Wed, Apr 7, '21	Thu, Apr 8, '21
June 23-24 - Sacramento	Mon, Apr 26, 21	Mon, May 3, 21	Mon, May 10, '21	Wed, May 19, '21	Thu, May 20, '21
Aug 18-19 - Los Angeles	Mon, Jun 21, 21	Mon, Jun 28, 21	Tue, Jul 6, '21	Wed, Jul 14, '21	Thu, Jul 15, '21
Oct 13-14 - Baskerfield	Mon, Aug 16, 21	Mon, Aug 23, 21	Mon, Aug 30, '21	Wed, Sep 8, '21	Thu, Sep 9, '21
Dec 8-9 - Riverside	Mon, Oct 11, 21	Mon, Oct 18, 21	Mon, Oct 25, '21	Wed, Nov 3, '21	Thu, Nov 4, '21

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



**California Department of Transportation (Caltrans) District 11
DISTRICT LOCAL ASSISTANCE ENGINEER (DLAE) UPDATE
Imperial County Transportation Commission (ICTC)
Technical Advisory Committee (TAC)
July 22, 2021 meeting**

Preparation Schedule for California Transportation Commission (CTC) Allocation Requests

Please review the preceding schedule of deadlines to send allocation request packages for California Transportation Commission (CTC) approval during the October 13–14, 2021 CTC meeting.

When possible, do not wait to submit requests. Caltrans District 11 must receive all documents at least two months prior to the CTC meeting date.

Friday, **August 13**, 2021, is the final deadline (for that October 13–14, 2021 CTC meeting).

New Invoice Form Required – Effective Immediately (updated August 2020)

Please transmit all invoices on *LAPM* Exhibit 5-A and use the new version from **August 2020**.

These following links have details with instructions -

<https://dot.ca.gov/programs/local-assistance/projects/local-agency-invoice-process>

<https://forms.dot.ca.gov/v2Forms/servlet/FormRenderer?frmId=LAPM5A>

With any questions, please contact either Ben Guerrero or the Local Assistance Program Support Analyst, Alma Sanchez, via email at Alma.Sanchez@dot.ca.gov or by phone: 619-987-0766.

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.

Further information is in the full Office Bulletin available online at this following link –

<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/ob/2020/ob20-03.pdf>

Disadvantaged Business Enterprise (DBE) Procedure Updates: Office Bulletin (OB) 20-04

Caltrans Division of Local Assistance OB 20-04, issued on September 4, 2020, has several updates to Disadvantaged Business Enterprise (DBE) procedures to better reflect federal regulation requirements.

For example, *Local Assistance Procedures Manual (LAPM)* Exhibit 9-F must accompany every invoice that involves payment to a DBE subcontractor.

Further information is in the full Office Bulletin available online at this following link –

<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/ob/2020/ob20-04.pdf>



**California Department of Transportation (Caltrans) District 11
DISTRICT LOCAL ASSISTANCE ENGINEER (DLAE) UPDATE
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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.

Details regarding this requirement are available through the following link – dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/local-roadway-safety-plans

On October 1, 2020, the Federal Highway Administration (FHWA) debuted a new LRSP resource website – <https://safety.fhwa.dot.gov/LRSPDIY>

Title VI Nondiscrimination Program

On February 16, 2021, Caltrans Division of Local Assistance delivered training for Local Public Agencies (LPA) to implement the federally mandated Title VI program. This training provides the LPA with FHWA requirements of Title VI to incorporate nondiscrimination principles and provisions in all locally administered federal-funded programs, plans, and activities.

Additional Title VI resources and recordings of the training are available on this webpage –

<https://californialtap.org/index.cfm?pid=1579>

A reminder for local agencies to comply with all Title VI requirements. See *Local Assistance Procedures Manual (LAPM)* Section 9.2, Title VI of the Civil Rights Act of 1964 (Title VI) 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 part 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. U.S. Department of Transportation Order No.1050.2 requires 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 Title VI program and compliance review at any time.

Link to guidance for Title VI complaints - 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 -

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



**California Department of Transportation (Caltrans) District 11
 DISTRICT LOCAL ASSISTANCE ENGINEER (DLAE) UPDATE
 Imperial County Transportation Commission (ICTC)
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Quality Assurance Program (QAP) – Renewal for 2022!

The following schedule lists due dates for eligible agencies in Imperial County.

As a reminder, Quality Assurance Program (QAP) approval expires in January 2022 for the City of Imperial.

Updated QAP packages must be submitted to the Local Area Engineer, Ben Guerrero. Otherwise, no Construction funding authorization requests will be processed.

QUALITY ASSURANCE PROGRAM (QAP)			
UPDATED BY A. SANCHEZ JULY 2021			
Agency	QAP Current	QAP Expires	
BRAWLEY	10/10/2019	10/10/2024	
CALEXICO	4/9/2020	4/9/2025	
CALIPATRIA	7/14/2019	7/14/2024	
COUNTY OF IMPERIAL	9/14/2016	9/14/2021	(QAP received)
EL CENTRO	5/28/2020	5/28/2025	
HOLTVILLE	7/14/2019	7/14/2024	
IMPERIAL (CITY)	1/9/2017	1/9/2022	
ICTC	1/9/2020	1/9/2025	
WESTMORLAND	9/25/2020	9/25/2025	

Division of Local Assistance Blog (LAB) – LocalAssistanceBlog.com – Caltrans LAB clarifies and contributes to successful delivery of transportation projects using federal resources.

