



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

TRANSPORTATION COMMISSION AGENDA

**LARGE CONFERENCE ROOM
1503 N. IMPERIAL AVE., SUITE 104
EL CENTRO, CA 92243
AND ZOOM MEETING**

**WEDNESDAY, FEBRUARY 23, 2022
6:00 PM**

CHAIR: ROSIE ARREOLA-FERNANDEZ

VICE CHAIR: MARIA NAVA-FROELICH

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 Join by Zoom Meeting please click on the following link:

<https://us06web.zoom.us/j/85424858288?pwd=Wk1MRnc4dWdieXloblVMSzJEeHhNdz09>

To Join by phone please dial 346-248-7799, Meeting ID: 854 2485 8288# Passcode: 106888#

I. CALL TO ORDER AND ROLL CALL

II. ACTION CALENDAR

- A. Adopt resolution authorizing remote teleconference meetings in accordance with Assembly Bill 361 Page 5

With ICTC Counsel's direction, the Executive Director forwards this item to the Commission for review and approval after public comment, if any:

1. Approve the resolution of the Imperial County Transportation Commission authorizing remote meetings in accordance with the provisions of the State Assembly Bill (AB) 361.
2. Authorize the Chairperson to sign the resolution.

III. CLOSED SESSION

- A. Motion to Adjourn to Closed Session
- B. CONFERENCE WITH REAL PROPERTY NEGOTIATOR, Government Code (§ 54956.8)
Property: 450 W. Aten Road, Imperial, CA, Assessor's Parcel Number #064-230-015.
Agency negotiator: David Aguirre, ICTC. Negotiating parties: Ben Salorio, County of Imperial.
Instructions to negotiator will concern price, terms of payment.
- C. Announcement of Closed Session Action(s)

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

IV. EMERGENCY ITEMS

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

V. PUBLIC COMMENTS

Any member of the public may address the Commission for a period not to exceed three minutes on any item of interest not on the agenda within the jurisdiction of the Commission. The Commission 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.

VI. CONSENT CALENDAR

- A. ICTC Commission Minutes: January 26, 2022 Page 9-26
- B. Receive and File:
1. ICTC Management Committee Minutes: January 12, 2022
 2. ICTC TAC Minutes: December 16, 2021
 3. ICTC SSTAC Minutes: January 5, 2022
- C. Imperial County Transportation Commission (ICTC) resolution for Federal Fiscal Year (FFY) 2022/2023 – 2027/2028 Federal Transportation Improvement Program Page 28
- The ICTC Technical Advisory Committee met on February 3, 2022. The Management Committee met on February 9, 2022, and forward this item to the Commission for their review and approval after public comment, if any:
1. Authorize the Chairman to sign the resolution that certifies funding has been identified for the projects in the FFY 2022/2023 - 2027/2028 FTIP and affirms our commitment to implement all projects in the program.
- D. Agreement between the Imperial County Transportation Commission (ICTC)/Service Authority for Freeway Emergencies (SAFE) and the Department of California Highway Patrol (CHP) for Call Box Services and Assistance Page 51

Staff forwards this item to the Commission for their review and approval after public comment, if any:

1. Approve the Agreement with the Department of California Highway Patrol (CHP) for services and assistance provided by CHP for the motorist aid call box system, for the term of January 1, 2022 through December 31, 2024, in the amount not to exceed \$2,300.
2. Authorize the Interim Executive Director to sign the agreement.

VII. REPORTS (Up to 5 minutes per staff report)

- A. ICTC Executive Director
- Executive Director Report on page 53
- B. Southern California Association of Governments
- See attached report on page 65
- C. California Department of Transportation – District 11
- See attached report on page 72
- D. Commission / Committee Member Reports (if any)

VIII. ACTION CALENDAR

- A. Imperial County Regional Active Transportation Plan Page 79

The ICTC Technical Advisory Committee met on February 3, 2022. The Management Committee met on February 9, 2022, and forward this item to the Commission for their review and approval after public comment, if any:

1. Approve the adoption of the Imperial County Regional Active Transportation Plan.

- B. Proposed Distribution plan for the COVID Relief Funds FY 2021-22- Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Page 272

The ICTC Technical Advisory Committee met on December 16, 2021. The Management Committee met on February 9, 2022, and forward this item to the Commission for their review and approval after public comment, if any:

1. Approve Proposed Distribution Plan for the CRRSAA funds
 - a. Option #2 Flat Distribution for Jurisdictions with less than 10,000 population Plan, with the caveat if the Cities of Westmorland, Holtville and Calipatria do not have projects to propose their amount would be equably distributed to the other agencies.
 - b. Direct staff to return with a list of recommended projects for approval by the Commission
2. Authorize staff to submit the recommended projects to the California Transportation Commission (CTC).

IX. INFORMATION CALENDAR

- A. Imperial Valley Economic Development Corporation Program Updates Page 276
1. EPA Brownfields Initiative
 2. Southern Border Broadband Consortium

X. MEETING DATE AND PLACE

- A. The next meeting of the **Imperial County Transportation Commission** will be held on **Wednesday, March 23, 2022, at 6:00 p.m.**, at the ICTC Offices located at 1503 N. Imperial Ave., Suite 104, El Centro, CA 92243 and remotely via Zoom Meeting.

XI. ADJOURNMENT

- A. Motion to adjourn

II. ACTION CALENDAR

A. Adopt resolution authorizing remote teleconference meeting in accordance with Assembly Bill 361

1. Approve the resolution of the Imperial County Transportation Commission authorizing remote meetings in accordance with the provision of the State Assembly Bill (AB) 361.
2. Authorize the Chairperson to sign resolution.



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EL CENTRO, CA 92243-2875
PHONE: (760) 592-4494
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February 17, 2022

Rosie Arreola-Fernandez, Chairperson
Imperial County Transportation Commission
1503 N. Imperial Ave., Suite 104
El Centro, CA 92243

SUBJECT: Resolution authorizing remote teleconference meetings in accordance with Assembly Bill (AB) 361

Dear Commission Members:

ICTC has been conducting remote public meetings since the beginning of the COVID-19 pandemic in compliance with Governor's Orders N-29-20 and N-08-21. Governor's Orders N-29-20 and N-08-21 suspended the Ralph M. Brown Act's requirements for teleconferencing.

AB 361 will authorize a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting during a declared state of emergency. If the Commission wishes to continue to offer a remote meeting option and to comply with AB 361, ICTC will need to adopt a resolution authorizing ICTC to host teleconference meetings in accordance with AB 361, if the Governor's declaration of a statewide emergency continues.

With ICTC Counsel's direction, the Executive Director forwards this item to the Commission for review and approval after public comment, if any:

1. Approve the resolution of the Imperial County Transportation Commission authorizing remote meetings in accordance with the provisions of the State Assembly Bill (AB) 361.
2. Authorize the Chairperson to sign the resolution.

Sincerely,

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

DAVID AGUIRRE
Interim Executive Director

Attachments

MB/cl

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

**RESOLUTION OF THE IMPERIAL COUNTY TRANSPORTATION COMMISSION
AUTHORIZING REMOTE MEETINGS IN ACCORDANCE WITH THE PROVISIONS
OF STATE ASSEMBLY BILL 361.**

RESOLUTION NO._____

WHEREAS, the County of Imperial is committed to preserving and nurturing public access and participation in meetings of the Imperial County Transportation Commission and other public meetings subject to the Ralph M. Brown Act (“Brown Act”); and

WHEREAS, with the adoption of State Assembly Bill 361 (“AB 361”), section 54963(e) of the California Government Code was amended to make provisions for remote teleconferencing participation in meetings by members of a local legislative body, without compliance with the requirements of 54953(b)(3) of the California Government Code, subject to the existence of certain conditions; and

WHEREAS, a required condition is that a state of emergency is declared by the Governor pursuant to section 8625 of the California Government Code, proclaiming the existence of conditions of disaster or of extreme peril to the safety of persons and property within the state caused by conditions as described in section 8558 of the California Government Code; and

WHEREAS, on March 4, 2020, the Governor proclaimed pursuant to his authority under 8625 of the California Government Code, that a state of emergency exists with regard to the novel coronavirus (a disease now known as COVID-19); and

WHEREAS, on June 4, 2021, the Governor clarified that the “reopening” of California on June 15, 2021, did not include any change to the proclaimed state of emergency or the powers exercised thereunder; and

WHEREAS, as of the date of this Resolution, neither the Governor nor the Legislature have exercised their respective powers pursuant to section 8629 of the California Government Code to lift the state of emergency, either by proclamation or by concurrent resolution in the State Legislature; and

WHEREAS, the Local Health Officer for the County of Imperial has recommended that the local legislative bodies that are subject to the Brown Act continue to meet remotely when possible, and that social distancing continues to provide a means by which to reduce the transmission of COVID-19; and

WHEREAS, Imperial County Transportation Commission believes that it is in the best interest of the public to continue holding remote meetings during the existing state of emergency in accordance with the requirements of AB 361.

NOW, THEREFORE, the Imperial County Transportation Commission resolves as follows:

- (1) The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference.
- (2) A proclaimed state of emergency exists as a result of the COVID-19 pandemic.
- (3) The Local Health Officer recommends that all local legislative bodies local legislative bodies that are subject to the Brown Act continue to meet remotely when possible, and that social distancing continues to provide a means by which to reduce the transmission of COVID-19
- (4) The staff of the Imperial County Transportation Commission are hereby authorized and directed to take all actions necessary to carry out the intent and purpose of this Resolution, including implementing social distancing measures at meetings, and conducting meetings in accordance with section 54953(e) of the California Government Code, and other applicable provisions of the Brown Act.
- (5) This Resolution shall take effect immediately upon its adoption and shall be effective until the earlier of thirty (30) days from adoption of the Resolution or such time the Imperial County Transportation Commission takes action to extend the time during which it may continue to meet remotely without compliance with section 54953(b)(3) of the California Government Code.

PASSED AND ADOPTED by the Imperial County Transportation Commission, County of Imperial, State of California, this _____, by the following roll call vote:

| Agency | Yes | No | Abstain | Absent |
|------------------------------|------------|-----------|----------------|---------------|
| Brawley | | | | |
| Calexico | | | | |
| Calipatria | | | | |
| El Centro | | | | |
| Holtville | | | | |
| Imperial | | | | |
| Westmorland | | | | |
| County of Imperial | | | | |
| County of Imperial | | | | |
| Imperial Irrigation District | | | | |

ROSIE ARREOLA-FERNANDEZ
Chair of the Commission

ATTEST:

CRISTI LERMA
Secretary to the Commission

V. CONSENT CALENDAR

A. ICTC Commission Minutes: January 26, 2022

B. Receive and File:

ICTC Management Committee Minutes: January 12, 2022

ICTC TAC Minutes: December 16, 2022

ICTC SSTAC Minutes: January 5, 2022

IMPERIAL COUNTY TRANSPORTATION COMMISSION
OFFICIAL MINUTES FOR JANUARY 26, 2022
6:00 p.m.

VOTING MEMBERS PRESENT:

| | |
|------------------------------|----------------------------------|
| City of Brawley | George Nava via zoom |
| City of Calipatria | Absent |
| City of Calexico | Rosie Arreola-Fernandez via zoom |
| City of El Centro | Cheryl Viegas-Walker |
| City of Imperial | Robert Amparano |
| City of Holtville | Absent |
| City of Westmorland | Absent |
| County of Imperial | Luis Plancarte via zoom |
| County of Imperial | Absent |
| Imperial Irrigation District | Javier Gonzalez |

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

STAFF PRESENT: David Aguirre, Cristi Lerma, Virginia Mendoza

OTHERS PRESENT: All via zoom – David Salgado: SCAG; Layla Sarwari: Counsel

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, January 26, 2022, together with staff reports and related documents attached thereto and incorporated therein by reference.

I. CALL TO ORDER AND ROLL CALL

[Chair Viegas-Walker](#) called the Commission meeting to order at 6:00 p.m. Roll call was taken, and a quorum was present.

II. ACTION CALENDAR

A. Adopt resolution authorizing remote teleconference meetings in accordance with Assembly Bill 361

1. Approved the resolution of the Imperial County Transportation Commission authorizing remote meetings in accordance with the provisions of the State Assembly Bill (AB) 361.
2. Authorized the Chairperson to sign the resolution.

A motion was made by [Nava](#) and seconded by [Arreola-Fernandez](#), roll call:

| Agency | Roll Call |
|------------------------------|-----------|
| City of Brawley | Yes |
| City of Calipatria | Absent |
| 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 | Absent |
| Imperial Irrigation District | Yes |

Motion Carried.

III. CLOSED SESSION

- A. Motion to convene to Closed Session ([Amparano/Gonzalez](#)) roll call:

| Agency | Roll Call |
|------------------------------|-----------|
| City of Brawley | Yes |
| City of Calipatria | Absent |
| 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 | Absent |
| Imperial Irrigation District | Yes |

Motion Carried.

- B. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION
Initiation of litigation (1 matter) (Government Code § 54956.9(d)(4))
- C. Announcement of Closed Session Action(s)
The Commission met in closed session regarding conference with legal counsel under Government Code section 54956.9(d)(4). Direction was given but no final action was taken.

IV. EMERGENCY ITEMS

There were none.

V. PUBLIC COMMENTS

There were no public comments received.

VI. CONSENT CALENDAR

- A. Approval of the ICTC Commission Draft Minutes: November 18, 2021
- B. Receive and File:
1. ICTC Management Committee Minutes: December 8, 2021
 2. ICTC TAC Minutes: November 18, 2021
 3. ICTC SSTAC Minutes: December 1, 2021

A motion was made by [Gonzalez](#) and seconded by [Arreola-Fernandez](#) to approve the consent calendar as presented, roll call:

| Agency | Roll Call |
|------------------------------|-----------|
| City of Brawley | Yes |
| City of Calipatria | Absent |
| 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 | Absent |
| Imperial Irrigation District | Yes |

Motion Carried.

VII. REPORTS

- A. ICTC Executive Director

- Updates were provided by Ms. Mendoza and Mr. Aguirre. All updates are on the Executive Director report on page 23 of the agenda.
- B. Southern California Association of Governments (SCAG)
 - Updates were provided by Mr. Salgado. All updates are on the SCAG report on page 35 of the agenda.
- C. California Department of Transportation (Caltrans)- District 11
 - Updates were provided by Mr. Dallarda. All updates are on the Caltrans report on page 43 of the agenda.
- D. Commission Member Reports
 - There were none.

VIII. ACTION CALENDER

A. Rotation of Chair and Vice-Chair Positions

It was requested that the Commission take any appropriate action in the consideration of the rotation and assignment of the two positions.

A motion was made by [Gonzalez](#) seconded by [Plancarte](#) to appoint the City of Calexico: Ms. Rosie Arreola-Fernandez as the Chairperson of the Commission for 2022. Roll call was taken:

| Agency | Roll Call |
|------------------------------|-----------|
| City of Brawley | Yes |
| City of Calipatria | Absent |
| 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 | Absent |
| Imperial Irrigation District | Yes |

Motion Carried.

A motion was made by [Arreola-Fernandez](#) seconded by [Nava](#) to appoint the City of Calipatria: Ms. Maria Nava-Froelich as the Vice-Chair of the Commission for 2022. Roll call was taken:

| Agency | Roll Call |
|------------------------------|-----------|
| City of Brawley | Yes |
| City of Calipatria | Absent |
| 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 | Absent |
| Imperial Irrigation District | Yes |

Motion Carried.

B. Imperial County Long Range Transportation Plan – Services Contract Award – Michael Baker International

Ms. Mendoza presented this item to the Commission. A full staff report can be found on page 56 of the agenda.

The ICTC Management Committee met on January 12, 2022, and forwarded this item to the Commission for their review and approval after public comment, if any:

1. Approved the award of the Services Agreement for the Imperial County Long Range Transportation Plan – to Michael Baker International in the amount of \$299,827.83.
2. Authorized the Chairperson to sign the Services Agreement.

A motion was made by [Amparano](#) and seconded by [Gonzalez](#), roll call:

| Agency | Roll Call |
|------------------------------|-----------|
| City of Brawley | Yes |
| City of Calipatria | Absent |
| 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 | Absent |
| Imperial Irrigation District | Yes |

Motion Carried.

C. Approving and execution of the Agreement between the Imperial County Transportation Commission (ICTC) and Nomad Transit, LLC (Via) for the implementation/operation of the Calexico Microtransit Service funded by the Clean Mobility Options (CMO) Voucher Pilot Program

Mr. Aguirre presented this item to the Commission. A full staff report is on page 74 of the agenda.

The ICTC Management Committee met on January 12, 2022 and forwarded this item to the Commission for their review and approval after public comment, if any:

1. Authorized the Chairperson to sign the agreement between ICTC and Nomad Transit, LLC. (Via) in the amount of \$1,253,296 for a period of two years of service operations.

A motion was made by [Gonzalez](#) and seconded by [Arreola-Fernandez](#), roll call:

| Agency | Roll Call |
|------------------------------|-----------|
| City of Brawley | Yes |
| City of Calipatria | Absent |
| 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 | Absent |
| Imperial Irrigation District | Yes |

Motion Carried.

- D. Resolution for the continued executive oversight of specific projects for Imperial County Transportation Commission

Mr. Aguirre presented this item to the Commission. A full staff report is on page 93 of the agenda.

ICTC staff forwarded to the following to the Commission for their review and approval after public comment, if any:

1. Approved the continued executive oversight of specific projects to retiree Mark Baza at the hourly rate of \$79.56
2. Authorized the Chairperson to execute the attached resolution.

A motion was made by [Amparano](#) and seconded by [Nava](#), roll call:

| Agency | Roll Call |
|------------------------------|-----------|
| City of Brawley | Yes |
| City of Calipatria | Absent |
| 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 | Absent |
| Imperial Irrigation District | Yes |

Motion Carried.

IX. NEXT MEETING DATE AND PLACE

- A. The next meeting will be tentatively on February 23, 2022, at 6:00 p.m. at the ICTC Offices, 1503 N. Imperial Ave., Suite 104, El Centro, CA 92243 and via Zoom Meeting.

X. ADJOURNMENT

- A. Meeting Adjourned at 7: 23 p.m.