New Caltrans Architectural & Engineering (A&E) Oversight Videos (updated on February 4, 2021)

Now available are additional short videos about key topics on the A&E Resources Website –

<https://dot.ca.gov/programs/local-assistance/guidance-and-oversight/consultant-selection-procurement>

Subsidized Classes for Local Agencies – Now Online

Schedule is available at the following link – <https://californialtap.org/index.cfm?pid=1077>

Recordings of several trainings are online – <https://californialtap.org/index.cfm?pid=1579>

Send any questions to the California Local Technical Assistance Program Center: californialtap@csus.edu

The Active Transportation Resource Center (ATRC) offers customized training at no cost. The following link has more information – <https://caatpresources.org/1502>. To request training, contact ATRC@csus.edu

For questions about additional training opportunities, please contact the District 11 Local Assistance Training Coordinator, Alma Sanchez, via email at Alma.Sanchez@dot.ca.gov or by phone: 619-987-0766.

Following are several popular courses specifically designed for Local Assistance projects:

California LTAP | Interested in Expanding Your Knowledge in Transportation Funding?

California Local Technical Assistance Program <californialtap@csus.edu>

Tue 7/13/2021 9:01 AM

To: Owen, Robin@DOT <robin.owen@dot.ca.gov>



California LTAP Online Training

Visit the California LTAP Center to view all upcoming training programs, resources, and technical assistance. These programs provide subsidized, practical training for transportation professionals in California's cities, counties, and regional transportation agencies.



Federal Aid Series

2-Day Online Courses
8:30 AM – 12:30 PM Daily

Getting Your Federal-Aid Project Started
August 4–5, 2021
September 29–30, 2021
December 1–2, 2021

Environmental Requirements
August 10–11, 2021
October 19–20, 2021
December 7–8, 2021

Procedures for Right-of-Way Acquisition
November 9–10, 2021
December 14–15, 2021

**Federal-Aid Project Development:
Design to Construction**
September 15–16, 2021
November 2–3, 2021

Federal Rules for Contract Administration and Project Completion
Coming Soon!

National Highway Institute Value Engineering Workshop

4-Day Online Courses
8:30 AM - 2:30 PM Daily

October 5-8, 2021

\$450 Fee | [View Flyer Here](#) | [Register Here](#)

Labor Compliance

3-Day Online Courses
9:00 AM - 1:00 PM Daily

August 17-19, 2021
October 19-21, 2021
December 14-16, 2021

\$50 Fee | [Register Here](#)

Solving ADA Challenges within the Public Right-of-Way

2-Day Online Webinar
9:00 AM - 12:00 PM Daily

September 21-22, 2021
September 28-29, 2021

No Cost | [View Flyer Here](#) | [Register Here](#)

Resident Engineers Academy Intent to Attend

5-Day Online Course
Monday - Thursday 9:00 AM - 4:30 PM
Friday 9:00 AM - 12:00 PM

October 11-15, 2021
November 15-19, 2021

***\$360 State and Local Agency Participant** and \$560 for others.

[Intent to Attend Coming Soon](#)

For specific dates and locations of training courses, [click here](#). To receive all up-to-date information join the [California LTAP mailing list](#) to receive direct updates.

ATP NEXT STEPS WORKSHOP

08/25/2021
9 AM TO 12 PM

YOUR ATP APPLICATION WAS SUCCESSFUL-NOW WHAT?

Join the Caltrans ATP Team for a workshop that describes and outlines the next steps your awarded agency needs to take to begin your project. This workshop is applicable to new awardees and any past awardees that need a refresher.

REGISTER HERE

Expires – Upon Issuance of LPP

Revision to Local Assistance Procedure Manual (LAPM) Chapter 20

I. BACKGROUND

The current LAPM Chapter 20 primarily consists of sample listings of deficiencies and the Local Assistance Dispute Resolution Process (LADRP). The revision to Chapter 20 will eliminate the listings of deficiencies and focus on expectations when an audit is conducted by the Independent Office of Audits and Investigations (IOAI) or their contractor, detail the roles and responsibilities during the audit, potential findings and sanctions, common deficiencies, and recommended internal controls to improve compliance.

The LADRP will be removed from Chapter 20, and can be accessed at:

<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/guide/ladrp-a11p.pdf>

II. POLICY

In order to reduce the risk of audit findings and deficiencies in the administration of State and federal funding, Local Public Agencies (LPAs) are required to comply with the LAPM as stated in the Master Agreement. The revision to Chapter 20 describes how IOAI performs audits as they review local agencies for compliance, the Division of Local Assistance's (DLA's) assignment of corrective actions, and sanctions in response to the findings.

These changes will prepare LPAs for an IOAI audit, the DLA corrective actions, and the potential for DLA to implement sanctions based on the audit and if the corrective action deadlines are not met.

III. PROCEDURE

Chapter 20: Audits and Corrective Actions (Attachment 1), provides details when an audit is conducted by IOAI and defines the LPA's roles and responsibilities during the audit. LPAs are expected to attend formal entrance and exit conferences, make audit documentation and resources available to the IOAI, and provide formal comments to the draft and final audit report findings.

The DLA sends a Corrective Action Plan (CAP) letter to the LPA. The LPA must develop and implement timely corrective action(s) to meet deadlines for Caltrans review and approval. If the LPA does not make a good faith effort to meet this deadline, sanctions may be imposed.

In addition, Chapter 20 lists examples of common audit findings and recommended internal controls to improve compliance, and details how LPAs can reduce the risk of audit findings and deficiencies. It also provides guidance to LPAs with details on Caltrans' role during the corrective action process, defines when the LPA may be subject to sanctions and provides examples of sanctions that may be applied.



IV. APPLICABILITY/IMPACTS

LAPM Chapter 20 provides guidance to LPAs on the IOAI audit process, common deficiencies, best practices (by developing internal controls) to avoid audit findings, corrective actions, and potential sanctions when local agencies do not implement corrective actions.

Recommended:	<u>Original Signature By</u>	<u>05/06/21</u>
	Daniel Burke Program Reviews & Outreach Branch	Date

Approved:	<u>Original Signature By</u>	<u>05/06/21</u>
	Kamal Sah, Chief Office of Guidance and Oversight	Date

Attachment:
Attachment 1 – LAPM Chapter 20: Audits and Corrective Actions



Expires – Upon Issuance of LPP

Local Assistance Highway Bridge Program LAPG Chapter 6 Update

I. BACKGROUND

Local Assistance Program Guidelines Chapter 6 (LAPG Chapter 6), Highway Bridge Program (HBP), defines eligibility requirements, programming policy, and procedures for programming the Federal Statewide Transportation Improvement Program (FSTIP) in compliance with federal regulations. This update makes changes to multiple sections of the guidelines for projects currently programmed for funds in the FSTIP.

Programming of the HBP is managed through a 15-year plan. The demand for local agency projects in the HBP has exceeded the 15-year plan. To ensure equitable distribution of funds and success of project delivery, the Division of Local Assistance (DLA) HBP Managers have recommended updates to LAPG Chapter 6 to the HBP Advisory Committee regarding policy updates. The HBP Advisory Committee has concurred with the recommendations.

II. POLICY

This LAPG Chapter 6 update applies to programmed and future projects to address fund and delivery management. The intent is to maximize the use of funds towards structural safety and provide clarity on programming guidelines. The HBP Advisory Committee has recommended these policy revisions to the DLA regarding LAPG Chapter 6.

The policy revisions are documented in Office Bulletin Attachment 1 and will supersede the previous version of the LAPG Chapter 6 upon publication of this Office Bulletin.

LAPG Chapter 6 Revisions:

- Section 6.1 – Redefine high cost bridge projects to be projects with Right of Way total costs in excess of \$20 million or Construction total costs in excess of \$35 million. These projects will be limited to the previous cap of \$20 million of programming per year. *This policy revision takes effect immediately.*
- Section 6.1 – Addition of a definition of “Mid-Level” bridge projects. This mid-level definition would be for Construction total costs between \$15 million and \$35 million. Construction programming would split the over two federal fiscal years. *This policy revision takes effect immediately.*
- Section 6.1 – Revise the federal/local reimbursement ratio for all HBP projects to 80% HBP/20% local for on-federal aid system projects and 88.53% HBP/11.47% local for off-federal aid system projects. *This applies to projects without an authorization to proceed in the PE phase by March 30, 2021.*
- Section 6.3 – All bridge projects start as rehabilitation or Bridge Preventative Maintenance Plan (BPMP) projects. Proposed replacements must be justified and approved by HBP Managers. *This applies to projects without E-76 for PE.*

- Section 6.4 – Local agencies must include construction cost escalation factors with project programming documents. Escalation factors shall be CTC approved escalation factor. *This policy revision takes effect immediately.*
- Section 6.4 – All bridges are only funded at the cost of the most cost-effective solution. HBP will not participate in aesthetics treatments above the 2% cap of bridge construction cost, except historic bridge projects. *This policy revision takes effect immediately.*
- Section 6.5 – Only minimum AASHTO standards and/or NACTO guidelines are eligible for HBP participation. *This policy revision takes effect immediately. Projects with approved exceptions exceeding guidelines are exempt.*
- Section 6.6 – Project Prioritization Policy to change BPMP's priority from 6 to 3, to encourage local bridge owners to keep their bridges in good condition. *This policy revision takes effect immediately.*
- Section 6.7 – High Cost Bridge projects over \$50 million of R/W or construction require a scoping document to get into the program, paid for by the local agency. The scoping document must consist of preliminary design developed by the agency that includes a 30% plans and estimate. Funding for future high cost bridge projects will be limited to the 30% estimate, unless recommended by the HBP AC. Caltrans to provide standard outline and format of scoping document. *This policy revision takes effect immediately.*
- Section 6.7 – Clarification of bridge projects with Preliminary Engineering time extensions. If an agency has a project with PE over 10, with or without a time extension, HBP Managers will not program new bridge projects for the agency. *This policy revision takes effect immediately.*
- Section 6.7 – All projects are required to submit an annual status report that provides project updates. The status report will replace the current annual survey. *This policy revision takes effect immediately.*
- Section 6.7 – All changes to programmed project costs must be submitted to DLA using the LAPG 6-D form. *This policy revision takes effect immediately.*
- Section 6.8 – All projects must have a Field Review, Type Selection Report, Hydraulic/Geotechnical Report reviewed by HBP Managers and/or Structure Local Assistance. *This policy revision has implementation requirements outlined in LAPG Chapter 6.*

III. PROCEDURE

Projects will be evaluated regarding LAPG Chapter 6 as an ongoing effort of HBP management. The implementation of each policy revision is explained within each reform revision.