**IMPERIAL COUNTY TRANSPORTATION COMMISSION
MANAGEMENT COMMITTEE
MINUTES OF JANUARY 12, 2022
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 |
| City of Imperial | Dennis Morita |
| County of Imperial | Absent |
| County of Imperial | Esperanza Colio-Warren |
| Imperial Irrigation District | Absent |
| City of Westmorland | Absent |
| ICTC | David Aguirre |

STAFF PRESENT: Virginia Mendoza, Cristi Lerma, Daveline Villasenor

OTHERS PRESENT: David Salgado: SCAG; Benjamin Guerrero, Ryan Fallica, Daniel Hernandez: Caltrans; Liz Zarate: City of El Centro; Rebecca Terrazas-Baxter: County of Imperial; Cesar Sanchez: First Transit

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, January 12, 2022, together with staff reports and related documents attached thereto and incorporated therein by reference.

I. CALL TO ORDER AND ROLL CALL

Chair Tyler Salcido called the meeting to order at 10:30 a.m., roll call was taken, and a quorum was present.

II. ACTION CALENDAR

- A. Adopt resolution authorizing remote teleconference meetings in accordance with Assembly Bill 361
1. Approved the resolution of the Imperial County Transportation Commission authorizing remote meetings in accordance with the provisions of the State Assembly Bill (AB) 361.
 2. Authorized the Chairperson to sign the resolution.

A motion was made by Wells seconded by Colio-Warren to approve this item with a change to the resolution to include the City of Imperial; 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 | Yes |

| | |
|------------------------------|--------|
| County of Imperial Salorio | Absent |
| County of Imperial Warren | Yes |
| City of Westmorland | Absent |
| Imperial Irrigation District | Absent |

III. EMERGENCY ITEMS

There were none.

IV. PUBLIC COMMENTS

There were none.

V. CONSENT ITEMS

A motion was made by Wells seconded by Morita 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 | Yes |
| County of Imperial Salorio | Absent |
| County of Imperial Warren | Yes |
| City of Westmorland | Absent |
| Imperial Irrigation District | Absent |

Motion carried unanimously.

VI. REPORTS

A. ICTC Executive Director

- Ms. Mendoza had the following updates:
 - o The STBG and CMAQ Call For Projects began on November 18, 2021. The approved 2022 CMAQ & STBG Guidelines are posted on the ICTC website at <http://www.imperialctc.org/call-for-projects/>. Applications are due by 5:00 p.m. on Friday, February 25, 2022 (or postmarked no later than February 25, 2022) to ICTC at 1503 N. Imperial Ave., Suite 104, El Centro, CA 92243. For additional information, please contact Marlene Flores at (760) 592-4494 or at marleneflores@imperialctc.org.
 - o The next IMBA meeting is scheduled for January 20, 2021 via Zoom Meeting.
 - o 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 trans it. 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/> ICTC staff has coordinated with Caltrans planning staff leading the state's ATP effort. Participation and information sharing will

continue between the two planning efforts. Additional public education and engagement has been conducted with help of the Go Human Program from SCAG. Billboards and radio announcements promoting active transportation safety and awareness have been online starting the last week of November 2021. The 6th Project Technical Advisory Committee (TAC) meeting was held on Wednesday, December 1, 2021 to discuss a summary of the completed community engagement process and overview of the regional priorities with special attention to the City priorities and regional connections. The final TAC meeting is scheduled for Thursday, January 13, 2022, via Zoom. The final plan and presentations are scheduled for ICTC TAC, Management Committee, and Commission in the months of January and February 2022.

- Mr. Aguirre had the following updates:
 - o The Callexico Intermodal Transportation Center continues as a regional priority. The design phase is currently at 90 % of the project. Right of Way acquisition continues to be underway. ICTC with Caltrans submitted a grant to assist with the funding for construction. More funding opportunities will continue to be explored. \$12.5 million is needed for construction. The Callexico ITC site is located at 3rd Street between Rockwood and Heffernan.
 - o Callexico East Port of Entry Bridge Widening Project is underway. The design portion of the project is ongoing. The project is estimated to begin construction in early 2022 and is scheduled for completion in 2023.
- Ms. Villasenor had the following updates:
 - o IVRMA has begun the preparation of the application for the City County Payment Program (CCPP) which is due on January 18, 2022. Allocated funding combined between all (8) jurisdictions totals to \$59,331.00 upon approval. IVRMA may require additional support documentation from the member agencies.
 - o Effective January 1, 2022, CalRecycle's regulations to meet the organic waste reduction targets for 2020 through 2025 take effect and are enforceable. The Department of Resources Recycling and Recovery (CalRecycle) is administering a one-time grant program meant to provide aid in the implementation of regulations adopted required to comply with SB1383. This non-competitive grant program provides \$57,000,000 of funding to local jurisdictions to assist with the implementation of regulation requirements associated with SB 1383. Applicants must certify they will adopt a Mandatory Organic Waste Disposal Reduction Ordinance to CalRecycle by April 1, 2022, or they will be disqualified. The deadline to apply is February 1, 2022.

B. Southern California Association of Governments (SCAG)

- With support from the State's Regional Early Action Planning (REAP) grant program and to support the region's efforts in response to recent state investments in planning to accelerate housing production and meet the goals of the Regional Housing Needs Allocation (RHNA), SCAG has developed a series of trainings that will support elected officials, advocates, and interested stakeholders in moving forward a pro-housing development agenda. The SCAG Housing Policy Leadership Academy (SCAG-HPLA) offers a 10-session online training for emerging and established community leaders who want to better understand how to advance policy solutions to increase the supply and availability of affordable housing. The course brings

together people from different backgrounds and disciplines in monthly sessions to examine issues and solutions from multiple perspectives and apply their learning to current housing policy challenges. Sessions explore the relationship between policy, planning, and housing development with a focus on how different policy solutions shape both the physical and social landscape and capacity to produce housing for all. The course is grounded in the HPLA 5Ps framework, which provides a foundation for examining the physical and social aspects of a healthy housing ecosystem. Applications can be completed online and are due by January 10, 2022. Notifications of acceptance will be issued no later than Jan. 18, 2022.

- Mark your calendars: General Assembly will be held on May 4, 2022, in Palm Desert in person. An email has been sent to the City/County clerks requesting appointments for delegates.
- SCAG is accepting nominations for the 2022 SCAG Sustainability Awards. Each year, the Sustainability Awards celebrate plans and projects that use innovative planning to promote a healthier, happier, and resilient Southern California. Now through Thursday, Jan. 13, nominations will be accepted for the following award categories:
 - Active, Healthy and Safe Communities
 - Clean Cities: Alternative Fuels & Infrastructure
 - Efficient & Sustainable Land Use
 - Equity
 - Green Region Initiative: Resource Conservation & Climate Action
 - Housing Innovation

For questions regarding the 2022 Sustainability Awards, please contact Lyle Janicek at janicek@scag.ca.gov. For more information on the SCAG Sustainability Awards including the award criteria or to view past award winners visit www.scag.ca.gov/sustainabilityawards.

- Go Human opportunities are still available. SCAG was recently awarded a 1.25 million grant from the Office of Traffic Safety to fund continued work on Go Human.
- The Governor has released the state budget with \$9.1 billion allotted for transportation. Please reach out to Mr. Salgado for questions or further discussion.

C. Caltrans Department of Transportation – District 11

- Mr. Hernandez had the following updates:
 - The I-8/Imperial Avenue Interchange project was opened to traffic on December 21, 2021. The landscaping has been completed. The community identifier installation is undergoing adjustments and is estimated to be installed in late January.
 - Progress has been made on Stage 1 of the SR-98 widening project, between Rockwood and Ollie Avenue. Stage 2 is expected to begin in March 2022. The project is estimated to be completed by late 2022.
- Mr. Guerrero had the following updates:
 - Clean California Local Grant Program Workshop on January 12, 2022, from 1:30 to 3:30 p.m.

D. Committee Member Reports

- There were no updates.

VII. ACTION CALENDAR

A. Rotation of Chair and Vice-Chair Positions

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

A motion was made by [Salcido](#) seconded by [Medina](#) to appoint Mr. Nick Wells from the City of Holtville as the Chairperson of the ICTC Management Committee for 2022. 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 | Yes |
| County of Imperial Salorio | Absent |
| County of Imperial Warren | Yes |
| City of Westmorland | Absent |
| Imperial Irrigation District | Absent |

Motion carried unanimously.

A motion was made by [Piedra](#) seconded by [Wells](#) to appoint Mr. Miguel Figueroa from the City of Calexico as the Vice-Chair of the ICTC Management Committee for 2022. 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 | Yes |
| County of Imperial Salorio | Absent |
| County of Imperial Warren | Yes |
| City of Westmorland | Absent |
| Imperial Irrigation District | Absent |

Motion carried unanimously.

- B. Imperial County Long Range Transportation Plan – Services Contract Award – Michael Baker International

Ms. Mendoza provided project background information and award process of the Imperial County Long Range Transportation Plan. A staff report is located on page 60 of the agenda.

It was 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 award of the Services Agreement for the Imperial County Long Range Transportation Plan – to Michael Baker International in the amount of \$299,827.83.

2. Authorize the Chairperson to sign the Services Agreement.

A motion was made by [Salcido](#) 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 | Yes |
| County of Imperial Salorio | Absent |
| County of Imperial Warren | Yes |
| City of Westmorland | Absent |
| Imperial Irrigation District | Absent |

Motion carried unanimously.

- C. Approving and execution of the Agreement between the Imperial County Transportation Commission (ICTC) and Nomad Transit, LLC (Via) for the implementation/operation of the Calexico Microtransit Service funded by the Clean Mobility Options (CMO) Voucher Pilot Program

Mr. Aguirre provided background information to the Calexico Microtransit project to the Committee. A staff letter is located on page 63 of the agenda.

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

1. Authorize the Chairman to sign the agreement between ICTC and Nomad Transit, LLC. (Via) in the amount of \$1,253,296 for a period of two years of service operations.

A motion was made by [Wells](#) seconded by [Morita](#). 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 | Yes |
| County of Imperial Salorio | Absent |
| County of Imperial Warren | Yes |
| City of Westmorland | Absent |
| Imperial Irrigation District | Absent |

Motion carried unanimously.

VIII. IVRMA ACTION CALENDAR

A. Extension of Lease between the Imperial Valley Landfill, Inc. and Imperial Valley Resource Management Agency

Ms. Villasenor presented this item to the Committee. A full staff report is on page 66 of the agenda.

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

1. Approve a new ten (10) year extension to the Lease Agreement with Imperial Valley Landfill, Inc. at a rate of one dollar (\$1.00) a year. Said lease extension would commence on January 26, 2022 and expire January 25, 2032.

A motion was made by [Morita](#) seconded by [Figueroa](#). 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 | Yes |
| County of Imperial Salorio | Absent |
| County of Imperial Warren | Yes |
| City of Westmorland | Absent |
| Imperial Irrigation District | Absent |

Motion carried unanimously.

B. Senate Bill (SB) 1383 Local Assistance Grant Program FY 2021–22 Grant Submittal Authorization

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

1. Authorize the Interim Executive Director or his designee to submit an SB 1383 Local Assistance FY 2021–22 Grant Application, execute all required documents and any amendments with CalRecycle as required.
2. Authorize the IVRMA Chairperson to sign the attached resolution.
3. Direct staff to forward the Grant Application and associated documentation to CalRecycle and any associated parties.

After an elaborate discussion by all agencies, it was decided that each agency would submit their own grant application and all other requirements of SB 1383. No further action was taken.

IX. The next meeting is scheduled for **February 9, 2022, at 10:30 a.m.** via Zoom Meeting.

X. **ADJOURNMENT**

- A. Meeting adjourned at 12:02 a.m.



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

TECHNICAL ADVISORY COMMITTEE

DRAFT MINUTES

December 16, 2021

Present:

Abraham Campos
Adriana Anguis
Veronica Atondo
Jesus Villegas
Lili Falomir
Joel Hamby
Frank Fiorenza

City of El Centro
City of Holtville
County of Imperial
City of Imperial
City of Calexico
City of Westmorland
Imperial Irrigation District

Others:

David Aguirre
Virginia Mendoza
Marlene Flores
Angela Delgadillo
David Salgado
Andres Miramontes
Angel Hernandez
Felix DeLeon
Andy Miramontes
Christian Rodriguez
Juan Manuel Cabrera
Marco Coronel
Lisa Tylenda
Ramiro Barajas
Rafael Reyes
Ben Guerrero
Alexander Araiza
Daniel Hernandez

ICTC
ICTC
ICTC
ICTC
SCAG
City of El Centro
City of El Centro
City of El Centro
City of El Centro
City of El Centro
City of Brawley
City of Imperial
City of Calexico
City of Westmorland
Caltrans
Caltrans
Caltrans
Caltrans

1. 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.
2. Adopted resolution authorizing remote teleconference meeting in accordance with Assembly Bill 361. ICTC requested a motion to adopt. (Anguis/Villegas). **Motion Carried.**
3. A *motion* was made to adopt the minutes for November 17, 2021 (Campos/Fiorenza) **Motion Carried.**
4. **Proposed Distribution plan for the COVID Relief Funds FY 2021-2022 Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)**
(Presented by: Virginia Mendoza and Marlene Flores)
 - The Imperial County Transportation Commission (ICTC) has received revenue information for the Coronavirus Response and relief Supplemental Appropriations Act (CRRSAA) Program by state at SCAG.
 - The CRRSAA Act of 2021 apportioned \$911.8 million to California. The Act allows states to cover revenue losses, which is important given that California's state-generated transportation revenues have declines by about \$ 1.5 billion due to the pandemic. Approximately \$842,000 is available for the Imperial County Region.
 - Virginia Mendoza explains the Proposed Distribution Plan options for the CRRSAA funds. She states that there are two options that can be discussed on how to handle the funds.
 - Ms. Mendoza further explains that the first option is the Population and Maintained Mileage Based Distribution Plan and the second option being the Flat Distribution for Jurisdictions with less than 10,000 population Plan.
 - The second option lets the smaller agencies, Holtville, Calipatria, and Westmorland, have the option of the distribution of \$50,000, rather than the first option that they would receive approximately \$25,000.
 - Veronica Atondo comments that it might not be worth the effort of using the Flat Distribution for Jurisdiction with less than \$10,000 population plan.
 - Joel Hamby agrees with Ms. Atondo' comment that it might not be worth the paperwork on that option. Perhaps, redistributing that money to the other cities might be a better option.
 - Ms. Mendoza mentioned that if they wish to use that option, where they wish to remove the smaller agencies, there will be a redistribution to the other cities.
 - Marlene Flores adds that the CRRSAA funds can be utilized for personal salaries, projects that include personal maintenance. There is not a lot of documentation being asked for this if there is a list being provided.
 - Ben Guerrero clarifies that these funds are being converted to state funds and these funds can be added to any existing project. There would not be any additional paperwork if the excel sheet was approved by CTC but would still need to submit the allocation request form. Furthermore, the agency would be able to get approved and invoice the amount of money that they were approved for.
 - Adriana Anguis shares that the City of Holtville has several projects needing the funding. Therefore, the second option, Flat Distribution for Jurisdictions with less than 10,000 population Plan, would be beneficial for the City of Holtville and worth the paperwork.
 - A *motion* was made to approve Option #2: Flat Distribution for Jurisdictions with less than 10,000 population Plan, with the caveat if the Cities of Westmorland, Holtville and Calipatria do not have projects to propose their amount would be equably distributed to the other agencies. **Motion Carried.**

5. Caltrans Updates / Announcements *(Presented by: Ben Guerrero):*

- As of November 29, 2021, the INACTIVE and Future Inactive list was updated. Action is not required, as no projects are at risk for inactivity now.
- CTC Schedule is updated. Please review and follow the deadlines.
- Notify Caltrans with any anticipated submittal date for a forthcoming inactive project invoice. FHWA now requires status updated quarterly.
- DBE Goal Methodology Mid- Year Adjustments- 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.
- January 31, 2022- Federal Fiscal Year (FFY) 21/22 Requests for Authorization Obligations are due.
- Obligation Authority funds for redistribution are dwindling faster than in prior years. All RFA details must be transmitted on LAPM Exhibit 3-A and use the newest version from May 2021.
- February 1, 2022- “Clean California” Local Grant Program Application Deadline!
- Caltrans will administer approximately \$296 million as a part of a two-year program to improve and beautify rights-of-way, tribal lands, parks, pathways, and transit centers to restore pride in public spaces. Local, regional, or tribal governments, as well as public transit agencies, are eligible to apply. Nonprofit organizations may be sub-applicants.
- The fourth online grant workshop will be at 1:30 to 3:30 Wednesday, December 15, 2021.
- At-Risk Preliminary Engineering (PE)- 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.
- Disadvantaged Business Enterprise (DBE) Update:
- Exhibit 9-F must accompany every invoice that involves payment to a DBE subcontractor.
- Disadvantaged Business Enterprise (DBE) Update:
- Exhibit 9-F must accompany every invoice that involves payment to a DBE subcontractor.
- <http://www.localassistanceblog.com/2021/10/06/annual-disadvantaged-business-enterprise-goal>
- Quality Assurance Program (QAP) approval expires in January 2022 for the City of Imperial.
- Subsidized Classes for Local Agencies are available to apply. Both the Federal Aid Series and Resident Engineers Academy courses fill-up quickly.
- The LPA should use the Floodplain Encroachment Location Hydraulic Study(LHS) Memo- No Significant Encroachment for low risk project types located within the floodplain: <https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/env/kelly-hobb-floodplains-clearance-memo-pdf>.

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

- **12th Annual Southern California Economic Summit:** On Thursday, Dec. 2, SCAG hosted the 12th annual Southern California Economic Summit virtually. The summit came at a time when the regional economy is still recovering from a time of unprecedented crisis. Civic and business leaders from across Southern California joined the discussion on how we can further our economic recovery and build strength and resilience in a post- COVID world.
- **SCAG 2021 Regional Briefing Book:** Released in conjunction with the 12th Annual Southern California Economic Summit, held virtually on Dec. 2, 2021, this year’s Regional Briefing Book provides an overview of the SCAG region economy today, as well as an

outlook for the counties. https://scag.ca.gov/sites/main/files/file-attachments/regional-briefing-book-2021_final.pdf?163820255

- **SCAG GO-Human:** SCAG was awarded a \$1.25 million grant from the California State Office of Traffic Safety (OTS) to fund ongoing work around regional active transportation safety. The GO Human programs provides marketing and promotional materials which can be tailored to meet the needs of participating agencies. The Go Human campaign launched in 2015 to reduce collisions, improve safety for people walking and biking and raise awareness of the importance of traffic safety.
- **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 complement SCAG’s ongoing efforts to support an Inclusive Economic Recovery and efforts supporting Racial Equity and Social Justice.
- **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 or SCAG and local jurisdictions to access data necessary for local general plan development trends, housing and economic growth, and sustainability conditions.
- **SCAG Housing Policy Leadership Academy:** With support from the State’s Regional Early Action Planning (REAP) grant program and to support the region’s efforts in response to recent state investments in planning to accelerate housing production and meet the goals of the Regional Housing Needs Allocation (RHNA), SCAG has developed a series of trainings that will support elected officials, advocates, and interested stakeholders in moving forward a pro-housing development agenda.
- **Go Human Kit of Parts:** David Salgado included a presentation that demonstrates some examples of the pop-up demonstration materials.

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 Marlene Flores, David Aguirre, and Virginia Mendoza

a. Transit Planning Updates

- ICTC is still operating under COVID-19 requirements those which include Free fares for Transit riders including Med Trans. The 90% of the ICTC improvement plans had just finished and were delivered to the City of Calexico.

b. Transportation Planning Updates

1. **Imperial County Long Range Transportation Plan (LRTP) Request for Proposals (RFP)-** ICTC is conducting an RFP process to prepare a full update of the Imperial County LRTP. Request for Proposals were due on November 19, 2021. On December 2, 2021, an LRTP evaluation committee reviewed the proposals. The evaluation committee consisted of technical staff from the IID, the Cities of Calexico and El Centro, and Caltrans.
2. **Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality Program (CMAQ) 2022 Call for Projects-FFY 22/23 to FFY 24/25-** The STBG and CMAQ Call for Projects began on November 18, 2021. The approved 2022 CMAQ & STBG Guidelines are posted on the ICTC website. Applications are due by 5:00pm on Friday, February 25, 2022, to ICTC at 1503 N. Imperial Ave., Suite 104, El Centro,

CA 92243. For additional information, please contact Marlene Flores at (760) 592-4494 or at marleneflores@imperialctc.org

3. **Regional Active Transportation Plan Project Prioritization-** There has been a draft developed for each of the cities. There is a map available to all the cities that will be provided.
4. **FY 2020-21 Programmed Project Obligation Updates**
 - Federal and State project list was presented. The list is a list of projects that reflects projects that have funding in FFY 21/22.

9. General Discussion / New Business

Virginia Mendoza shared information about the 2022 Sustainability Awards. Applications are due to SCAG Thursday, January 13, 2022. Nominations will be accepted for the following award categories, Active, Healthy and Safe Communities, Clean Cities: Alternative Fuels and Infrastructure, Efficient and Sustainable Land Use, Equity, Green Region Initiative: Resource Conservative and Climate Action, and House Innovation.

Next TAC meeting will be January 27, 2022, via Zoom

10. Meeting adjourned at 11:47 a.m.



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SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL

DRAFT MINUTES

January 5, 2022

Present

Voting Attendees:

| | |
|------------------|----------------------------|
| Ted Ceasar | Consumer |
| Mitzi Perez | ARC-IV |
| Karen Teran | Access to Independence |
| Sarah Enz | Area Agency on Aging (AAA) |
| 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. Ms. Enz called the meeting to order at 10:10 a.m. **No quorum was present.** Introductions were made.
 - Hybrid meeting. There was no quorum to pass a motion on the remote resolution to continue the meeting. All agenda items were postponed to the following meeting which will be held Wednesday, February 2, 2022.

V. CONSENT CALENDAR

C. Imperial County Transportation Commission (ICTC) resolution for Federal Fiscal Year (FFY) 2022/2023-2027/2028 Federal Transportation Improvement Program

1. Authorize the Chairperson to sign the resolution that certifies funding has been identified for the projects in the FFY 2022/2023-2027/2028 FTIP and affirms our commitment to implement all projects in the program.



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February 18, 2022

Rosie Arreola-Fernandez, Chair
Imperial County Transportation Commission
1503 N. Imperial Ave., Suite 104
El Centro, CA 92243

SUBJECT: Imperial County Transportation Commission (ICTC) resolution for Federal Fiscal Year (FFY) 2022/2023 – 2027/2028 Federal Transportation Improvement Program

Dear Commission Members:

The Imperial County Transportation Commission has submitted its portion of the Federal Transportation Improvement Program (FTIP) for inclusion into the Southern California Association of Governments (SCAG) 2023 FTIP. The program has been prepared in accordance with State and Federal requirements. Every effort was made to contact local agencies to allow them the opportunity to update the status of all projects on the attached list.

Attached is a resolution that establishes our commitment to implement all listed projects in the FTIP in partnership with member agencies and Caltrans. Commitment is based on the assumption that funding sources/revenue remain stable and consistent.

The ICTC Technical Advisory Committee met on February 3, 2022. The Management Committee met on February 9, 2022, and forward this item to the Commission for their review and approval after public comment, if any:

1. Authorize the Chairman to sign the resolution that certifies funding has been identified for the projects in the FFY 2022/2023 - 2027/2028 FTIP and affirms our commitment to implement all projects in the program.

Sincerely,

A handwritten signature in blue ink, appearing to read 'D. Aguirre', is placed above the printed name.

David Aguirre
Interim Executive Director

DA/vm/mf

Attachment

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

RESOLUTION NO. XXXXX-XX

**A RESOLUTION OF THE IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC)
WHICH CERTIFIES THAT ICTC HAS THE RESOURCES TO FUND THE PROJECTS IN
THE FFY 2022/23 – 2027/28 TRANSPORTATION IMPROVEMENT PROGRAM AND
AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS AND PHASES AS
APPLICABLE IN THE PROGRAM**

WHEREAS, Imperial County is located within the metropolitan planning boundaries of the Southern California Association of Governments; and

WHEREAS, the Infrastructure Investment & Jobs Act (IIJA) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, the IIJA also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the ICTC is the agency responsible for short-range capital and service planning and programming for the Imperial County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the ICTC is responsible for the development of the Imperial County Transportation Improvement Program, including all projects utilizing federal and state highway/road and transit funds; and

WHEREAS, the ICTC must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, the ICTC has adopted the FFY 2022/23-2027/28 Imperial County Transportation Improvement Program with funding for FFY 2022/23 and 2023/24 available and committed, and reasonably expected to be available for FFY 2024/25 through 2025/26

NOW, THEREFORE, BE IT RESOLVED by the ICTC that it affirms its continuing commitment to the projects in the FFY 2022/23-2027/28 Imperial County Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED, that the FFY 2022/23-2027/28 Imperial County TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably expected to be made available to carry out the Program in years three and four, and certifies that:

1. Projects in the FFY 2022/23-2027/28 ICTC TIP are consistent with the proposed 2022 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in March 2022; and
2. All the projects in the Imperial County TIP have complete funding identified in the Program.

3. ICTC has the funding capacity in its county Surface Transportation Block Grant (STBG) Program and Congestion Mitigation and Air Quality (CMAQ) Program allocation to fund all of the projects in the FFY 2022/23-2027/28 Imperial County TIP; and
4. The local match for projects funded with federal STBG and CMAQ program funds is identified in the TIP.
5. All the Federal Transit Administration funded projects are programmed within the IIJA Guaranteed Funding levels.

PASSED, APPROVED AND ADOPTED by ICTC, in Imperial County, California, this ____ day of _____, _____.

By: _____
Chairperson

ATTEST:

By:

CRISTI LERMA
Secretary to the Commission

2023 Federal Transportation Improvement Program
ALL 23TIP TIP ACTIONS
Imperial County Transportation Commission (ICTC)
Project Listings
(in \$000's)

| FTIP ID | LEAD AGENCY | | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|---|-------------|---------------------------|-----------------------|------------------|---|-------------------------|
| IMP160407 | BRAWLEY | | Imperial | EXEMPT - 93.126 | \$1,008 | 30-DEC-21 |
| RTP ID | SYSTEM | PHASE | | MODELING | AIR BASIN | FTIP AMENDMENT |
| 7120001 | Local | Contract/Project Complete | | NO | SSAB | 23-00 |
| PRIMARY PROGRAM CODE | | | PROJECT LIMITS | | | |
| NCR31 - ROAD REPLC & REHAB (NO LN ADD) | | | | | | |
| DESCRIPTION | | | CURRENT CHANGE REASON | | | |
| Paving of dirt road Wildcat Drive from S. Western Avenue to S. First Street | | | Complete project | | Total project cost stays the same \$1,008 | |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|-------------|---------|-------|-------|-------|-------|-------|-------|--------|---------|
| PE | AGENCY | \$24 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$24 |
| PE | CMAQ | \$184 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$184 |
| CON | AGENCY | \$92 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$92 |
| CON | CMAQ | \$708 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$708 |
| TOTAL | TOTAL | \$1,008 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,008 |

| FTIP ID | LEAD AGENCY | | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|--|-------------|--|-----------------------|------------------|---|-------------------------|
| IMP190701 | BRAWLEY | | Imperial | EXEMPT - 93.126 | \$1,100 | 22-JUL-22 |
| RTP ID | SYSTEM | PHASE | | MODELING | AIR BASIN | FTIP AMENDMENT |
| 7120004 | Local | Environmental Document/Pre-Design Phase (PAED) | | NO | SSAB | 23-00 |
| PRIMARY PROGRAM CODE | | | PROJECT LIMITS | | | |
| NCN27 - PEDESTRIAN FACILITIES-NEW | | | | | | |
| DESCRIPTION | | | CURRENT CHANGE REASON | | | |
| Pedestrian and street improvements (paving of dirt road) on Legion Street between State Route 86 and Western Avenue. | | | Carry over from 21TIP | | Total project cost stays the same \$1,100 | |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|-------------|---------|-------|-------|-------|-------|-------|-------|--------|---------|
| PE | AGENCY | \$23 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$23 |
| PE | CMAQ | \$177 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$177 |
| CON | AGENCY | \$103 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$103 |
| CON | CMAQ | \$797 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$797 |
| TOTAL | TOTAL | \$1,100 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,100 |

| FTIP ID | LEAD AGENCY | | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|---|-------------|------------------------|-----------------------|------------------|---|-------------------------|
| IMP190702 | BRAWLEY | | Imperial | EXEMPT - 93.126 | \$1,086 | 22-JUL-22 |
| RTP ID | SYSTEM | PHASE | | MODELING | AIR BASIN | FTIP AMENDMENT |
| 7120001 | Local | Contract/Project Award | | NO | SSAB | 23-00 |
| PRIMARY PROGRAM CODE | | | PROJECT LIMITS | | | |
| NCR31 - ROAD REPLC & REHAB (NO LN ADD) | | | | | | |
| DESCRIPTION | | | CURRENT CHANGE REASON | | | |
| Construct street improvements (paving of dirt road) along Western Avenue between Legion street and Wildcat Drive. | | | Carry over from 21TIP | | Total project cost stays the same \$1,086 | |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|-------------|---------|-------|-------|-------|-------|-------|-------|--------|---------|
| PE | AGENCY | \$23 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$23 |
| PE | CMAQ | \$177 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$177 |
| CON | AGENCY | \$102 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$102 |
| CON | CMAQ | \$784 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$784 |
| TOTAL | TOTAL | \$1,086 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,086 |

2023 Federal Transportation Improvement Program
ALL 23TIP TIP ACTIONS
Imperial County Transportation Commission (ICTC)
Project Listings
(in \$000's)

| FTIP ID | LEAD AGENCY | | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|-----------|-------------|--|----------|------------------|--------------|-------------------------|
| IMP190708 | BRAWLEY | | Imperial | EXEMPT - 93.126 | \$701 | 17-DEC-21 |
| RTP ID | SYSTEM | PHASE | | MODELING | AIR BASIN | FTIP AMENDMENT |
| 7120001 | Local | Project open for use but landscaping/Other still pending | | NO | SSAB | 23-00 |

| PRIMARY PROGRAM CODE | PROJECT LIMITS |
|--|----------------|
| NCR31 - ROAD REPLC & REHAB (NO LN ADD) | |

| DESCRIPTION | CURRENT CHANGE REASON |
|---|---|
| Street improvements (repavement) along Legion street from East of Kelley Avenue to West deflection point near west City Limits. | Carry over from 21TIP <i>Total project cost stays the same \$701</i> |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|---------------------------------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| CON | AGENCY | \$81 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$81 |
| CON | SURFACE TRANS BLK GRNT LOCAL | \$620 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$620 |
| TOTAL | TOTAL | \$701 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$701 |

| FTIP ID | LEAD AGENCY | | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|-----------|-------------|--|----------|------------------|--------------|-------------------------|
| IMP190709 | BRAWLEY | | Imperial | EXEMPT - 93.126 | \$478 | 23-JUL-22 |
| RTP ID | SYSTEM | PHASE | | MODELING | AIR BASIN | FTIP AMENDMENT |
| 7120001 | Local | Environmental Document/Pre-Design Phase (PAED) | | NO | SSAB | 23-00 |

| PRIMARY PROGRAM CODE | PROJECT LIMITS |
|--|----------------|
| NCR31 - ROAD REPLC & REHAB (NO LN ADD) | |

| DESCRIPTION | CURRENT CHANGE REASON |
|---|---|
| Street Improvement (repavement) along K street from Highway 86 to 8th street. | Carry over from 21TIP <i>Total project cost stays the same \$478</i> |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|---------------------------------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| PE | AGENCY | \$8 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$8 |
| PE | SURFACE TRANS BLK GRNT LOCAL | \$52 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$52 |
| CON | AGENCY | \$48 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$48 |
| CON | SURFACE TRANS BLK GRNT LOCAL | \$370 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$370 |
| TOTAL | TOTAL | \$478 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$478 |

| FTIP ID | LEAD AGENCY | | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|-----------|-------------|---------------------|----------|------------------|--------------|-------------------------|
| IMP210601 | BRAWLEY | | Imperial | EXEMPT - 93.126 | \$3,342 | 30-AUG-24 |
| RTP ID | SYSTEM | PHASE | | MODELING | AIR BASIN | FTIP AMENDMENT |
| 7120001 | Local | No Project Activity | | | SSAB | 23-00 |

| PRIMARY PROGRAM CODE | PROJECT LIMITS |
|--|----------------|
| NCR31 - ROAD REPLC & REHAB (NO LN ADD) | |
| From First Street to 9th Street | |

| DESCRIPTION | CURRENT CHANGE REASON |
|--|---|
| Roadway Surface Improvements on Main Street from First Street to 9th Street. | Carry over from 21TIP <i>Total project cost stays the same \$3,342</i> |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|-----------------------------|-------|---------|-------|-------|-------|-------|-------|--------|---------|
| CON | 2020 EARMARK REPURPOSING | \$0 | \$2,674 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,674 |
| CON | AGENCY | \$0 | \$668 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$668 |
| TOTAL | TOTAL | \$0 | \$3,342 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,342 |

2023 Federal Transportation Improvement Program
ALL 23TIP TIP ACTIONS
Imperial County Transportation Commission (ICTC)
Project Listings
(in \$000's)

| FTIP ID | LEAD AGENCY | | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|--|-------------|--|-----------------------|------------------|---|-------------------------|
| IMP090701 | CALEXICO | | Imperial | EXEMPT - 93.126 | \$4,000 | 30-DEC-22 |
| RTP ID | SYSTEM | PHASE | | MODELING | AIR BASIN | FTIP AMENDMENT |
| 7120004 | Local | Construction/Project Implementation begins | | NO | SSAB | 23-00 |
| PRIMARY PROGRAM CODE | | | PROJECT LIMITS | | | |
| NCN25 - BICYCLE & PEDESTRAIN FACILITIES-NEW | | | | | | |
| DESCRIPTION | | | CURRENT CHANGE REASON | | | |
| Develop Bicycle Paths and Public Park Space Adjacent to the New River, Calexico (HPP TEA-LU Project #3092) | | | Carry over from 21TIP | | Total project cost stays the same \$4,000 | |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|---------------------|---------|-------|-------|-------|-------|-------|-------|--------|---------|
| PE | DEMO-SAFETEA-LU | \$1,600 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,600 |
| PE | STATE LOCAL PARTNER | \$400 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$400 |
| CON | DEMO-SAFETEA-LU | \$1,600 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,600 |
| CON | STATE LOCAL PARTNER | \$400 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$400 |
| TOTAL | TOTAL | \$4,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,000 |

| FTIP ID | LEAD AGENCY | | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|--|-------------|-----------------|-----------------------------------|------------------|---|-------------------------|
| IMP191001 | CALEXICO | | Imperial | EXEMPT - 93.126 | \$524 | 23-JUL-24 |
| RTP ID | SYSTEM | PHASE | MODELING | | AIR BASIN | FTIP AMENDMENT |
| 7120001 | Local | ROW Acquisition | | | SSAB | 23-00 |
| PRIMARY PROGRAM CODE | | | PROJECT LIMITS | | | |
| NCR31 - ROAD REPLC & REHAB (NO LN ADD) | | | From Scaroni Blvd to Portico Blvd | | | |
| DESCRIPTION | | | CURRENT CHANGE REASON | | | |
| Weakley Street Improvements between Scaroni Blvd. and Portico Blvd. (paving of dirt road). | | | Carry over from 21TIP | | Total project cost stays the same \$524 | |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|-------------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| PE | AGENCY | \$2 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2 |
| PE | CMAQ | \$18 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$18 |
| ROW | AGENCY | \$18 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$18 |
| ROW | CMAQ | \$155 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$155 |
| CON | AGENCY | \$40 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$40 |
| CON | CMAQ | \$291 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$291 |
| TOTAL | TOTAL | \$524 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$524 |

| FTIP ID | LEAD AGENCY | | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|---|-------------|---------------------------|----------------|---|--------------|-------------------------|
| IMP160402 | CALIPATRIA | | Imperial | EXEMPT - 93.126 | \$1,233 | 31-DEC-21 |
| RTP ID | SYSTEM | PHASE | | MODELING | AIR BASIN | FTIP AMENDMENT |
| 7120004 | Local | Contract/Project Complete | | NO | SSAB | 23-00 |
| PRIMARY PROGRAM CODE | | | PROJECT LIMITS | | | |
| NCR31 - ROAD REPLC & REHAB (NO LN ADD) | | | | | | |
| DESCRIPTION | | CURRENT CHANGE REASON | | | | |
| Roadway and Pedestrian improvements on North Brown from East Alamo Street to Delta Street | | Complete project | | Total project cost stays the same \$1,233 | | |