IV. APPLICABILITY/IMPACTS

This Office Bulletin applies to Local Assistance bridge projects funded through the federal Local HBP as authorized by the Streets and Highways Code 2400-2414. LAPG Chapter 6 is subject to annual review and recommendation of the Local Assistance



Highway Bridge Program Advisory Committee. Members include the Department (Chair), representatives from the League of California Cities, California State Association of Counties, California Association of Councils of Governments, California Transportation Commission, and the Federal Highway Administration.

Recommended: Original Signature by 05/25/21
Andy Chou, HBP Manager _____ Date _____

Approved: Original Signature by 05/25/21
Robert W. Peterson, Chief _____ Date _____
Office of Federal Programs

Attachments:
Attachment 1 – LAPG Chapter 6



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LAPM Chapter 4: Agreements Updates

I. BACKGROUND

The Administering Agency-State Agreement for State-only Funded Projects (State-only Master Agreement) was recently updated (April 2021). The updates to the State-only Master Agreement, which was previously updated in 2006, are intended to ensure that the agreement language is in accordance with current State requirements and procedures. This reduces the potential need to make ongoing updates by way of pertinent language in project-specific Program Supplemental Agreements that are tied to the Master Agreement. LAPM Chapter 4 has been revised to include updated information about Master Agreements in general as well as information about when, how, and why Master Agreements are updated.

II. POLICY

Local Public Agencies (LPA) will be required to enter into the updated State-only Master Agreement when their next State-only funded project is implemented. This Master Agreement will then be applicable to that particular project and for future State-only funded projects that will have a Program Supplement Agreement. Projects that were implemented previously will continue to be tied to the Master Agreement that they were originally associated with.

III. PROCEDURE

Upon implementation of a new state-only funded project (which most often corresponds with the first Allocation having been approved for a project), the Division of Local Assistance will send to the LPA an updated State-only Master Agreement for signature. This Master Agreement will typically be sent along with the Program Supplement Agreement that would normally be processed for a project.

IV. APPLICABILITY/IMPACTS

This Office Bulletin takes effect immediately for all LPAs and will be implemented for future state-only funded projects allocated through the Caltrans Division of Local Assistance.



Recommended: Original Signature by 06/08/21
Adam Ambrosini, Sr Transportation Engineer Date

Approved: Original Signature by 06/08/21
Felicia Haslem, Chief Date
Office of Project Implementation - North

Attachments:

- Attachment 1 – LAPM Chapter 4
- Attachment 2 – Exhibit 4-B: Local Agency Agreement Execution Checklist

Exhibit 4-B Local Agency Agreement Execution Checklist**Receive Agreement from Caltrans**

- Staff reviews agreement for content and funding. If changes are needed, return to Caltrans
- Staff prepares resolution for governing board action:
 - Resolution clearly identifies agreement to be approved.*
 - Resolution identifies person/position to execute agreement for board.*
- Governing board passes resolution.*
- Agreement completed by adding resolution # and date of board action on first page.*
- Authorized individual signs agreement with title and date.*
- Agency clerk/secretary attests to executors action with signature, title, and date.
(Optional - follow agency standard procedures)
- Agency returns the signed agreement along with the authorizing resolutions to Caltrans Sacramento.*

Caltrans executes Agreement and returns one original to Agency

* Caution urged; failure to complete these actions may negate Caltrans' ability to execute the Agreement.



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State Programs for Local Agency Projects

I. BACKGROUND

On April 28, 2017, Governor signed Senate Bill 1 (SB1), known as the Road Repair and Accountability Act of 2017, to provide state transportation funding for transportation infrastructures. The new Chapter 25 of the Local Assistance Program Guidelines (LAPG) covers a broad spectrum of necessary guidance and information as well as the best practices to guide the administering agency to successfully deliver their projects programmed in State Programs and utilization of state transportation funds.

II. POLICY

The following represent the major changes made by the new LAPG Chapter 25 State Programs for Local Agency Projects:

1. The new chapter combines existing Chapters 22 and 23 of LAPG, and addresses the newly adopted STIP Guidelines and ATP Guidelines
 - Quick-Build Project Pilot Program is included as one of the project categories for ATP project application.
 - State-Only Funding limits for STIP projects is changed to \$10,000,000.
2. The Executive Summary of Chapter 22 is superseded by the new chapter.
3. The Office Bulletin #19-02: Interim Count Methodology Guidance for ATP is incorporated in the new chapter.
4. The new chapter adds SB1 funded programs, and addresses the newly adopted LPP, TCEP and SCCP Guidelines.
5. The new chapter adds Closeout Policy requirements for Proposition 1B funded programs.
6. Existing Exhibits in Chapters 22 & 23 of LAPG are updated and renumbered as follows:



Existing Exhibit	Superseded By
Exhibit 22-A: Award Information for ATP Project	Exhibit 25-O
Exhibit 22-B: Request for Time Extension	LAPG 25-A (new)
Exhibit 22-C: State-Only Finance Letter	Exhibit 25-C
Exhibit 22-D: Request for Scope Change	Exhibit 25-D
Exhibit 22-E: Instructions- Request for Scope Change	Exhibit 25-D1
Exhibit 22-F: Request for State ATP Funding	Exhibit 25-F
Exhibit 22-G: Funding Distribution Change Request	Exhibit 25-G
Exhibit 22-G: Funding Distribution Change Request Instruction	Exhibit 25-G1
Exhibit 22-P: Plan Scope of Work	Exhibit 25-P
Exhibit 22-R: Non-Infrastructure Work Plan	Exhibit 25-R
LAPG 22-T: ATP Completion / Final Delivery Report	LAPG 25-T
LAPG 22-U: ATP Application Form	LPAG 25-U
CTC Allocation Form	LAPG 25-A (new)
Exhibit 23-A: Award Information for STIP Project	Exhibit 25-O
Exhibit 23-B: Request for Time Extension	LAPG 25-A (new)
Exhibit 23-C: State-Only Finance Letter	Exhibit 25-C
Exhibit 23-D: State/Federal Finance Letter	Exhibit 25-H
Exhibit 23-E: CTC State-only Funding Policy	Deleted, use weblink
Exhibit 23-F: Request for Exception to STIP State Only Funding Policy	Exhibit 25-E
Exhibit 23-G: STIP Project Program Request Form	Exhibit 25-I
Exhibit 23-H: STIP Project Program Funding Information	Exhibit 25-I
Exhibit 23-I: STIP Project Program Funding Instruction	Exhibit 25-I
Exhibit 23-J: Project Study Report Guidelines	Deleted, use weblink
Exhibit 23-K: Local Road Rehabilitation Project Certification	Exhibit 25-K
Exhibit 23-L: Pavement Management System	Exhibit 25-L
Exhibit 23-M: Notice of SB 184 Project Start for Local STIP Project	Exhibit 25-M
Project Delivery Report – Local Partnership Program	Exhibit 25-S
Project Delivery Report – Trade Corridor Improvement Fund	Exhibit 25-W
Interim ATP Count Methodology	Exhibit 25-Y

III. PROCEDURE

LAPG Chapter 22: Active Transportation Program and Chapter 23: Local Agency STIP Projects are replaced with LAPG Chapter 25: State Programs for Local Agency Projects.

IV. APPLICABILITY/IMPACTS

This OB is applicable to all local agency projects with state funds.

Approved: Original Signature by 06/08/21
April Perez-Hollins, Acting Chief Date
Office of State Programs

Attachments:

Attachment 1 – LAPG Chapter 25: State Programs for Local Agency Projects

Memorandum

Date: July 14, 2021
To: ICTC 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 July 2021.

1. SCAG TOOLBOX TUESDAY: Cal Adapt's Local Climate Change Snapshot Tool

Tuesday July 27, 2021 - 10:00am to 11:30am: Join us for the next Toolbox Tuesday on Cal Adapt's Local Climate Change Snapshot Tool. The Local Climate Change Snapshot Tool can be used by local jurisdictions to develop climate change and resilience plans, projects, and programs. This training will provide an in-depth demonstration of the tool and its indicators, showcasing different features. Please contact SCAG RAO David Salgado with any questions. <https://scag.ca.gov/toolbox-tuesday-online-training-materials>

2. Connect, learn from, and engage with traffic safety professionals across the SCAG region this summer at SCAG's **Go Human Traffic Safety Peer Exchange** series! **Register today** for this free virtual series designed to bring together practitioners from the six-county region to explore topics like equity, reimagining community safety, and community engagement. **Don't miss the great sessions taking place this summer!**

- **July 13, 1 p.m.: Human-Centered Safety in Rural Communities (Imperial, Riverside, and San Bernardino Counties)**
 - Speakers include: Jacob Alvarez (City of Coachella), Marina Ramirez (California Walks), and Rosa Loera (Muscoy Sidewalks for Safety)
- **July 15, 11 a.m.: Traffic Safety in the City: Centering Equity and Access (Orange, Riverside, and San Bernardino Counties)**
 - Speakers include: Commissioner Michele Martinez (California Transportation Commission), Nathan Mustafa (City of Riverside), and Mark Friis (San Bernardino County DPH)
- **July 20, 1 p.m.: Traffic Safety in Suburbia: Serving All Ages (Los Angeles and Ventura Counties)**
 - Speakers include: Stephanie Ramirez (AARP), Derek Towers (City of Ventura), and Tim Frémaux (Los Angeles Department of Transportation)
- **July 23, 1:15 p.m.: Reimagining Community Safety**