| 2023 Federal Transportation Improvement Program ALL 23TIP TIP ACTIONS Imperial County Transportation Commission (ICTC) Project Listings (in \$000's) | | | | | | | | | | |
|--|-------------|---------|-------|-------|-------|-------|-------|-------|--------|---------|
| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
| PE | AGENCY | \$11 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$11 |
| PE | CMAQ | \$29 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$29 |
| PE | STP LOCAL | \$53 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$53 |
| ROW | AGENCY | \$6 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6 |
| ROW | CMAQ | \$25 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$25 |
| ROW | STP LOCAL | \$26 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$26 |
| CON | AGENCY | \$125 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$125 |
| CON | CMAQ | \$269 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$269 |
| CON | STP LOCAL | \$689 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$689 |
| TOTAL | TOTAL | \$1,233 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,233 |

| FTIP ID | LEAD AGENCY | | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|--|-------------|---------------------------|-----------------------|------------------|---|-------------------------|
| IMP190703 | CALIPATRIA | | Imperial | EXEMPT - 93.126 | \$597 | 31-DEC-21 |
| RTP ID | SYSTEM | PHASE | | MODELING | AIR BASIN | FTIP AMENDMENT |
| 7020004 | Local | Contract/Project Complete | | NO | SSAB | 23-00 |
| PRIMARY PROGRAM CODE | | | PROJECT LIMITS | | | |
| NCR31 - ROAD REPLC & REHAB (NO LN ADD) | | | | | | |
| DESCRIPTION | | | CURRENT CHANGE REASON | | | |
| Date Street Roadway and Pedestrian improvements from Highway 111/Sorenson Avenue to Railroad Avenue. | | | Complete project | | Total project cost stays the same \$597 | |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|------------------------------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| CON | AGENCY | \$69 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$69 |
| CON | CMAQ | \$401 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$401 |
| CON | SURFACE TRANS BLK GRNT LOCAL | \$127 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$127 |
| TOTAL | TOTAL | \$597 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$597 |

| FTIP ID | LEAD AGENCY | | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|---|-------------|------------------------|-----------------------|------------------|--|-------------------------|
| IMPL519 | CALTRANS | | Imperial | EXEMPT - 93.126 | \$18,916 | 08-MAY-23 |
| RTP ID | SYSTEM | PHASE | | MODELING | AIR BASIN | FTIP AMENDMENT |
| REG0701 | Local | Contract/Project Award | | NO | SSAB | 23-00 |
| PRIMARY PROGRAM CODE | | | PROJECT LIMITS | | | |
| NCR36 - BRIDGE RESTORATION & REPLC (NO LN ADD) | | | | | | |
| DESCRIPTION | | | CURRENT CHANGE REASON | | | |
| Grouped Projects for Bridge Rehabilitation and Reconstruction - SHOPP Program. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes). | | | Carry over from 21TIP | | Total project cost stays the same \$18,916 | |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|------------------------------|----------|-------|-------|-------|-------|-------|-------|--------|----------|
| CON | SHOPP - ADVANCE CONSTRUCTION | \$18,916 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$18,916 |
| TOTAL | TOTAL | \$18,916 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$18,916 |

| FTIP ID | LEAD AGENCY | | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|--|-------------|---------------------------|-----------------------|------------------|---|-------------------------|
| IMP160409 | EL CENTRO | | Imperial | EXEMPT - 93.126 | \$351 | 30-JUN-20 |
| RTP ID | SYSTEM | PHASE | | MODELING | AIR BASIN | FTIP AMENDMENT |
| 7120001 | Local | Contract/Project Complete | | NO | SSAB | 23-00 |
| PRIMARY PROGRAM CODE | | | PROJECT LIMITS | | | |
| ITS02 - SIGNAL SYNCHRONIZATION | | | | | | |
| DESCRIPTION | | | CURRENT CHANGE REASON | | | |
| Interconnect existing signal lights along Dogwood Avenue and Danenberg Avenue to the El Centro's master computer to permit for synchronization | | | Complete project | | Total project cost stays the same \$351 | |

2023 Federal Transportation Improvement Program
ALL 23TIP TIP ACTIONS
Imperial County Transportation Commission (ICTC)
Project Listings
(in \$000's)

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|-------------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| PE | AGENCY | \$5 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5 |
| PE | CMAQ | \$35 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$35 |
| CON | AGENCY | \$36 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$36 |
| CON | CMAQ | \$275 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$275 |
| TOTAL | TOTAL | \$351 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$351 |

| FTIP ID | LEAD AGENCY | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|-----------|-------------|----------|------------------|--------------|-------------------------|
| IMP160901 | EL CENTRO | Imperial | NON-EXEMPT | \$6,937 | 31-DEC-26 |

| RTP ID | SYSTEM | PHASE | MODELING | AIR BASIN | FTIP AMENDMENT |
|----------|--------|------------------------|----------|-----------|----------------|
| 1161L001 | Local | Contract/Project Award | YES | SSAB | 23-00 |

| PRIMARY PROGRAM CODE | PROJECT LIMITS |
|---|-------------------------|
| CAX66 - NEW CONNECTNS/CROSS TRAFFIC IMP: RS | From I-8 to Wake Avenue |

| DESCRIPTION | CURRENT CHANGE REASON |
|---|---|
| Imperial Avenue Extension South - new roadway from I-8 to McCabe Road. Phase 1 includes 4 new lanes on Imperial Avenue from I-8 to Wake Avenue; and 2 new lanes on Wake Avenue from Imperial Avenue to Cypress Drive. | Carry over from 21TIP <i>Total project cost stays the same \$6,937</i> |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|----------------|---------|-------|-------|-------|-------|-------|-------|--------|---------|
| PE | AGENCY | \$490 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$490 |
| ROW | AGENCY | \$374 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$374 |
| ROW | STP LOCAL | \$2,876 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,876 |
| CON | AGENCY | \$2,374 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,374 |
| CON | HIGHWAY | \$823 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$823 |
| | INFRASTRUCTURE | | | | | | | | | |
| TOTAL | TOTAL | \$6,937 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,937 |

| FTIP ID | LEAD AGENCY | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|-----------|-------------|----------|------------------|--------------|-------------------------|
| IMP190704 | EL CENTRO | Imperial | NON-EXEMPT | \$443 | 01-DEC-22 |

| RTP ID | SYSTEM | PHASE | MODELING | AIR BASIN | FTIP AMENDMENT |
|---------|--------|------------------------|----------|-----------|----------------|
| 7120001 | Local | Contract/Project Award | YES | SSAB | 23-00 |

| PRIMARY PROGRAM CODE | PROJECT LIMITS |
|--------------------------------|------------------------------------|
| ITS02 - SIGNAL SYNCHRONIZATION | From Dogwood Avenue to Plaza Drive |

| DESCRIPTION | CURRENT CHANGE REASON |
|--|---|
| Interconnect and synchronize existing interconnected signal lights along Dogwood Avenue and along 8th street to the City of El Centro's master computer. | Carry over from 21TIP <i>Total project cost stays the same \$443</i> |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|-------------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| PE | AGENCY | \$7 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$7 |
| PE | CMAQ | \$48 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$48 |
| CON | AGENCY | \$45 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$45 |
| CON | CMAQ | \$343 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$343 |
| TOTAL | TOTAL | \$443 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$443 |

| FTIP ID | LEAD AGENCY | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|-----------|-------------|----------|------------------|--------------|-------------------------|
| IMP190710 | EL CENTRO | Imperial | NON-EXEMPT | \$3,293 | 31-DEC-25 |

| RTP ID | SYSTEM | PHASE | MODELING | AIR BASIN | FTIP AMENDMENT |
|----------|--------|---------------------|----------|-----------|----------------|
| 1161L001 | Local | Bid/Advertise Phase | YES | SSAB | 23-00 |

| PRIMARY PROGRAM CODE | PROJECT LIMITS |
|---------------------------------------|-------------------------------------|
| CAX67 - NEW HIGHWAY (NO HOV LANE): RS | From Wake Avenue to Danenberg Drive |

| DESCRIPTION | CURRENT CHANGE REASON |
|--|---|
| Imperial Avenue Extension South - new roadway from I-8 to McCabe Road. Phase 2 includes 2 lanes on Imperial Avenue from Wake Avenue to Danenberg Drive; and 2 new lanes on Danenberg Drive from the westerly extension of Danenberg Drive towards Imperial Avenue. | Carry over from 21TIP <i>Total project cost stays the same \$3,293</i> |

2023 Federal Transportation Improvement Program
ALL 23TIP TIP ACTIONS
Imperial County Transportation Commission (ICTC)
Project Listings
(in \$000's)

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|---------------------------------|---------|-------|-------|-------|-------|-------|-------|--------|---------|
| CON | AGENCY | \$378 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$378 |
| CON | SURFACE TRANS BLK GRNT LOCAL | \$2,915 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,915 |
| TOTAL | TOTAL | \$3,293 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,293 |

| FTIP ID | LEAD AGENCY | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|-----------|-------------|----------|------------------|--------------|-------------------------|
| IMP160403 | HOLTVILLE | Imperial | EXEMPT - 93.126 | \$633 | 31-DEC-18 |

| RTP ID | SYSTEM | PHASE | MODELING | AIR BASIN | FTIP AMENDMENT |
|---------|--------|--|----------|-----------|----------------|
| 7120001 | Local | Engineering/Plans, Specifications and Estimates (PS&E) | NO | SSAB | 23-00 |

| PRIMARY PROGRAM CODE | PROJECT LIMITS |
|----------------------|----------------|
|----------------------|----------------|

NCR31 - ROAD REPLC & REHAB (NO LN ADD)

| DESCRIPTION | CURRENT CHANGE REASON |
|-------------|-----------------------|
|-------------|-----------------------|

| | | |
|---|-----------------------|---|
| The undergrounding of a raw water lateral and the construction of curb, gutter, sidewalk, and full width pavements on 9th Street from Palm Avenue to Olive Avenue | Carry over from 19TIP | Total project cost stays the same \$633 |
|---|-----------------------|---|

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|-------------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| ROW | AGENCY | \$28 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$28 |
| ROW | STP LOCAL | \$217 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$217 |
| CON | AGENCY | \$45 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$45 |
| CON | CMAQ | \$127 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$127 |
| CON | STP LOCAL | \$216 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$216 |
| TOTAL | TOTAL | \$633 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$633 |

| FTIP ID | LEAD AGENCY | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|-----------|-------------|----------|------------------|--------------|-------------------------|
| IMP160404 | HOLTVILLE | Imperial | EXEMPT - 93.126 | \$682 | 30-DEC-21 |

| RTP ID | SYSTEM | PHASE | MODELING | AIR BASIN | FTIP AMENDMENT |
|---------|--------|--|----------|-----------|----------------|
| 7120001 | Local | Project open for use but landscaping/Other still pending | NO | SSAB | 23-00 |

| PRIMARY PROGRAM CODE | PROJECT LIMITS |
|----------------------|----------------|
|----------------------|----------------|

NCR31 - ROAD REPLC & REHAB (NO LN ADD)

| DESCRIPTION | CURRENT CHANGE REASON |
|-------------|-----------------------|
|-------------|-----------------------|

| | | |
|---|-----------------------|---|
| Sixth Street pavement improvements between Holt Avenue and Melon Avenue | Carry over from 19TIP | Total project cost stays the same \$682 |
|---|-----------------------|---|

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|-----------------------------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| CON | 2016 EARMARK REPURPOSING | \$18 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$18 |
| CON | AGENCY | \$80 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$80 |
| CON | STP LOCAL | \$584 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$584 |
| TOTAL | TOTAL | \$682 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$682 |

| FTIP ID | LEAD AGENCY | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|-----------|-------------|----------|------------------|--------------|-------------------------|
| IMP190705 | HOLTVILLE | Imperial | EXEMPT - 93.126 | \$238 | 29-APR-22 |

| RTP ID | SYSTEM | PHASE | MODELING | AIR BASIN | FTIP AMENDMENT |
|---------|--------|--|----------|-----------|----------------|
| 7120004 | Local | Construction/Project Implementation begins | NO | SSAB | 23-00 |

| PRIMARY PROGRAM CODE | PROJECT LIMITS |
|----------------------|----------------|
|----------------------|----------------|

NCN27 - PEDESTRIAN FACILITIES-NEW

| DESCRIPTION | CURRENT CHANGE REASON |
|-------------|-----------------------|
|-------------|-----------------------|

| | | |
|---|-----------------------|---|
| Cedar Avenue sidewalk improvements from 4th street to 5th street. | Carry over from 21TIP | Total project cost stays the same \$238 |
|---|-----------------------|---|

2023 Federal Transportation Improvement Program
ALL 23TIP TIP ACTIONS
Imperial County Transportation Commission (ICTC)
Project Listings
(in \$000's)

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|-------------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| PE | AGENCY | \$3 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3 |
| PE | CMAQ | \$17 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$17 |
| CON | AGENCY | \$25 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$25 |
| CON | CMAQ | \$193 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$193 |
| TOTAL | TOTAL | \$238 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$238 |

| FTIP ID | LEAD AGENCY | | COUNTY | CONFORM CATEGORY | | PROJECT COST | PROJECT COMPLETION DATE |
|--|-------------|---------------------------|-----------------------|---|-----------|----------------|-------------------------|
| IMP190706 | HOLTVILLE | | Imperial | EXEMPT - 93.126 | | \$374 | 31-DEC-21 |
| RTP ID | SYSTEM | PHASE | MODELING | | AIR BASIN | FTIP AMENDMENT | |
| 7120004 | Local | Contract/Project Complete | NO | | SSAB | 23-00 | |
| PRIMARY PROGRAM CODE | | | PROJECT LIMITS | | | | |
| NCN27 - PEDESTRIAN FACILITIES-NEW | | | | | | | |
| DESCRIPTION | | | CURRENT CHANGE REASON | | | | |
| 9th street sidewalk improvements from Beale to Oak Avenue. | | Carry over from 21TIP | | Total project cost stays the same \$374 | | | |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|-------------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| CON | AGENCY | \$43 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$43 |
| CON | CMAQ | \$331 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$331 |
| TOTAL | TOTAL | \$374 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$374 |

| FTIP ID | LEAD AGENCY | | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|--|-------------|--|-----------------------|------------------|---|-------------------------|
| IMP190711 | HOLTVILLE | | Imperial | EXEMPT - 93.126 | \$448 | 31-DEC-21 |
| RTP ID | SYSTEM | PHASE | MODELING | | AIR BASIN | FTIP AMENDMENT |
| 7120001 | Local | Construction/Implementation Complete, Project Open for Use | | NO | SSAB | 23-00 |
| PRIMARY PROGRAM CODE | | | PROJECT LIMITS | | | |
| NCR31 - ROAD REPLC & REHAB (NO LN ADD) | | | | | | |
| DESCRIPTION | | | CURRENT CHANGE REASON | | | |
| Orchard Road improvements from Alamo River Bridge to 4th Street. | | | Carry over from 21TIP | | Total project cost stays the same \$448 | |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|---------------------------------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| CON | AGENCY | \$52 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$52 |
| CON | SURFACE TRANS BLK GRNT LOCAL | \$396 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$396 |
| TOTAL | TOTAL | \$448 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$448 |

| FTIP ID | LEAD AGENCY | | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|--|---------------|--|-----------------------|------------------|---|-------------------------|
| IMP190301 | IMPERIAL CITY | | Imperial | EXEMPT - 93.126 | \$3,022 | 31-DEC-22 |
| RTP ID | SYSTEM | PHASE | MODELING | | AIR BASIN | FTIP AMENDMENT |
| 7120001 | Local | Construction/Project Implementation begins | NO | | SSAB | 23-00 |
| PRIMARY PROGRAM CODE | | | PROJECT LIMITS | | | |
| NCR31 - ROAD REPLC & REHAB (NO LN ADD) | | | | | | |
| DESCRIPTION | | | CURRENT CHANGE REASON | | | |
| 2nd Street Rehabilitation & Reconstruction from Old SR-86 to P Street. | | | Carry over from 21TIP | | Total project cost stays the same \$3,022 | |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|---------------------------------|---------|-------|-------|-------|-------|-------|-------|--------|---------|
| CON | AGENCY | \$1,181 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,181 |
| CON | SURFACE TRANS BLK GRNT LOCAL | \$1,841 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,841 |
| TOTAL | TOTAL | \$3,022 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,022 |