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
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- Speakers include: Eric Bruins (City of Los Angeles, Office of Councilmember Mike Bonin), Natasha Riveron (Safe Routes Partnership), and Barnali Ghosh (Walk Bike Berkeley)
 - **July 29, 1 p.m.: Safety in Suburbia: Serving All Ages (Orange, Riverside, and San Bernardino Counties)**
 - Speakers include: Councilmember Denise Davis (City of Redlands), Eric Cowle (Coachella Valley Association of Governments), and Marven Norman (Center for Community Action and Environmental Justice)
 - **August 3, 11 a.m.: Human-Centered Safety in Rural Communities (Los Angeles and Ventura Counties)**
 - Speakers include: Lucas Zucker (Central Coast Alliance for Sustainable Economy), the City of Lancaster, and more coming soon
 - **August 10, 1 p.m.: Safety in the City: Centering Equity and Access (Los Angeles County)**
 - Speakers include: Carl Hickman and Rachel Junken (City of Long Beach), Margot Rogers-Ocañas (Los Angeles Department of Transportation) and Caro Vera (LA Metro)
3. **SCAG and UC Davis: COVID-19 Mobility Study Survey:** To better understand the impact of the COVID-19 pandemic on mobility in the six-county region, SCAG partnered with University of California, Davis to launch a survey to investigate the evolving nature of the impacts of the pandemic on transportation in the SCAG region. The survey is part of an on-going investigation on the impacts of the COVID-19 pandemic on transportation and society, to understand how people are adjusting to the pandemic and to learn more about their attitudes towards future travel choices. The survey seeks to understand both the temporary and long-lasting changes that the COVID-19 pandemic may have on mobility in their region, and how various policies might affect this new “normal” in terms of modified travel behaviors and resulting impacts on equity and on the environment. SCAG will be conducting another round of surveys to further advise the study. Please take the opportunity to complete the survey once released. Please contact SCAG RAO David Salgado with any questions.
4. **SCAG Regional Data Platform (RDP):** The Regional Data Platform will standardize regionally significant datasets, provide opportunities for local partners to update their data in real-time, and draw insights from local trends. More specifically, it will be an online tool 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. The platform will also feature a data-driven collaboration hub for local jurisdictions to engage with stakeholders for individual projects, such as local and regional land use planning, active transportation planning, greenhouse gas reduction strategies and development impact assessments.
- Moving beyond just technology, this platform will help government engage with data in a simpler way, allowing the interpretation of information into actionable insights and knowledge, and provide a digital venue for local agencies to engage with their residents using data as a medium.

Process wise, SCAG will enable users to improve the platform through data revision and insight sharing, empower local partners to use the platform for their own initiatives (thereby spotlighting best practices), and ultimately foster continuous experimentation at the local level by helping jurisdictions

understand how their plans could impact the region’s most significant challenges – transportation, jobs, housing, and sustainability.

- **Housing Element Parcel Tool (HELPR):** The HELPR tool is a readily available mapping and data tool available to SCAG member agencies and partners. The tool drills down on parcel specific data and demographics which will support the development of housing plans and general plan updates.
- **Local Information Services Team (LIST):** SCAG has created the “Local Information Services Team” to support the roll out of the Regional Data Platform (RDP) and other housing and data support needs.

5. **SCAG Broadband Action Plan:** At the February 4th SCAG Regional Council (RC) Meeting, the SCAG RC adopted a resolution which directs SCAG staff to develop a “Broadband Action Plan.” The development of an action plan would provide a model resolution and policy paper for local jurisdictions, pursue funding opportunities and partnerships to assist local jurisdictions with broadband implementation, convene a working group, and further support broadband planning and data research. These efforts would also be developed to compliment SCAG’s ongoing efforts to support an Inclusive Economic Recovery and efforts supporting Racial Equity and Social Justice.
6. **SCAG Aerial Imagery Project 2020-21 Update:** The flyovers have been completed and an introductory meeting was held with the vendor, EagleView. The meeting was offered to member jurisdictions and stakeholders to introduce some of the new products provided as a part of the project, which includes high resolution imagery, ortho imagery and other products. SCAG is working with the county to finalize an MOU prior to requesting local contributions for supporting the program.



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Memorandum

Date: July 9, 2021
To: ICTC Management Committee 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 July 14, 2021.

- 1) **FY 2021/2022 Overall Work Program and Budget Executive Summary:** With the adoption of the FY 2021/2022 OWP and Budget on June 23, 2021, attached to this report is the Executive Summary for your review. It is anticipated that the full document will be available end of July.
- 2) **Regional Active Transportation Plan:** Imperial County Transportation Commission is undertaking a Regional Active Transportation Plan (ATP) to improve access, mobility, and safety for non-motorized modes of travel, including walking, bicycling, and riding transit. The Regional ATP is grant funded by the Southern California Association of Governments (SCAG). ICTC staff kicked off this project in April 2021 and has conducted two (2) Technical Advisory Committee meetings with City, County, SCAG, and Caltrans staff to start data gathering and early outreach efforts. A dedicated project page has been developed for the project: <https://ictcatp-ktuagis.hub.arcgis.com/>

The KTUA consultant team and ICTC staff will host a series of outreach events starting in July to receive input from the community. The events will be:

- **Friday, July 16, 10 a.m. to 12 p.m.: Brawley Public Library, 400 Main Street #1**
- **Friday, July 16, 5 to 7 p.m.: El Centro Aquatic Center, 54 Park Avenue**
- **Saturday, July 17, 8:30 to 10 a.m.: Sunbeam Lake, 1750 Drew Road, Seeley**

We are also encouraging the community to participate in online survey:

Survey link in English: <https://www.surveymonkey.com/r/ictcatp>
Survey link in Spanish: <https://www.surveymonkey.com/r/ictcatp?lang=es>

- 3) **Calexico 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 staff completed the procurement process and award action was taken on March 24, 2021. Design phase is underway. ICTC has recently advertised a Request for Proposals for Construction Management services to provide engineering support on behalf of ICTC through design and construction. Proposals were due on May 21, 2021. ICTC received a total of four responses. The evaluation committee is currently reviewing the responses. Award recommendation is scheduled for July meetings with Management Committee and Commission.*

- 4) **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 Climate Action Plan (CAP) and finalizing the inventory, forecasts, and targets; anticipating a Final Draft of the CAP by Mid-March, 2021. ICTC member agencies' will have the opportunity to review the Final Draft CAP with a goal of having comments back by March 31, 2021. As we move forward with public comments, ICTC will post the CAP on their website with the intent to get feedback and comments from the public. *The Draft Regional CAP is posted in the ICTC website at <http://www.imperialctc.org/regional-climate-action-plan/>. The public review period took place April 6, 2021 to May 10, 2021. A final draft CAP has been presented to some city councils as an information item during the month of June 2021. The final draft Regional CAP was presented to the ICTC Technical Advisory Committee on May 27, 2021 and ICTC Management Committee on June 9, 2021. The Plan has also been presented to the Coalition of Labor, Agriculture and Business (COLAB) on June 9, 2021; the Imperial Valley Vegetable Growers Association (IVVGA) on June 16, 2021; and the Imperial County Farm Bureau on June 17, 2021. The Regional CAP was presented to the ICTC Commission on June 23, 2021.*

- 5) **State Route 86 (Northbound) Border Patrol Checkpoint:** 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. Following our ICTC Board meeting in late September 2020, ICTC has initiated a traffic study as required by Caltrans. Design work has been delayed due to Border Patrol's concern related to their ability to provide additional funding necessary to meet their operational requirements. Discussions have been on-going through to this week of March 15, 2021. On Wednesday, March 17th ICTC received confirmation from Border Patrol Headquarters in Washington D.C. that they wish to proceed with the original Canopy Design that is similar to Interstate 8 Pine Valley Checkpoint.

As discussed and confirmed with Border Patrol, ICTC will only provide the remaining funds we had available (February 2021) of approximately \$1 million to complete the traffic study, 100% design plans, and construction of the canopy, lighting related to the canopy, and traffic related improvements required by Caltrans. Border Patrol has committed paying for all other construction related costs and Border Patrol will lead the construction contract. *Border Patrol, Caltrans and ICTC are having weekly meetings to complete design plans and Caltrans Permits with a goal to begin construction in Fall 2021 with construction completed in approximately six months after construction begins.*

- 6) **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 has been completed. Design is underway and Right of Way Acquisition will begin in Summer 2021.*

- 7) **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.*
- 8) **State Route 98 Widening 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 \$7 million using a combination of 2016 Earmark Repurposing, Demonstration, Traffic Congestion Relief, ICTC and local funds. *The construction start date has been delayed to August 2021 due to environmental impacts and other utility projects in progress within the project area.*
- 9) **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. ICTC and City staff have begun coordination to implement final location and infrastructure associated with the potential bus stop(s).
- 10) **Imperial Mexicali Binational Alliance Meeting:** *The last IMBA meeting was held May 8, 2021. The meeting included updates on the Calexico East Port of Entry/Mexicali II bridge Widening Project by ICTC and a detailed presentation on the Calexico West Port of Entry / Mexicali I Mexico Roadway/Bridge Improvements from Secretaria de Infraestructura, Desarrollo Urbano y Reordenacion Territorial (SIDURT). Daniel Hernandez, Senior Resident Engineer from Caltrans provided a brief update of the State Route 98 Project from Ollie Avenue to Rockwood Avenue. Plus, economic development updates from IVEDC and Mexicali counterparts. The next IMBA meeting is scheduled for July 8, 2021.*
- 11) **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.*
- 12) **SR-78/Glamis Multiuse Grade Separated Crossing Feasibility Study:** *The Study was completed and adopted by the Commission on January 27, 2021. A final study is on the ICTC website at <http://www.imperialctc.org/sr-78-glamis-crossing/>. The Study recommendations include identifying a lead agency and funding to carryout the proposed project.*
- 13) **FY 2019 Public Transit Fare Analysis:** *The final draft of the analysis was presented at the January 2021 meeting(s). The study is currently in the final public comment period. A pre-recorded bilingual presentation will be posted on the ICTC website in the upcoming weeks at: <http://www.imperialctc.org/publications-&-reports/transit-and-non-motorized/>*

- 14) **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.*
- 15) **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.*
- 16) **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. ICTC is making a request for allocation from the California Transportation Commission (CTC) for the \$7.5 million for design and construction at their June 23, 2021 meeting.*
- 17) **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>

- 18) **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 was completed in the fall of 2020. The report can be found at:

<https://sandag.org/index.asp?classid=19&projectid=535&fuseaction=projects.detail>

- 19) **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

20) 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. 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. SBBC completed the objectives of the 2017-2020 CPUC CASF Consortia Grant cycle, which ended in June 2020. SBBC applied for a second grant cycle in summer of 2020 and was approved in the Fall for a start date of December 1, 2020. This cycle will have bi-annual reporting, every 6 months, starting this upcoming May 31, 2021 through the end of the cycle, November 31, 2023. The 2020-2023 grant cycle is currently underway. We are getting ready for the first report of the cycle, due at the end of May. SBBC is also working on the final reporting for the previous cycle and subsequent payment from CPUC with the help of CPA, Roger Tubach and our contacts at CASF.