2023 Federal Transportation Improvement Program
ALL 23TIP TIP ACTIONS
Imperial County Transportation Commission (ICTC)
Project Listings
(in \$000's)

| FTIP ID | | LEAD AGENCY | | COUNTY | CONFORM CATEGORY | | PROJECT COST | PROJECT COMPLETION DATE | |
|--|--------|---------------------------|--|-----------------------|------------------|---|--------------|-------------------------|--|
| IMP190707 | | IMPERIAL CITY | | Imperial | EXEMPT - 93.126 | | \$488 | 31-DEC-21 | |
| RTP ID | SYSTEM | PHASE | | | | MODELING | AIR BASIN | FTIP AMENDMENT | |
| 7120004 | Local | Contract/Project Complete | | | | NO | SSAB | 23-00 | |
| PRIMARY PROGRAM CODE | | | | PROJECT LIMITS | | | | | |
| NCN26 - BICYCLE FACILITY-NEW | | | | | | | | | |
| DESCRIPTION | | | | CURRENT CHANGE REASON | | | | | |
| Class I & Class II Bike Facility along the North side of Aten Blvd. from Dogwood Road to Puerto Vallarta Avenue. | | | | Complete project | | Total project cost stays the same \$488 | | | |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|-------------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| CON | AGENCY | \$56 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$56 |
| CON | CMAQ | \$432 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$432 |
| TOTAL | TOTAL | \$488 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$488 |

| FTIP ID | | LEAD AGENCY | | COUNTY | CONFORM CATEGORY | | PROJECT COST | PROJECT COMPLETION DATE |
|--|--------|--|--|--------------------------------------|------------------|--|--------------|-------------------------|
| IMP190712 | | IMPERIAL CITY | | Imperial | NON-EXEMPT | | \$2,445 | 30-JUN-22 |
| RTP ID | SYSTEM | PHASE | | | | MODELING | AIR BASIN | FTIP AMENDMENT |
| 7120001 | Local | Environmental Document/Pre-Design Phase (PAED) | | | | YES | SSAB | 23-00 |
| PRIMARY PROGRAM CODE | | | | PROJECT LIMITS | | | | |
| CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S (NO HOV LANES): RS | | | | From Aten Boulevard to Treshill Road | | | | |
| DESCRIPTION | | | | CURRENT CHANGE REASON | | | | |
| La Brucherie Road Widening from 2 lanes to 4 lanes from Aten Blvd. to Treshill Road. | | | | Carry over from 21TIP | | STBG-L ► Delete funds in FY 20/21 in Total project cost stays the same \$2,445 | | |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|-------------|---------|-------|-------|-------|-------|-------|-------|--------|---------|
| CON | AGENCY | \$2,445 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,445 |
| TOTAL | TOTAL | \$2,445 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,445 |

| FTIP ID | | LEAD AGENCY | | COUNTY | CONFORM CATEGORY | | PROJECT COST | PROJECT COMPLETION DATE | |
|--|--------|---------------------------|-----------------------|----------------|------------------|---|--------------|-------------------------|--|
| IMP161002 | | IMPERIAL COUNTY | | Imperial | EXEMPT - 93.126 | | \$1,017 | 31-DEC-21 | |
| RTP ID | SYSTEM | PHASE | | | | MODELING | AIR BASIN | FTIP AMENDMENT | |
| 7120001 | Local | Contract/Project Complete | | | | NO | SSAB | 23-00 | |
| PRIMARY PROGRAM CODE | | | | PROJECT LIMITS | | | | | |
| NCR31 - ROAD REPLC & REHAB (NO LN ADD) | | | | | | | | | |
| DESCRIPTION | | | CURRENT CHANGE REASON | | | | | | |
| Heber Avenue from Highway 86 to Correll Road and south of Highway 86 to Fawcett Road, Paving, Drainage ADA. Using Toll Credits as match for EARREPU funds. | | | Complete project | | | Total project cost stays the same \$1,017 | | | |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|--------------------------|---------|-------|-------|-------|-------|-------|-------|--------|---------|
| CON | 2016 EARMARK REPURPOSING | \$1,017 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,017 |
| TOTAL | TOTAL | \$1,017 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,017 |

| <u>FTIP ID</u> | <u>LEAD AGENCY</u> | | <u>COUNTY</u> | <u>CONFORM CATEGORY</u> | | <u>PROJECT COST</u> | <u>PROJECT COMPLETION DATE</u> |
|---|--------------------|---------------------------|-----------------------|-------------------------|------------------|-----------------------|--------------------------------|
| IMP161003 | IMPERIAL COUNTY | | Imperial | EXEMPT - 93.126 | | \$720 | 31-DEC-21 |
| <u>RTP ID</u> | <u>SYSTEM</u> | <u>PHASE</u> | <u>MODELING</u> | | <u>AIR BASIN</u> | <u>FTIP AMENDMENT</u> | |
| 7120004 | Local | Contract/Project Complete | NO | | SSAB | 23-00 | |
| <u>PRIMARY PROGRAM CODE</u> | | | <u>PROJECT LIMITS</u> | | | | |
| NCN25 - BICYCLE & PEDESTRAIN FACILITIES-NEW | | | | | | | |

2023 Federal Transportation Improvement Program
ALL 23TIP TIP ACTIONS
Imperial County Transportation Commission (ICTC)
Project Listings
(in \$000's)

| DESCRIPTION | CURRENT CHANGE REASON |
|---|--|
| Conservation easement, access improvements and parking facilities at the Desert museum, Imperial County. Using Toll Credits as match for EARREPU funds. | Complete project <i>Total project cost stays the same \$720</i> |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|--------------------------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| CON | 2016 EARMARK REPURPOSING | \$720 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$720 |
| TOTAL | TOTAL | \$720 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$720 |

| FTIP ID | LEAD AGENCY | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|-----------|-----------------|----------|------------------|--------------|-------------------------|
| IMP170101 | IMPERIAL COUNTY | Imperial | EXEMPT - 93.126 | \$1,119 | 30-JUL-22 |

| RTP ID | SYSTEM | PHASE | MODELING | AIR BASIN | FTIP AMENDMENT |
|---------|--------|--|----------|-----------|----------------|
| 7120004 | Local | Construction/Project Implementation begins | NO | SSAB | 23-00 |

| PRIMARY PROGRAM CODE | PROJECT LIMITS |
|-----------------------------------|----------------|
| NCN27 - PEDESTRIAN FACILITIES-NEW | |

| DESCRIPTION | CURRENT CHANGE REASON |
|---|---|
| The project consist in providing improvements such as sidewalks, driveways, in-fill paving to accommodate a bike lane along Rio Vista Street from San Diego Avenue to Holt Avenue in the community of Seeley. | Carry over from 21TIP <i>Total project cost stays the same \$1,119</i> |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|-------------|---------|-------|-------|-------|-------|-------|-------|--------|---------|
| PE | AGENCY | \$26 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$26 |
| PE | CMAQ | \$198 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$198 |
| CON | AGENCY | \$103 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$103 |
| CON | CMAQ | \$792 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$792 |
| TOTAL | TOTAL | \$1,119 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,119 |

| FTIP ID | LEAD AGENCY | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|-----------|-----------------|----------|------------------|--------------|-------------------------|
| IMP170102 | IMPERIAL COUNTY | Imperial | EXEMPT - 93.126 | \$301 | 30-DEC-22 |

| RTP ID | SYSTEM | PHASE | MODELING | AIR BASIN | FTIP AMENDMENT |
|---------|--------|------------------------|----------|-----------|----------------|
| 7120004 | Local | Contract/Project Award | NO | SSAB | 23-00 |

| PRIMARY PROGRAM CODE | PROJECT LIMITS |
|-----------------------------------|----------------|
| NCN27 - PEDESTRIAN FACILITIES-NEW | |

| DESCRIPTION | CURRENT CHANGE REASON |
|--|---|
| The project consist in providing improvements such as sidewalks, driveways, in-fill paving to accommodate a bike lane along Rio Vista Street from Holt Avenue to Heil Avenue in the community of Seeley. | Carry over from 21TIP <i>Total project cost stays the same \$301</i> |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|-------------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| PE | AGENCY | \$9 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$9 |
| PE | CMAQ | \$66 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$66 |
| CON | AGENCY | \$26 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$26 |
| CON | CMAQ | \$200 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$200 |
| TOTAL | TOTAL | \$301 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$301 |

| FTIP ID | LEAD AGENCY | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|-----------|-----------------|----------|------------------|--------------|-------------------------|
| IMP171002 | IMPERIAL COUNTY | Imperial | EXEMPT - 93.126 | \$1,584 | 30-DEC-23 |

| RTP ID | SYSTEM | PHASE | MODELING | AIR BASIN | FTIP AMENDMENT |
|---------|--------|--|----------|-----------|----------------|
| 7120004 | Local | Environmental Document/Pre-Design Phase (PAED) | NO | SSAB | 23-00 |

| PRIMARY PROGRAM CODE | PROJECT LIMITS |
|-------------------------------------|----------------|
| NCR29 - SIDEWALKS/CURB CUTS-UPGRADE | |

2023 Federal Transportation Improvement Program
ALL 23TIP TIP ACTIONS
Imperial County Transportation Commission (ICTC)
Project Listings
(in \$000's)

| DESCRIPTION | | | CURRENT CHANGE REASON | | | | | | | |
|--|--|--|-----------------------|--|--|--|--|---|--|--|
| Sidewalk Improvements on Rio Vista Street in Seeley California | | | Carry over from 21TIP | | | | | Total project cost stays the same \$1,584 | | |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|----------------|---------|-------|-------|-------|-------|-------|-------|--------|---------|
| PE | ACTIVE | \$193 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$193 |
| | TRANSPORTATION | | | | | | | | | |
| PE | AGENCY | \$26 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$26 |
| ROW | ACTIVE | \$35 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$35 |
| | TRANSPORTATION | | | | | | | | | |
| ROW | AGENCY | \$5 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5 |
| CON | ACTIVE | \$141 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$141 |
| | TRANSPORTATION | | | | | | | | | |
| CON | AGENCY | \$1,184 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,184 |
| TOTAL | TOTAL | \$1,584 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,584 |

| FTIP ID | LEAD AGENCY | | COUNTY | CONFORM CATEGORY | | PROJECT COST | PROJECT COMPLETION DATE |
|-----------|-----------------|--|----------|------------------|--|--------------|-------------------------|
| IMP190713 | IMPERIAL COUNTY | | Imperial | EXEMPT - 93.126 | | \$1,202 | 30-MAR-25 |

| RTP ID | SYSTEM | PHASE | MODELING | AIR BASIN | FTIP AMENDMENT |
|---------|--------|--|----------|-----------|----------------|
| 7120004 | Local | Environmental Document/Pre-Design Phase (PAED) | NO | SSAB | 23-00 |

| PRIMARY PROGRAM CODE | PROJECT LIMITS |
|--|----------------|
| NCR31 - ROAD REPLC & REHAB (NO LN ADD) | |

| DESCRIPTION | | | CURRENT CHANGE REASON | | | | | | | |
|---|--|--|-----------------------|--|--|--|--|---|--|--|
| The project consist in providing improvements on Main Street such as widening of existing road to add bike lane, sidewalks, shoulder, curb and gutter from Highway 111 to Memphis Avenue in Niland. | | | Carry over from 21TIP | | | | | Total project cost stays the same \$1,202 | | |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|-------------|---------|-------|-------|-------|-------|-------|-------|--------|---------|
| PE | AGENCY | \$14 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$14 |
| PE | CMAQ | \$107 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$107 |
| CON | AGENCY | \$916 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$916 |
| CON | CMAQ | \$165 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$165 |
| TOTAL | TOTAL | \$1,202 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,202 |

| FTIP ID | LEAD AGENCY | | COUNTY | CONFORM CATEGORY | | PROJECT COST | PROJECT COMPLETION DATE |
|-----------|-----------------|--|----------|------------------|--|--------------|-------------------------|
| IMP190714 | IMPERIAL COUNTY | | Imperial | EXEMPT - 93.126 | | \$1,523 | 30-NOV-22 |

| RTP ID | SYSTEM | PHASE | MODELING | AIR BASIN | FTIP AMENDMENT |
|---------|--------|--|----------|-----------|----------------|
| 7120001 | Local | Construction/Project Implementation begins | NO | SSAB | 23-00 |

| PRIMARY PROGRAM CODE | PROJECT LIMITS |
|--|----------------|
| NCR31 - ROAD REPLC & REHAB (NO LN ADD) | |

| DESCRIPTION | | | CURRENT CHANGE REASON | | | | | | | |
|---|--|--|-----------------------|--|--|--|--|---|--|--|
| Clark Road Overlay Improvements from Wahl Road to approximately 0.5 miles north of State Route 98 and from Heber Road to approximately 0.5 miles North of Heber Road. | | | Carry over from 21TIP | | | | | Total project cost stays the same \$1,523 | | |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|-------------------|---------|-------|-------|-------|-------|-------|-------|--------|---------|
| CON | AGENCY | \$175 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$175 |
| CON | SURFACE TRANS BLK | \$1,348 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,348 |
| | GRNT LOCAL | | | | | | | | | |
| TOTAL | TOTAL | \$1,523 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,523 |

| FTIP ID | LEAD AGENCY | | COUNTY | CONFORM CATEGORY | | PROJECT COST | PROJECT COMPLETION DATE |
|-----------|-----------------|--|----------|------------------|--|--------------|-------------------------|
| IMP190715 | IMPERIAL COUNTY | | Imperial | EXEMPT - 93.126 | | \$443 | 30-DEC-22 |

| RTP ID | SYSTEM | PHASE | MODELING | AIR BASIN | FTIP AMENDMENT |
|---------|--------|--|----------|-----------|----------------|
| 7120004 | Local | Environmental Document/Pre-Design Phase (PAED) | NO | SSAB | 23-00 |

| PRIMARY PROGRAM CODE | PROJECT LIMITS |
|----------------------------------|----------------|
| NCR26 - BICYCLE FACILITY-UPGRADE | |

2023 Federal Transportation Improvement Program

ALL 23TIP TIP ACTIONS

Imperial County Transportation Commission (ICTC)

Project Listings

(in \$000's)

| DESCRIPTION | | | CURRENT CHANGE REASON | | | | | | | |
|--|--|--|-----------------------|--|--|--|--|--|---|--|
| Aten Road Bicycle Path Improvements from Dogwood Road to Imperial Valley College in Imperial County. | | | Carry over from 21TIP | | | | | | Total project cost stays the same \$443 | |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|----------------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| PE | ACTIVE | \$71 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$71 |
| | TRANSPORTATION | | | | | | | | | |
| PE | AGENCY | \$24 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$24 |
| CON | ACTIVE | \$215 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$215 |
| | TRANSPORTATION | | | | | | | | | |
| CON | AGENCY | \$133 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$133 |
| TOTAL | TOTAL | \$443 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$443 |

| FTIP ID | LEAD AGENCY | | COUNTY | CONFORM CATEGORY | | PROJECT COST | PROJECT COMPLETION DATE |
|-----------|-----------------|--|----------|------------------|--|--------------|-------------------------|
| IMP190716 | IMPERIAL COUNTY | | Imperial | EXEMPT - 93.126 | | \$727 | 17-FEB-23 |

| RTP ID | SYSTEM | PHASE | MODELING | AIR BASIN | FTIP AMENDMENT |
|---------|--------|--|----------|-----------|----------------|
| 7120004 | Local | Environmental Document/Pre-Design Phase (PAED) | NO | SSAB | 23-00 |

| PRIMARY PROGRAM CODE | PROJECT LIMITS |
|-------------------------------------|----------------|
| NCR29 - SIDEWALKS/CURB CUTS-UPGRADE | |

| DESCRIPTION | | | CURRENT CHANGE REASON | | | | | | | |
|--|--|--|-----------------------|--|--|--|--|--|---|--|
| Sidewalk improvements on Heffernan Avenue from 14th street to 11th street. | | | Carry over from 21TIP | | | | | | Total project cost stays the same \$727 | |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|----------------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| PE | ACTIVE | \$87 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$87 |
| | TRANSPORTATION | | | | | | | | | |
| PE | AGENCY | \$13 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$13 |
| ROW | ACTIVE | \$44 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$44 |
| | TRANSPORTATION | | | | | | | | | |
| ROW | AGENCY | \$6 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6 |
| CON | ACTIVE | \$511 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$511 |
| | TRANSPORTATION | | | | | | | | | |
| CON | AGENCY | \$66 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$66 |
| TOTAL | TOTAL | \$727 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$727 |

| FTIP ID | LEAD AGENCY | | COUNTY | CONFORM CATEGORY | | PROJECT COST | PROJECT COMPLETION DATE |
|-----------|-----------------|--|----------|------------------|--|--------------|-------------------------|
| IMP210101 | IMPERIAL COUNTY | | Imperial | EXEMPT - 93.126 | | \$550 | 30-DEC-23 |

| RTP ID | SYSTEM | PHASE | MODELING | AIR BASIN | FTIP AMENDMENT |
|---------|--------|------------------------|----------|-----------|----------------|
| 7120001 | Local | Contract/Project Award | | SSAB | 23-00 |

| PRIMARY PROGRAM CODE | PROJECT LIMITS |
|--|--------------------------------------|
| NCR31 - ROAD REPLC & REHAB (NO LN ADD) | From Barbara Worth Road to Anderholt |

| DESCRIPTION | | | CURRENT CHANGE REASON | | | | | | | |
|---|--|--|-----------------------|--|--|--|--|--|---|--|
| Heber Road Rehabilitation from Barbara Worth Road to 0.5 miles east of Anderholt. | | | Carry over from 21TIP | | | | | | Total project cost stays the same \$550 | |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|----------------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| CON | AGENCY | \$97 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$97 |
| CON | HIGHWAY | \$453 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$453 |
| | INFRASTRUCTURE | | | | | | | | | |
| TOTAL | TOTAL | \$550 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$550 |

2023 Federal Transportation Improvement Program
ALL 23TIP TIP ACTIONS
Imperial County Transportation Commission (ICTC)
Project Listings
(in \$000's)

| FTIP ID | LEAD AGENCY | | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|---|-----------------|--|-----------------------|------------------|--|-------------------------|
| IMPL507 | IMPERIAL COUNTY | | Imperial | EXEMPT - 93.126 | \$12,722 | 31-DEC-26 |
| RTP ID | SYSTEM | PHASE | | MODELING | AIR BASIN | FTIP AMENDMENT |
| REG0701 | Local | Construction/Project Implementation begins | | NO | SSAB | 23-00 |
| PRIMARY PROGRAM CODE | | | PROJECT LIMITS | | | |
| NCR36 - BRIDGE RESTORATION & REPLC (NO LN ADD) | | | | | | |
| DESCRIPTION | | | CURRENT CHANGE REASON | | | |
| Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program (projects are consistent with 40 CFR part 93.126 exempt tables 2 categories - widening narrow pavements or reconstructing bridges (no additional travel lanes)) - Toll Credits used to match HBP funds. | | | Carry over from 21TIP | | Total project cost stays the same \$12,722 | |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|-------------------------------|---------|-------|---------|-------|-------|---------|-------|--------|----------|
| CON | BRIDGE - LOCAL | \$2,393 | \$0 | \$1,771 | \$250 | \$0 | \$7,328 | \$0 | \$0 | \$11,742 |
| CON | COUNTY | \$93 | \$0 | \$229 | \$32 | \$0 | \$419 | \$0 | \$0 | \$773 |
| CON | LOCAL BRIDGE SEISMIC RETROFIT | \$96 | \$0 | \$0 | \$0 | \$0 | \$111 | \$0 | \$0 | \$207 |
| TOTAL | TOTAL | \$2,582 | \$0 | \$2,000 | \$282 | \$0 | \$7,858 | \$0 | \$0 | \$12,722 |

| FTIP ID | LEAD AGENCY | | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|--|--|--|---|------------------|--|-------------------------|
| IMP170701 | IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC) | | Imperial | NON-EXEMPT | \$32,325 | 15-JAN-25 |
| RTP ID | SYSTEM | PHASE | | MODELING | AIR BASIN | FTIP AMENDMENT |
| 6160002 | Local | Environmental Document/Pre-Design Phase (PAED) | | YES | SSAB | 23-00 |
| PRIMARY PROGRAM CODE | | | PROJECT LIMITS | | | |
| CAY60 - BRIDGE RESTORATION & REPLACEMENT- LN ADDITIONS: GM | | | From Bridge to The lenght of the bridge | | | |
| DESCRIPTION | | | CURRENT CHANGE REASON | | | |
| Calexico East Port of Entry Truck Crossing Improvement. Widen the bridge over the All-American Canal near the U.S./Mexico border and State Route 7 California Commercial Vehicle Enforcement Facility. | | | Carry over from 21TIP | | Total project cost stays the same \$32,325 | |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|-------------------------------|----------|-------|-------|-------|-------|-------|-------|--------|----------|
| PE | SB1TRADE CORRIDOR ENHANCEMENT | \$3,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,000 |
| CON | AGENCY | \$1,844 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,844 |
| CON | BUILD BUILD TRANSPORTATION | \$20,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$20,000 |
| CON | SB1TRADE CORRIDOR ENHANCEMENT | \$7,481 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$7,481 |
| TOTAL | TOTAL | \$32,325 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$32,325 |

| FTIP ID | LEAD AGENCY | | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|--|------------------|--|-----------------------|------------------|--|-------------------------|
| IMP160401 | VARIOUS AGENCIES | | Imperial | EXEMPT - 93.126 | \$12,900 | 31-JUL-19 |
| RTP ID | SYSTEM | PHASE | | MODELING | AIR BASIN | FTIP AMENDMENT |
| REG0703 | Local | Construction/Project Implementation begins | | NO | SSAB | 23-00 |
| PRIMARY PROGRAM CODE | | | PROJECT LIMITS | | | |
| NCR31 - ROAD REPLC & REHAB (NO LN ADD) | | | | | | |
| DESCRIPTION | | | CURRENT CHANGE REASON | | | |
| Grouped Projects for Pavement resurfacing and/or rehabilitation: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or rehabilitation | | | Carry over from 19TIP | | Total project cost stays the same \$12,900 | |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|--------------------------------------|----------|-------|-------|-------|-------|-------|-------|--------|----------|
| CON | Federal Lands Transportation Program | \$12,900 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$12,900 |
| TOTAL | TOTAL | \$12,900 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$12,900 |

2023 Federal Transportation Improvement Program
ALL 23TIP TIP ACTIONS
Imperial County Transportation Commission (ICTC)
Project Listings
(in \$000's)

| <u>FTIP ID</u> | <u>LEAD AGENCY</u> | | <u>COUNTY</u> | <u>CONFORM CATEGORY</u> | <u>PROJECT COST</u> | <u>PROJECT COMPLETION DATE</u> |
|-----------------------------|--------------------|---------------------|------------------------------|-------------------------|---|--------------------------------|
| IMP171001 | VARIOUS AGENCIES | | Imperial | EXEMPT - 93.126 | \$224 | 30-JUN-23 |
| <u>RTP ID</u> | <u>SYSTEM</u> | <u>PHASE</u> | | <u>MODELING</u> | <u>AIR BASIN</u> | <u>FTIP AMENDMENT</u> |
| 7120004 | Local | Bid/Advertise Phase | | NO | SSAB | 23-00 |
| <u>PRIMARY PROGRAM CODE</u> | | | <u>PROJECT LIMITS</u> | | | |
| PLN40 - PLANNING | | | | | | |
| <u>DESCRIPTION</u> | | | <u>CURRENT CHANGE REASON</u> | | | |
| Project Ride, Walk, Learn | | | Carry over from 21TIP | | Total project cost stays the same \$224 | |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|----------------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| CON | ACTIVE | \$224 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$224 |
| | TRANSPORTATION | | | | | | | | | |
| TOTAL | TOTAL | \$224 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$224 |

| FTIP ID | LEAD AGENCY | | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|--|-------------|---------------------|-------------------------------|------------------|---|-------------------------|
| IMP220101 | WESTMORLAND | | Imperial | EXEMPT - 93.126 | \$155,000 | 30-JUN-23 |
| RTP ID | SYSTEM | PHASE | | MODELING | AIR BASIN | FTIP AMENDMENT |
| 7120001 | Local | No Project Activity | | | SSAB | 23-00 |
| PRIMARY PROGRAM CODE | | | PROJECT LIMITS | | | |
| NCR31 - ROAD REPLC & REHAB (NO LN ADD) | | | From 1st Street to 3rd Street | | | |
| DESCRIPTION | | | CURRENT CHANGE REASON | | | |
| Removal and replacement of roadway base material and pavement and storm drainage improvements (channels for surface drainage to replace deficient piping). | | | NEW PROJECT | | AGENCY ▶ Add funds in FY 22/23 in CON for \$76,496 EARREPU ▶ Add funds in FY 22/23 in CON for \$78,504 Total project cost \$155,000 | |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|--------------|-------|-----------|-------|-------|-------|-------|-------|--------|-----------|
| CON | 2020 EARMARK | \$0 | \$78,504 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$78,504 |
| | REPURPOSING | | | | | | | | | |
| CON | AGENCY | \$0 | \$76,496 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$76,496 |
| TOTAL | TOTAL | \$0 | \$155,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$155,000 |

| FTIP ID | LEAD AGENCY | | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|--|-------------|--|--|------------------|--|-------------------------|
| 0515 | CALTRANS | | Imperial | NON-EXEMPT | \$44,480 | 11-MAR-26 |
| RTP ID | SYSTEM | PHASE | | MODELING | AIR BASIN | FTIP AMENDMENT |
| 6120002 | State | Engineering/Plans, Specifications and Estimates (PS&E) | | YES | SSAB | 23-00 |
| PRIMARY PROGRAM CODE | | | PROJECT LIMITS | | | |
| CARH3 - INTERCHANGE-MOD/REP/REC-LN ADD'S | | | From Ocotillo Drive to .325 Miles South on Imperial Ave. Post Miles: Begin 36.50 End 37.50 | | | |
| DESCRIPTION | | | CURRENT CHANGE REASON | | | |
| Reconstruct I-8 interchange at Imperial Ave.: from a two-lane to a four-lane diamond type overcrossing, realign and reconstruct on and off-ramps, and provide access to Imperial Ave. south of I-8 (Demo ID 621 - HPP 2861). Project using toll credits to match Demo funds. | | | Carry over from 21TIP | | Total project cost stays the same \$44,480 | |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|-----------------|----------|-------|-------|-------|-------|-------|-------|--------|----------|
| PE | STIP ADVANCE | \$3,289 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,289 |
| | CON-RIP | | | | | | | | | |
| ROW | DEMO-SAFETEA-LU | \$2,160 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,160 |
| ROW | STIP ADVANCE | \$4,135 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,135 |
| | CON-RIP | | | | | | | | | |
| CON | DEMO-SAFETEA-LU | \$240 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$240 |
| CON | STIP ADVANCE | \$34,656 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$34,656 |
| | CON-RIP | | | | | | | | | |
| TOTAL | TOTAL | \$44,480 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$44,480 |

2023 Federal Transportation Improvement Program

ALL 23TIP TIP ACTIONS

Imperial County Transportation Commission (ICTC)

Project Listings

(in \$000's)

| FTIP ID | | LEAD AGENCY | | COUNTY | CONFORM CATEGORY | | PROJECT COST | PROJECT COMPLETION DATE | | |
|--|-----------------|---------------------------|-------|----------------------------------|------------------|---|--------------|-------------------------|--------|---------|
| IMP1307001 | | CALTRANS | | Imperial | EXEMPT - 93.126 | | \$1,741 | 07-MAR-18 | | |
| RTP ID | SYSTEM | PHASE | | | | MODELING | AIR BASIN | FTIP AMENDMENT | | |
| MP0021 | State | Contract/Project Complete | | | | NO | SSAB | 23-00 | | |
| PRIMARY PROGRAM CODE | | | | PROJECT LIMITS | | | | | | |
| NCN46 - PLANTING/LANDSCAPING | | | | Post Miles: Begin 7.20 End 15.70 | | | | | | |
| DESCRIPTION | | | | CURRENT CHANGE REASON | | | | | | |
| Brawley Bypass Landscape Mitigation (in and near Brawley-on Rt 78 from Rt 86 to east of Best Rd and on Old Rt 111 at Rt 78/111 Seperation. Required Landscape Mitigation). | | | | Complete project | | Total project cost stays the same \$1,741 | | | | |
| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
| CON | DEMO-SAFETEA-LU | \$1,741 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,741 |
| TOTAL | TOTAL | \$1,741 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,741 |

| <u>FTIP ID</u> | | <u>LEAD AGENCY</u> | <u>COUNTY</u> | <u>CONFORM CATEGORY</u> | <u>PROJECT COST</u> | <u>PROJECT COMPLETION DATE</u> | |
|---|---------------|--|------------------------------|-------------------------|---|--------------------------------|-------|
| IMP140804 | | CALTRANS | Imperial | EXEMPT - 93.126 | \$3,694 | 13-SEP-24 | |
| <u>RTP ID</u> | <u>SYSTEM</u> | <u>PHASE</u> | | <u>MODELING</u> | <u>AIR BASIN</u> | <u>FTIP AMENDMENT</u> | |
| 6M04018 | State | Project open for use but landscaping/Other still pending | | | NO | SSAB | 23-00 |
| <u>PRIMARY PROGRAM CODE</u> | | | <u>PROJECT LIMITS</u> | | | | |
| NCN46 - PLANTING/LANDSCAPING | | | | | | | |
| <u>DESCRIPTION</u> | | | <u>CURRENT CHANGE REASON</u> | | | | |
| I-8/Dogwood Interchange Landscape mitigation. In El Centro east of Dogwood Road overcrossing revised interchange. | | | Carry over from 21TIP | | Total project cost stays the same \$3,694 | | |
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| <u>FTIP ID</u> | | <u>LEAD AGENCY</u> | | <u>COUNTY</u> | <u>CONFORM CATEGORY</u> | | <u>PROJECT COST</u> | <u>PROJECT COMPLETION DATE</u> | | |
|--|-----------------------------------|--|-------|----------------------------------|-------------------------|-----------------|---|--------------------------------|--------|---------|
| IMP190201 | | CALTRANS | | Imperial | EXEMPT - 93.126 | | \$4,500 | 30-OCT-23 | | |
| <u>RTP ID</u> | <u>SYSTEM</u> | <u>PHASE</u> | | | | <u>MODELING</u> | <u>AIR BASIN</u> | <u>FTIP AMENDMENT</u> | | |
| 7120003 | State | Environmental Document/Pre-Design Phase (PAED) | | | | NO | SSAB | 23-00 | | |
| <u>PRIMARY PROGRAM CODE</u> | | | | <u>PROJECT LIMITS</u> | | | | | | |
| NCRT1 - BRIDGE RES & REP (NO LN ADD) w/ TCM | | | | | | | | | | |
| <u>DESCRIPTION</u> | | | | <u>CURRENT CHANGE REASON</u> | | | | | | |
| Realign, widen and construct a new bridge over the All-American Canal (AAC) on a portion of State Route 186 (SR-186) from approximately a half a mile south of the AAC to the I-8 Interchange (For PA&ED only). This project is a non-capacity increasing improvement. | | | | Carry over from 21TIP | | | Total project cost stays the same \$4,500 | | | |
| | | | | | | | | | | |
| <u>PHASE</u> | <u>FUND SOURCE</u> | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
| PE | Coordinated Border Infrastructure | \$4,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,500 |
| TOTAL | TOTAL | \$4,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,500 |
| | | | | | | | | | | |
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| <u>FTIP ID</u> | <u>LEAD AGENCY</u> | | | <u>COUNTY</u> | <u>CONFORM CATEGORY</u> | | <u>PROJECT COST</u> | <u>PROJECT COMPLETION DATE</u> | | |
| IMPL513 | CALTRANS | | | Imperial | EXEMPT - 93.126 | | \$465,633 | 31-DEC-21 | | |
| <u>RTP ID</u> | <u>SYSTEM</u> | <u>PHASE</u> | | | | <u>MODELING</u> | <u>AIR BASIN</u> | <u>FTIP AMENDMENT</u> | | |
| REG0701 | State | Contract/Project Complete | | | | NO | SSAB | 23-00 | | |
| <u>PRIMARY PROGRAM CODE</u> | | | | <u>PROJECT LIMITS</u> | | | | | | |
| SHP03 - ROADWAY REHABILITATION | | | | Post Miles: Begin 0.00 End 10.30 | | | | | | |

2023 Federal Transportation Improvement Program
ALL 23TIP TIP ACTIONS
Imperial County Transportation Commission (ICTC)
Project Listings
(in \$000's)

| DESCRIPTION | | | CURRENT CHANGE REASON | | | | | | | |
|--|--|--|-----------------------|--|--|--|---|--|--|--|
| Grouped projects for pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation Program (Projects are consistent with 40 CFR Part 93.126 exempt tables 2 categories - pavement resurfacing and/or rehabilitation, emergency relief (23 USC 125), widening narrow pavements or reconstructing bridges (no additional | | | Complete project | | | | Total project cost stays the same \$465,633 | | | |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|------------------------------|-----------|-------|-------|-------|-------|-------|-------|--------|-----------|
| CON | SHOPP - ADVANCE CONSTRUCTION | \$465,633 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$465,633 |
| TOTAL | TOTAL | \$465,633 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$465,633 |

| FTIP ID | LEAD AGENCY | | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|---------|-------------|--|----------|------------------|--------------|-------------------------|
| IMPL516 | CALTRANS | | Imperial | EXEMPT - 93.126 | \$24,400 | 20-MAY-26 |

| RTP ID | SYSTEM | PHASE | MODELING | AIR BASIN | FTIP AMENDMENT |
|---------|--------|--|----------|-----------|----------------|
| REG0701 | State | Environmental Document/Pre-Design Phase (PAED) | NO | SSAB | 23-00 |

| PRIMARY PROGRAM CODE | PROJECT LIMITS |
|----------------------|----------------|
| SHP04 - SAFETY | |

| DESCRIPTION | | | CURRENT CHANGE REASON | | | | | | | |
|--|--|--|-----------------------|--|--|--|--|--|--|--|
| Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, pavement | | | Carry over from 21TIP | | | | Total project cost stays the same \$24,400 | | | |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|------------------------------|----------|-------|----------|-------|-------|-------|-------|--------|----------|
| CON | SHOPP - ADVANCE CONSTRUCTION | \$11,210 | \$0 | \$13,190 | \$0 | \$0 | \$0 | \$0 | \$0 | \$24,400 |
| TOTAL | TOTAL | \$11,210 | \$0 | \$13,190 | \$0 | \$0 | \$0 | \$0 | \$0 | \$24,400 |

| FTIP ID | LEAD AGENCY | | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|---------|-------------|--|----------|------------------|--------------|-------------------------|
| MPL517 | CALTRANS | | Imperial | EXEMPT - 93.126 | \$3,621 | 19-FEB-25 |

| RTP ID | SYSTEM | PHASE | MODELING | AIR BASIN | FTIP AMENDMENT |
|---------|--------|--|----------|-----------|----------------|
| REG0701 | State | Construction/Project Implementation begins | NO | SSAB | 23-00 |

| PRIMARY PROGRAM CODE | PROJECT LIMITS |
|----------------------|----------------|
| SHP04 - SAFETY | |

| DESCRIPTION | | | CURRENT CHANGE REASON | | | | | | | |
|--|--|--|-----------------------|--|--|--|---|--|--|--|
| Grouped projects - SHOPP Mandates Program. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at | | | Carry over from 21TIP | | | | SHOPPAC ▶ Delete funds in FY 21/22 in Total project cost stays the same \$3,621 | | | |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|------------------------------|---------|-------|-------|-------|-------|-------|-------|--------|---------|
| CON | SHOPP - ADVANCE CONSTRUCTION | \$3,621 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,621 |
| TOTAL | TOTAL | \$3,621 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,621 |

| FTIP ID | LEAD AGENCY | | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|---------|-------------|--|----------|------------------|--------------|-------------------------|
| IMPL720 | CALTRANS | | Imperial | EXEMPT - 93.126 | \$2,542 | 30-DEC-24 |

| RTP ID | SYSTEM | PHASE | MODELING | AIR BASIN | FTIP AMENDMENT |
|---------|--------|--|----------|-----------|----------------|
| REG0701 | State | Engineering/Plans, Specifications and Estimates (PS&E) | NO | SSAB | 23-00 |

| PRIMARY PROGRAM CODE | PROJECT LIMITS |
|----------------------|----------------|
| SHP04 - SAFETY | |

| DESCRIPTION | | | CURRENT CHANGE REASON | | | | | | | |
|---|--|--|-----------------------|--|--|--|---|--|--|--|
| Grouped projects - Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement Resurfacing and/or Rehabilitation. Minor Program. Projects are consistent with 40 CRF Part 93.126 Exempt and 3 categories. | | | Carry over from 21TIP | | | | Total project cost stays the same \$2,542 | | | |

2023 Federal Transportation Improvement Program
ALL 23TIP TIP ACTIONS
Imperial County Transportation Commission (ICTC)
Project Listings
(in \$000's)