As of June 18, 2021 a total of \$109,369.48 have been submitted and approved for reimbursement. The remaining grant balance is \$340,630.52 out of the original \$450,000 grant award.

- 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 is 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 is the fiscal agent and has developed an MOU which will define roles and responsibilities (Audits, Administration and Project Management) of ICTC and IVEDC. SCS Engineers Tasks include the Quality Assurance Project Plan (QAPP) and project management plan as required by EPA.
- (1) The Finnell Property has 3 parcels. Phase 1 and Phase 2 reports have been finalized and 3 underground storage tanks have been excavated and disposed of. Currently assisting the property owner in identifying grant dollars to apply to the site cleanup that is being required after uncovering significant contamination.
 - (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. Completed and closed out.
 - (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. Completed and closed out.
 - (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. With our guidance on where to relocate the project's retention basin they were able to complete construction and open the business in early 2021. Completed and closed out.
 - (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 is currently under review for approval with the EPA staff.

Approvals of this nature have been significantly stalled due to COVID. We expect resolution by mid May.

- (6) The Gibson property received DTSC approval on April 28, 2021. This is a former fueling station and will likely have a recommended Phase 2 site assessment.
- (7) We are working on a new potential site being considered for redevelopment by a company who wishes to develop a manufacturing facility on the north end of the City of Brawley. We are currently negotiating with the land owner and the developer for inclusion into the brownfield program.

A map of all project locations in the transit corridor is attached to this report. As of June 18, 2021, there is a remaining grant balance of \$116,504. Of the \$116,504, \$111,520 is the remaining contract balance for SCS Engineers.

FY20-21 State Funded Project Obligation List

Updated on 6/16/2021

State Funded Allocations: The following is a list of projects that must submit a Request for Allocation to Caltrans Local Assistance for State approval during FY 2020/2021 (Starting July 1, 2020 thru June 30, 2021)						
Agency	Project ID	Project Name	Funding Type	Phase	State Amount in FY 2020/21 (in 000's)	Obligation Status
El Centro		Dogwood Road from Villa Road to Commercial Avenue	LPP	CON	\$339	RFA was submitted for May 2021 CTC meeting action
Holtville		Orchar Road/Cedar Avenue	LPP	CON	\$60	Obligated
County	IMP190716	Sidewalk improvements on Heffernan Avenue from 14th street to 11th street.	ATP	R/W	\$44	RFA was submitted for May 2021 CTT meeting action
County	IMP190715	Aten Road Bicycle Path Improvements from Dogwood Road to Imperial Valley College in Imperial County.	ATP	CON	\$215	Request for Extension
					\$658	

CON- Construction
PE- Design
R/W- Right of Way
RFA- Request for Allocation
ATP- Active Transportation Program
LPP- Local Partnership Program

FFY20-21 Federal Funded Project Obligation List

Updated on 6/16/2021

Federal funding Obligations: *The following is a list of projects that must submit a Request for Authorization to Caltrans Local Assistance. Projects must obligate (E-76) federal funds in FFY 2020/2021. (Starting October 1, 2020 thru September 30, 2021)*

Agency	Project ID	Project Name	Funding Type	Phase	Federal Amount in FY 2020/21 (in 000's)	Obligation Status
Brawley	IMP190701	Pedestrian and street improvements (paving of dirt road) on Legion Street between State Route 86 and Western Avenue	CMAQ	CON	\$797	Delay on RFA
Calexico	IMP191001	Weakley Street between Scaroni Blvd. and Portico Blvd. (unpaved street)	CMAQ	CON	\$291	Delay on RFA
El Centro	IMP190704	Traffic Signal Synchronization Dogwood Avenue and 8th Street	CMAQ	CON	\$343	RFA was submitted May 2021
El Centro	IMP190710	Imperial Avenue Extension Phase II	STBG	CON	\$715	Working on R/W Certification - RFA will be submitted June 2021
Holtville	IMP190705	Cedar Avenue Sidewalk Improvements	CMAQ	CON	\$193	Received E76
Imperial	IMP190301	2nd Street Rehabilitation and Reconstruction from Old SR-86 to P Street	STBG	CON	\$1,841	60% Design Plans - RFA will be submitted June 2021
County	IMP190713	Improvements on Main Street Such as widening of existing road t add bike lane, sidewalks, shoulder, curb and gutter from Highway 111 to Memphis Ave. in Niland	CMAQ	PE	\$107	Received E76
					\$4,287	

CON- Construction
PE- Design
R/W- Right of Way
RFA- Request for Authorization
CMAQ- Congestion Mitigation Air Quality
STBG- Surface Transportation Block Grant