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|-----------------------------------|---------|-------|-------|-------|-------|-------|-------|--------|---------|
| CON | SHOPP ADVANCE CONSTRUCTION (AC) - | \$2,542 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,542 |
| TOTAL | TOTAL | \$2,542 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,542 |

| FTIP ID | LEAD AGENCY | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|-----------|--|----------|------------------|--------------|-------------------------|
| IMP100101 | IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC) | Imperial | EXEMPT - 93.126 | \$3,935 | 30-DEC-26 |

| RTP ID | SYSTEM | PHASE | MODELING | AIR BASIN | FTIP AMENDMENT |
|---------|--------|------------------------|----------|-----------|----------------|
| 6OM0701 | State | Contract/Project Award | NO | SSAB | 23-00 |

| PRIMARY PROGRAM CODE | PROJECT LIMITS |
|----------------------|----------------|
| PLN40 - PLANNING | |

| DESCRIPTION | CURRENT CHANGE REASON |
|---|--|
| Planning, Programming, and Monitoring (PPM) funds to pay for eligible staff and program expenses for ICTC | Carry over from 21TIP, MINOR CHANGE COVID21 + Increase funds in FY 22/23 in CON from \$28 to \$112 ▶ Delete funds in FY 25/26 in CON for \$28 ▶ Delete funds in FY 24/25 in CON for \$28 ▶ Delete funds in FY 23/24 in CON for \$28 <i>Total project cost stays the same \$3,935</i> |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|---------------------------|---------|-------|-------|-------|-------|-------|-------|--------|---------|
| CON | COVID Relief Funds - STIP | \$0 | \$112 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$112 |
| CON | STIP ADVANCE CON-RIP | \$2,823 | \$272 | \$272 | \$272 | \$184 | \$0 | \$0 | \$0 | \$3,823 |
| TOTAL | TOTAL | \$2,823 | \$384 | \$272 | \$272 | \$184 | \$0 | \$0 | \$0 | \$3,935 |

| FTIP ID | LEAD AGENCY | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|-----------|--|----------|------------------|--------------|-------------------------|
| IMP161001 | IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC) | Imperial | NON-EXEMPT | \$4,630 | 25-MAR-26 |

| RTP ID | SYSTEM | PHASE | MODELING | AIR BASIN | FTIP AMENDMENT |
|---------|--------|--|----------|-----------|----------------|
| 6120003 | State | Construction/Project Implementation begins | YES | SSAB | 23-00 |

| PRIMARY PROGRAM CODE | PROJECT LIMITS |
|---|--|
| CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S (NO HOV LANES): RS | From Rockwood Avenue to Ollie Avenue Post Miles: Begin 32.10 End 32.50 |

| DESCRIPTION | CURRENT CHANGE REASON |
|---|---|
| Road Widening from 4 to 6 lanes on SR98, from Rockwood Ave to Ollie Ave in the City of Calexico, Imperial County. Using Toll Credits as match for EARREPU and DEMO funds. | Carry over from 21TIP <i>Total project cost stays the same \$4,630</i> |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|---------------------------|---------|-------|-------|-------|-------|-------|-------|--------|---------|
| PE | TRAFFIC CONGESTION RELIEF | \$1,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,000 |
| ROW | 2016 EARMARK REPURPOSING | \$2,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,000 |
| CON | DEMO-PRE ISTE A | \$1,630 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,630 |
| TOTAL | TOTAL | \$4,630 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,630 |

| FTIP ID | LEAD AGENCY | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|-----------|-------------|----------|------------------|--------------|-------------------------|
| IMP140803 | CALTRANS | Imperial | EXEMPT - 93.126 | \$800 | 30-DEC-21 |

| RTP ID | SYSTEM | PHASE | MODELING | AIR BASIN | FTIP AMENDMENT |
|----------|---------|--|----------|-----------|----------------|
| IMP33000 | Transit | Project open for use but landscaping/Other still pending | NO | SSAB | 23-00 |

| PRIMARY PROGRAM CODE | PROJECT LIMITS |
|---------------------------------------|----------------|
| NCR27 - PEDESTRIAN FACILITIES-UPGRADE | |

| DESCRIPTION | CURRENT CHANGE REASON |
|---|---|
| Heber Bus Stop and Pedestrian Access Improvement Project at SR-86 | Carry over from 19TIP <i>Total project cost stays the same \$800</i> |

2023 Federal Transportation Improvement Program
ALL 23TIP TIP ACTIONS
Imperial County Transportation Commission (ICTC)
Project Listings
(in \$000's)

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|-------------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| PE | AGENCY | \$110 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$110 |
| PE | TDA | \$15 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$15 |
| ROW | AGENCY | \$51 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$51 |
| ROW | TDA | \$7 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$7 |
| CON | AGENCY | \$546 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$546 |
| CON | TDA | \$71 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$71 |
| TOTAL | TOTAL | \$800 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$800 |

| FTIP ID | LEAD AGENCY | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|------------|--|----------|------------------|--------------|-------------------------|
| IMP1301004 | IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC) | Imperial | EXEMPT - 93.126 | \$2,779 | 31-DEC-24 |

| RTP ID | SYSTEM | PHASE | MODELING | AIR BASIN | FTIP AMENDMENT |
|----------|---------|--|----------|-----------|----------------|
| IMP33000 | Transit | Construction/Project Implementation begins | NO | SSAB | 23-00 |

| PRIMARY PROGRAM CODE | PROJECT LIMITS |
|----------------------|----------------|
|----------------------|----------------|

BUO00 - BUS OPERATIONS/OPERATING ASSISTANCE

| DESCRIPTION | CURRENT CHANGE REASON |
|---|---|
| County Wide Transit System - IVT Gold Line - Capital and Operational Assistance | Carry over from 21TIP LTF ▶ Add funds in FY 22/23 in CON for \$162 ▶ Add funds in FY 23/24 in CON for \$168 5311 ▶ Add funds in FY 22/23 in CON for \$209 ▶ Add funds in FY 23/24 in CON for \$217 FARE ▶ Add funds in FY 22/23 in CON for \$7 ▶ Add funds in FY 23/24 in CON for \$8 <i>Total project cost increased from \$2,008 to \$2,779 (38.4%)</i> |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|----------------------------------|---------|-------|-------|-------|-------|-------|-------|--------|---------|
| CON | 5311 - NONURBANIZED AREA FORMULA | \$922 | \$209 | \$217 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,348 |
| CON | AGENCY | \$55 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$55 |
| CON | CMAQ | \$282 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$282 |
| CON | FARE REVENUE | \$70 | \$7 | \$8 | \$0 | \$0 | \$0 | \$0 | \$0 | \$85 |
| CON | LOCAL TRANS FUNDS | \$679 | \$162 | \$168 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,009 |
| TOTAL | TOTAL | \$2,008 | \$378 | \$393 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,779 |

| FTIP ID | LEAD AGENCY | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|-----------|--|----------|------------------|--------------|-------------------------|
| IMP160410 | IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC) | Imperial | EXEMPT - 93.126 | \$10,064 | 31-DEC-24 |

| RTP ID | SYSTEM | PHASE | MODELING | AIR BASIN | FTIP AMENDMENT |
|---------|---------|-----------------|----------|-----------|----------------|
| 6120006 | Transit | ROW Acquisition | NO | SSAB | 23-00 |

| PRIMARY PROGRAM CODE | PROJECT LIMITS |
|----------------------|----------------|
|----------------------|----------------|

PLN40 - PLANNING

| DESCRIPTION | CURRENT CHANGE REASON |
|--|---|
| New Intermodal Transportation Center in the City of Calexico | Carry over from 21TIP <i>Total project cost stays the same \$559</i> |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|-------------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| PE | AGENCY | \$64 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$64 |
| PE | CMAQ | \$495 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$495 |
| TOTAL | TOTAL | \$559 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$559 |

| FTIP ID | LEAD AGENCY | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|-----------|--|----------|------------------|--------------|-------------------------|
| IMP171101 | IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC) | Imperial | EXEMPT - 93.126 | \$1,064 | 30-JUN-24 |

| RTP ID | SYSTEM | PHASE | MODELING | AIR BASIN | FTIP AMENDMENT |
|----------|---------|--|----------|-----------|----------------|
| IMP33000 | Transit | Construction/Project Implementation begins | NO | SSAB | 23-00 |

| PRIMARY PROGRAM CODE | PROJECT LIMITS |
|----------------------|----------------|
|----------------------|----------------|

ADM83 - ADMINISTRATION

| DESCRIPTION | CURRENT CHANGE REASON |
|---------------------------------------|---|
| Regional Mobility Management Program. | Carry over from 21TIP LTF ▶ Add funds in FY 22/23 in CON for \$20 ▶ Add funds in FY 23/24 in CON for \$20 5310 ▶ Add funds in FY 22/23 in CON for \$155 ▶ Add funds in FY 23/24 in CON for \$160 <i>Total project cost increased from \$709 to \$1,064 (50.1%)</i> |

2023 Federal Transportation Improvement Program
ALL 23TIP TIP ACTIONS
Imperial County Transportation Commission (ICTC)
Project Listings
(in \$000's)

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|-------------------------|-------|-------|-------|-------|-------|-------|-------|--------|---------|
| CON | FTA 5310 ELD AND DISABI | \$567 | \$155 | \$160 | \$0 | \$0 | \$0 | \$0 | \$0 | \$882 |
| CON | LOCAL TRANS FUNDS | \$142 | \$20 | \$20 | \$0 | \$0 | \$0 | \$0 | \$0 | \$182 |
| TOTAL | TOTAL | \$709 | \$175 | \$180 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,064 |

| <u>FTIP ID</u> | <u>LEAD AGENCY</u> | | <u>COUNTY</u> | <u>CONFORM CATEGORY</u> | <u>PROJECT COST</u> | <u>PROJECT COMPLETION DATE</u> |
|-----------------------------|--|--|-----------------------|-------------------------|---------------------|--------------------------------|
| IMP33000 | IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC) | | Imperial | EXEMPT - 93.126 | \$100,172 | 31-DEC-24 |
| <u>RTP ID</u> | <u>SYSTEM</u> | <u>PHASE</u> | | <u>MODELING</u> | <u>AIR BASIN</u> | <u>FTIP AMENDMENT</u> |
| MP33000 | Transit | Construction/Project Implementation begins | | NO | SSAB | 23-00 |
| <u>PRIMARY PROGRAM CODE</u> | | | <u>PROJECT LIMITS</u> | | | |

| PRIMARY PROGRAM CODE | PROJECT LIMITS |
|---|----------------|
| BUO00 - BUS OPERATIONS/OPERATING ASSISTANCE | |

| DESCRIPTION | CURRENT CHANGE REASON |
|---|---|
| COUNTY WIDE TRANSIT SYSTEM - OPERATING and CAPITAL ASSISTANCE | Carry over from 21TIP LTF ▶ Add funds in FY 22/23 in CON for \$2,422 ▶ Add funds in FY 23/24 in CON for \$2,519 5311 ▶ Add funds in FY 22/23 in CON for \$75 ▶ Add funds in FY 23/24 in CON for \$78 FARE ▶ Add funds in FY 22/23 in CON for \$530 ▶ Add funds in FY 23/24 in CON for \$551 5307ECC ▶ Add funds in FY 22/23 in CON for \$2,892 ▶ Add funds in FY 23/24 in CON for \$3,007 <i>Total project cost increased from \$88,098 to \$100,172 (13.7%)</i> |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|----------------------------------|----------|---------|---------|-------|-------|-------|-------|--------|-----------|
| CON | 5307 EL CENTRO-CALEXICO | \$33,525 | \$2,892 | \$3,007 | \$0 | \$0 | \$0 | \$0 | \$0 | \$39,424 |
| CON | 5311 - NONURBANIZED AREA FORMULA | \$4,805 | \$75 | \$78 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,958 |
| CON | FARE REVENUE | \$9,722 | \$530 | \$551 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,803 |
| CON | FTA 5317 NEW FREEDOM PROGRAM | \$100 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$100 |
| CON | LOCAL TRANS FUNDS | \$34,811 | \$2,422 | \$2,519 | \$0 | \$0 | \$0 | \$0 | \$0 | \$39,752 |
| CON | PUBLIC TRANS MODERINAZATION IMP | \$5,135 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,135 |
| TOTAL | TOTAL | \$88,098 | \$5,919 | \$6,155 | \$0 | \$0 | \$0 | \$0 | \$0 | \$100,172 |

| FTIP ID | LEAD AGENCY | | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|----------------------|--|--|----------------|------------------|--------------|-------------------------|
| IMP33003 | IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC) | | Imperial | EXEMPT - 93.126 | \$33,782 | 31-DEC-24 |
| RTP ID | SYSTEM | PHASE | | MODELING | AIR BASIN | FTIP AMENDMENT |
| MP33003 | Transit | Construction/Project Implementation begins | | NO | SSAB | 23-00 |
| PRIMARY PROGRAM CODE | | | PROJECT LIMITS | | | |

| PRIMARY PROGRAM CODE | PROJECT LIMITS |
|---|----------------|
| PAO00 - PARATRANSIT OPERATIONS/OPERATING ASSISTANCE | |

| DESCRIPTION | CURRENT CHANGE REASON |
|--|--|
| ADA PARATRANSIT SERVICE OPERATING ASSISTANCE | Carry over from 21TIP LTF ▶ Add funds in FY 22/23 in CON for \$823 ▶ Add funds in FY 23/24 in CON for \$868 5311 ▶ Add funds in FY 22/23 in CON for \$26 ▶ Add funds in FY 23/24 in CON for \$28 FARE ▶ Add funds in FY 22/23 in CON for \$92 ▶ Add funds in FY 23/24 in CON for \$97 5307ECC ▶ Add funds in FY 22/23 in CON for \$893 ▶ Add funds in FY 23/24 in CON for \$942 <i>Total project cost increased from \$30,013 to \$33,782 (12.6%)</i> |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|----------------------------------|----------|---------|---------|-------|-------|-------|-------|--------|----------|
| CON | 5307 EL CENTRO-CALEXICO | \$6,838 | \$893 | \$942 | \$0 | \$0 | \$0 | \$0 | \$0 | \$8,673 |
| CON | 5311 - NONURBANIZED AREA FORMULA | \$1,081 | \$26 | \$28 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,135 |
| CON | FARE REVENUE | \$4,894 | \$92 | \$97 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,083 |
| CON | FTA 5317 NEW FREEDOM PROGRAM | \$100 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$100 |
| CON | LOCAL TRANS FUNDS | \$8,716 | \$823 | \$868 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,407 |
| CON | STATE TRANSIT ASSIST | \$8,384 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$8,384 |
| TOTAL | TOTAL | \$30,013 | \$1,834 | \$1,935 | \$0 | \$0 | \$0 | \$0 | \$0 | \$33,782 |

2023 Federal Transportation Improvement Program
ALL 23TIP TIP ACTIONS
Imperial County Transportation Commission (ICTC)
Project Listings
(in \$000's)

| FTIP ID | LEAD AGENCY | | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|---|--|--|--|------------------|--|-------------------------|
| IMP33023 | IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC) | | Imperial | EXEMPT - 93.126 | \$6,983 | 30-SEP-24 |
| RTP ID | SYSTEM | PHASE | | MODELING | AIR BASIN | FTIP AMENDMENT |
| MP33023 | Transit | Construction/Project Implementation begins | | NO | SSAB | 23-00 |
| PRIMARY PROGRAM CODE | | | PROJECT LIMITS | | | |
| BUO00 - BUS OPERATIONS/OPERATING ASSISTANCE | | | | | | |
| DESCRIPTION | | | CURRENT CHANGE REASON | | | |
| IVT MedTrans | | | Carry over from 21TIP, COST INCREASE | | LTF | |
| | | | | | ▶ Add funds in FY 22/23 in CON for \$304 | |
| | | | | | ▶ Add funds in FY 23/24 in CON for \$326 | |
| | | | | | FARE | |
| | | | | | ▶ Add funds in FY 22/23 in CON for \$56 | |
| | | | | | ▶ Add funds in FY 23/24 in CON for \$60 | |
| | | | | | 5307ECC | |
| | | | | | ▶ Add funds in FY 22/23 in CON for \$342 | |
| | | | | | ▶ Add funds in FY 23/24 in CON for \$367 | |
| | | | Total project cost increased from \$5,528 to \$6,983 (26.3%) | | | |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|-------------------|---------|-------|-------|-------|-------|-------|-------|--------|---------|
| CON | 5307 EL | \$1,315 | \$342 | \$367 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,024 |
| | CENTRO-CALEXICO | | | | | | | | | |
| CON | FARE REVENUE | \$895 | \$56 | \$60 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,011 |
| CON | LOCAL TRANS FUNDS | \$3,318 | \$304 | \$326 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,948 |
| TOTAL | TOTAL | \$5,528 | \$702 | \$753 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,983 |

| FTIP ID | LEAD AGENCY | | COUNTY | CONFORM CATEGORY | PROJECT COST | PROJECT COMPLETION DATE |
|---|------------------|----------------------------------|-----------------------|------------------|---|-------------------------|
| IMP200729 | VARIOUS AGENCIES | | Imperial | EXEMPT - 93.126 | \$112 | 30-DEC-21 |
| RTP ID | SYSTEM | PHASE | MODELING | | AIR BASIN | FTIP AMENDMENT |
| 7120002 | Transit | All Vehicles/Equipment Delivered | | | SSAB | 23-00 |
| PRIMARY PROGRAM CODE | | | PROJECT LIMITS | | | |
| PAN93 - PARATRANSIT VEHICLES-EXPANSION-GAS/DIESEL | | | | | | |
| DESCRIPTION | | | CURRENT CHANGE REASON | | | |
| ARC Imperial Valley. 2 Service Expansioin Vehicles (Minivans). Toll Credits as match for 5310 funds: \$22 in FY19/20 for CON. | | | Carry over from 21TIP | | Total project cost stays the same \$112 | |

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|-------|-------------------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| CON | FTA 5310 ELD AND | \$90 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$90 |
| | DISABI | | | | | | | | | |
| CON | LOCAL TRANS FUNDS | \$22 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$22 |
| TOTAL | TOTAL | \$112 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$112 |

V. CONSENT CALENDAR

D. Agreement between the Imperial County Transportation Commission (ICTC)/Service Authority for Freeway Emergencies (SAFE) and the Department of California Highway Patrol (CHP) for Call Box Services and Assistance

1. Approve the Agreement with the Department of California Highway Patrol (CHP) for services and assistance provided by CHP for the motorist aid call box system, for term of January 1, 2022 through December 31, 2024, in the amount not to exceed \$2,300.
2. Authorize the Interim Executive Director to sign the agreement.



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

February 18, 2022

Rosie Fernandez, Chairperson
Imperial County Transportation Commission
1503 N. Imperial Ave., Suite 104
El Centro, CA 92243

SUBJECT: Agreement between the Imperial County Transportation Commission (ICTC)/Service Authority for Freeway Emergencies (SAFE) and the Department of California Highway Patrol (CHP) for Call Box Services and Assistance

Dear Commission Members:

In accordance with the California Highway Patrol (CHP)/Caltrans Call Box and Motorist Aid Guidelines, the Imperial County Service Authority for Freeways and Expressways (SAFE) enters into agreement with the CHP for services and assistance for the Imperial County Call Box Program. Services and assistance include dispatching and patrol response services for various call boxes located throughout the Imperial County. The previous agreement's term was from December 31, 2019 through December 31, 2021.

The new agreement will allow CHP to continue to provide services for the term of January 1, 2022 through December 31, 2024. The fees associated with the services is as follows:

FY 2021/2022 (01/01/22 through 06/30/22) not to exceed \$383.00
FY 2022/2023 (07/01/22 through 06/30/23) not to exceed \$767.00
FY 2023/2024 (07/01/23 through 06/30/24) not to exceed \$767.00
FY 2024/2025 (07/01/24 through 12/31/24) not to exceed \$383.00

Staff forwards this item to the Commission for their review and approval after public comment, if any:

1. Approve the Agreement with the Department of California Highway Patrol (CHP) for services and assistance provided by CHP for the motorist aid call box system, for the term of January 1, 2022 through December 31, 2024, in the amount not to exceed \$2,300.
2. Authorize the Interim Executive Director to sign the agreement.

Sincerely,

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

David Aguirre
Interim Executive Director

DA/mb/mf
Attachment

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

VI. REPORTS

- A. ICTC/LTA/IVRMA EXECUTIVE DIRECTOR REPORT
- B. SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS REPORT
- C. CALIFORNIA DEPARTMENT OF TRANSPORTATION-DISTRICT 11
- D. COMMITTEE MEMBER REPORTS



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

Memorandum

Date: February 18, 2022
To: ICTC Committee Members
From: David Aguirre, Interim Executive Director
Re: Executive Director's Report

The following is a summary of the Executive Director's Report for the ICTC Commission meeting on February 23, 2022

- 1) **Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality Program (CMAQ) 2022 Call for Projects – FFY 2022/2023 to FFY 2024/2025:** *The STBG and CMAQ Call For Projects began on November 18, 2021. The approved 2022 CMAQ & STBG Guidelines are posted on the ICTC website at <http://www.imperialctc.org/call-for-projects/>. Applications are due by 5:00 p.m. on Friday, February 25, 2022 (or postmarked no later than February 25, 2022) to ICTC at 1503 N. Imperial Ave., Suite 104, El Centro, CA 92243. For additional information, please contact Marlene Flores at (760) 592-4494 or at marleneflores@imperialctc.org.*
- 2) **Imperial Mexicali Binational Alliance (IMBA):** *On January 20, 2022 the IMBA meeting was held via Zoom. The meeting discussions included updates of the New River rehabilitation project led by the City of Calexico, presentation was made by City Manager Miguel Figueroa. Other updates included border infrastructure and economic development updates. The next IMBA meeting is scheduled for March 10, 2022 via Zoom.*
- 3) **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/>

ICTC staff has coordinated with Caltrans planning staff leading the state's ATP effort. Participation and information sharing will continue between the two planning efforts. Additional public education and engagement has been conducted with help of the Go Human Program from SCAG. *Billboards and radio announcements promoting active transportation safety and awareness have been online starting the last week of November 2021.*

The 6th Project Technical Advisory Committee (TAC) meeting was held on Wednesday, December 1, 2021 to discuss a summary of the completed community engagement process and overview of the regional priorities with special attention to the City priorities and regional connections. The final TAC meeting was held on Thursday, January 13, 2022 via Zoom. The final plan and presentations have been presented and recommended for approval to the ICTC TAC on February 3, 2022. The final plan is scheduled for approval to the ICTC Management Committee, and Commission in February 2022.

- 4) **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 expected to be completed February 2022 and Right of Way Acquisition is underway. ICTC is exploring funding opportunities for the \$12.5 million needed for construction.*
- 5) **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, ICTC was awarded \$20 million under the U.S. Department of Transportation's BUILD discretionary grant program to complete the Design-Build construction phase. *The design portion of the project is near completion. The project is estimated to begin construction in early 2022, and is scheduled for completion in 2023.*
- 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. ICTC and City staff have begun coordination to implement final location and infrastructure associated with the potential bus stop(s). *ICTC has begun utilizing the IVC Express route to service both bus stops along the east side (intersection of Bonita Place and Commercial Avenue) and (intersection of Alexandria Street and Brown Avenue) of Calipatria.*
- 7) **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). *Unfortunately, The Free Fares Program has nearly expended all grant funds. The Free Fares Program will end March 31, 2022. ICTC will begin charging fares for all services beginning April 1, 2022. ICTC will continue to pursue grant opportunities to provide free fares at a later time.*
- 8) **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 17, 2021 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 toward completing design plans and Caltrans Permits with a goal to begin construction in 2022 with construction completed in approximately six months after construction begins.*

- 9) **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 was delayed to due to environmental impacts and other utility projects in progress within the project area. Construction of the project began on August 6, 2021.*
- 10) **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.*
- 11) **State and Federal Local 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.*
- 12) **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 made 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.*
- 13) **State Legislation for Transportation Funding – SB 1 Road Maintenance and Rehabilitation Account (RMRA):** *The following are projected annual revenues of RMRA for the FY 21/22. In addition to the funding estimates of RMRA funds listed below, the League of California Cities website and the State Controllers office*

provides additional resources on the various transportation funding and reporting requirements associated with transportation funds.

The League of California Cities website provides an overview update of available city and county estimated allocations of roadway funding such as RMRA and Highway Users Tax Account (HUTA). The following is a link to the League of California Cities website <https://www.calcities.org/detail-pages/news/2021/01/27/cal-cities-and-csac-release-huta-and-rmra-estimates-for-proposed-fy-2021-22-state-budget-29447>

The following is the projected annual revenues for FY 2021/2022. All funding recipients are required to submit their list of projects in order to be eligible for funding distribution. The following link is the frequently asked questions resource for (SB1) RMRA https://sco.ca.gov/aud_road_maintenance_sb1.html

| Agency | RMRA Estimated Amount FY 2021-2022 |
|--------------------|---|
| Brawley | \$525,382 |
| Calexico | \$785,624 |
| Calipatria | \$148,015 |
| El Centro | \$877,084 |
| Holtville | \$122,158 |
| Imperial | \$382,419 |
| Westmorland | \$45,067 |
| County of Imperial | \$9,324,428 |
| TOTAL | \$12,210,177* |

**Estimate source is from California City Finance website dated May 14, 2021*
<http://www.californiacityfinance.com/LSR2105.pdf>

- 14) **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 (LPFP) 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

15) Partnerships with IVEDC:

- **Southern Border Broadband Consortium (SBBC):** 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. *As of February 17, 2022 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.*
- **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. *As of February 17, 2022, there is a remaining grant balance of \$67,922. Of the \$67,922, \$63,717 is the remaining contract balance for SCS Engineers.*

16) Meetings attended on behalf of ICTC:

- January 26, 2022 – Paratransit Coordination Committee Meeting (PCC) via zoom (attended by staff)
- January 26, 2022 – Calexico East Port of Entry Meeting with Mexican Port Officials in Mexicali, MX
- January 26, 2022 – ICTC Commission Meeting via zoom and in person
- January 27-28, 2022 – CALCOG California Academy for Regional Leaders (CARL) Program via zoom attended by staff
- January 31, 2022 – SCAG Regional Transit TAC
- February 2, 2022 – ICTC Social Services Transportation Advisory Council (SSTAC) Meeting (via zoom)
- February 3, 2022 – ICTC Technical Advisory Committee (TAC) Meeting via zoom
- February 3, 2022 – Local Transportation Authority (LTA) Measure D Local Taxpayer Supervising Committee (LTSC) via zoom and in person
- February 8, 2022 – Long Range Transportation Plan kick-off meeting via zoom (attended by staff)
- February 8, 2022 - Imperial County Local Transportation Authority Series 2022 - Working Group Call
- February 9, 2022 – ICTC Management Committee Meeting via zoom
- February 9, 2022 – California Intercity Bus Study Workshop
- February 9, 2022 – AB 617 Community Air Protection Program Steering Committee Meeting via zoom (attended by staff)
- February 10, 2022 – Long Range Transportation Plan Debrief Meetings via zoom (attended by staff)

- February 10-11, 2022 – CALCOG California Academy for Regional Leaders (CARL) Program (via zoom) attended by staff
- February 11, 2022 – Active Transportation Plan Debrief Meeting via zoom (attended by staff)
- February 11, 2022 – Glamis/UPRR Crossing Feasibility Study follow up meeting via zoom
- February 15, 2022 – SCAG: Legislative/Communications & Memberships Committee (LCMC) via zoom
- February 15, 2022 – Self Help Counties Coalition CALSTA Secretary Konove meeting via zoom
- February 15, 2022 – SR 78/Glamis Working Group Meeting via zoom
- February 15, 2022 – SCAG & CTC Planning Directors Briefing via zoom
- February 15-16, 2022 – FTA Region 9 Real Estate Workshop
- February 18, 2022 – CTC / SCAG CEO's Meeting via zoom
- Various Weekly Reoccurring Calexico East POE Bridge Widening Project Meetings

Federal Funded Project Obligation List

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 2021/2022. (Starting October 1, 2021 thru September 30, 2022)

| Agency | Project ID | Project Name | Fiscal Year | Funding Type | PE | ROW | CON | Total | Obligation Status |
|---------|------------|---|-------------|--------------|--------|------|--------------|-----------------|-------------------|
| Brawley | IMP190701 | Pedestrian and street improvements (paving of dirt road) on Legion Street between State Route 86 and Western Avenue | 2019/20 | CMAQ | \$ 177 | \$ - | \$ - | \$ 177 | |
| | 5167(044) | Comments: EPSP. Need to obligate on FFY21/22 Status: end of Jan. the design will be completed. | 2019/20 | Agency | \$ 23 | \$ - | \$ - | \$ 23 | |
| | | | 2021/22 | CMAQ | \$ - | \$ - | \$ 797 | \$ 797 | |
| | | | 2021/22 | Agency | \$ - | \$ - | \$ 103 | \$ 103 | |
| | | | | | | | Total | \$ 1,100 | |
| Agency | Project ID | Project Name | Fiscal Year | Funding Type | PE | ROW | CON | Total | Obligation Status |
| Brawley | IMP190702 | Construct street improvements (paving of dirt road) along Western Avenue between Legion street and Wildcat Drive. | 2019/20 | CMAQ | \$ 177 | \$ - | \$ - | \$ 177 | |
| | 5167(045) | Comments: Status of Design and ROW: PE phase will have completed by end of February. Award the Design in the month of December. | 2019/20 | Agency | \$ 23 | \$ - | \$ - | \$ 23 | |
| | | | 2021/22 | CMAQ | \$ - | \$ - | \$ 784 | \$ 784 | |
| | | | 2021/22 | Agency | \$ - | \$ - | \$ 102 | \$ 102 | |
| | | | | | | | Total | \$ 1,086 | |
| Agency | Project ID | Project Name | Fiscal Year | Funding Type | PE | ROW | CON | Total | Obligation Status |
| Brawley | IMP190709 | Street Improvement (repavement) along K street from Highway 86 to 8th street. | 2019/20 | STBG | \$ 52 | \$ - | \$ - | \$ 52 | |
| | 5167(043) | Comments: Design has been completed as of week of 12/3/21. Will move with the adv. Of the CON on Dec. 15th | 2019/20 | Agency | \$ 8 | \$ - | \$ - | \$ 8 | |
| | | | 2021/22 | STBG | \$ - | \$ - | \$ 370 | \$ 370 | |
| | | | 2021/22 | Agency | \$ - | \$ - | \$ 48 | \$ 48 | |
| | | | | | | | Total | \$ 478 | |
| Agency | Project ID | Project Name | Fiscal Year | Funding Type | PE | ROW | CON | Total | Obligation Status |
| | | Comments: | 2020/21 | STBG | \$ - | \$ - | \$ - | \$ - | |
| | | | 2020/21 | Agency | \$ - | \$ - | \$ - | \$ - | |
| | | | 2021/22 | STBG | \$ - | \$ - | \$ - | \$ - | |
| | | | 2021/22 | Agency | \$ - | \$ - | \$ - | \$ - | |
| | | | | | | | Total | \$ - | |
| Agency | Project ID | Project Name | Fiscal Year | Funding Type | PE | ROW | CON | Total | Obligation Status |
| | | Comments: | 2020/21 | CMAQ | \$ - | \$ - | \$ - | \$ - | |
| | | | 2020/21 | Agency | \$ - | \$ - | \$ - | \$ - | |
| | | | 2021/22 | CMAQ | \$ - | \$ - | \$ - | \$ - | |
| | | | 2021/22 | Agency | \$ - | \$ - | \$ - | \$ - | |
| | | | | | | | Total | \$ - | |

Federal Funded Project Obligation List

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 2021/2022. (Starting October 1, 2021 thru September 30, 2022)

| Agency | Project ID | Project Name | Fiscal Year | Funding Type | PE | ROW | CON | Total | Obligation Status |
|-----------|------------|--|-------------|--------------|-------|--------|--------------|---------------|-------------------|
| Calexico | IMP191001 | Weakley Street Improvements between Scaroni Blvd. and Portico Blvd. (paving of dirt road). | 2019/20 | CMAQ | \$ 18 | \$ 155 | \$ - | \$ 173 | |
| | | Comments: EPSP- Need to obligate in FFY 21/22. Engineering and Right-of-way Phase. | 2019/20 | Agency | \$ 2 | \$ 18 | \$ - | \$ 20 | |
| | | | 2021/22 | CMAQ | \$ - | \$ - | \$ 291 | \$ 291 | |
| | | | 2021/22 | Agency | \$ - | \$ - | \$ 40 | \$ 40 | |
| | | | | | | | Total | \$ 524 | |
| Agency | Project ID | Project Name | Fiscal Year | Funding Type | PE | ROW | CON | Total | Obligation Status |
| | | | 2019/20 | CMAQ | | \$ - | \$ - | \$ - | |
| | | Comments: | 2019/20 | Agency | | \$ - | \$ - | \$ - | |
| | | | 2020/21 | CMAQ | \$ - | \$ - | | \$ - | |
| | | | 2020/21 | Agency | \$ - | \$ - | | \$ - | |
| | | | | | | | Total | \$ - | |
| Agency | Project ID | Project Name | Fiscal Year | Funding Type | PE | ROW | CON | Total | Obligation Status |
| County | IMP190713 | | 2020/21 | CMAQ | | \$ - | \$ - | \$ - | |
| | | Comments: | 2020/21 | Agency | | \$ - | \$ - | \$ - | |
| | | | 2021/22 | CMAQ | \$ - | \$ - | | \$ - | |
| | | | 2021/22 | Agency | \$ - | \$ - | | \$ - | |
| | | | | | | | Total | \$ - | |
| Agency | Project ID | Project Name | Fiscal Year | Funding Type | PE | ROW | CON | Total | Obligation Status |
| El Centro | | | 2020/21 | STBG | \$ - | \$ - | | | |
| | | Comments: | 2020/21 | Agency | \$ - | \$ - | | \$ - | |
| | | | 2021/22 | STBG | \$ - | \$ - | | \$ - | |
| | | | 2021/22 | Agency | \$ - | \$ - | | \$ - | |
| | | | | | | | Total | \$ - | |

| Agency | Project ID | Project Name | Fiscal Year | Funding Type | PE | ROW | CON | Total | Obligation Status |
|--------|------------|--------------|-------------|--------------|------|------|--------------|-------------|-------------------|
| | | | 2020/21 | STBG | \$ - | \$ - | | \$ - | |
| | | Comments: | 2020/21 | Agency | \$ - | \$ - | \$ - | \$ - | |
| | | | 2020/21 | CMAQ | \$ - | \$ - | \$ - | \$ - | |
| | | | 2021/22 | CMAQ | \$ - | \$ - | \$ - | \$ - | |
| | | | 2021/22 | Agency | \$ - | \$ - | \$ - | \$ - | |
| | | | | | | | Total | \$ - | |
| Agency | Project ID | Project Name | Fiscal Year | Funding Type | PE | ROW | CON | Total | Obligation Status |
| | | | 2020/21 | CMAQ | \$ - | \$ - | \$ - | \$ - | |
| | | Comments: | 2020/21 | Agency | \$ - | \$ - | \$ - | \$ - | |
| | | | 2021/22 | CMAQ | \$ - | \$ - | \$ - | \$ - | |
| | | | 2021/22 | Agency | \$ - | \$ - | \$ - | \$ - | |
| | | | | | | | Total | \$ - | |

Federal Funded Project Obligation List

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 2021/2022. (Starting October 1, 2021 thru September 30, 2022)

| Agency | Project ID | Project Name | Fiscal Year | Funding Type | PE | ROW | CON | Total | Obligation Status |
|-----------|------------|--|-------------|--------------|-------|------|--------------|-----------------|-------------------|
| El Centro | IMP190704 | Interconnect and synchronize existing interconnected signal lights along Dogwood Avenue and along 8th street to the City of El Centro's master computer. | 2019/20 | CMAQ | \$ 48 | \$ - | \$ - | \$ 48 | E-76 Obligated |
| | | Comments: | 2019/20 | Agency | \$ 7 | \$ - | \$ - | \$ 7 | |
| | | | 2020/21 | CMAQ | \$ - | \$ - | \$ 343 | \$ 343 | |
| | | | 2020/21 | Agency | \$ - | \$ - | \$ 45 | \$ 45 | |
| | | | | | | | Total | \$ 443 | |
| Agency | Project ID | Project Name | Fiscal Year | Funding Type | PE | ROW | CON | Total | Obligation Status |
| El Centro | IMP190710 | Imperial Avenue Extension South - new roadway from I-8 to McCabe Road. Phase 2 includes 2 lanes on Imperial Avenue from Wake Avenue to Danenberg Drive; and 2 new lanes on Danenberg Drive from the westerly extension of Danenberg Drive towards Imperial Avenue. | 2020/21 | STBG | \$ - | \$ - | \$ 715 | \$ 715 | E-76 Obligated |
| | | Comments: | 2020/21 | Agency | \$ - | \$ - | \$ 93 | \$ 93 | |
| | | | 2021/22 | STBG | \$ - | \$ - | \$ 2,200 | \$ 2,200 | |
| | | | 2021/22 | Agency | \$ - | \$ - | \$ 285 | \$ 285 | |
| | | | | | | | Total | \$ 3,293 | |

| Agency | Project ID | Project Name | Fiscal Year | Funding Type | PE | ROW | CON | Total | Obligation Status |
|--------|------------|--------------|-------------|--------------|------|------|--------------|-------------|-------------------|
| | | | 2020/21 | CMAQ | \$ - | \$ - | \$ - | \$ - | |
| | | Comments: | 2020/21 | Agency | \$ - | \$ - | \$ - | \$ - | |
| | | | 2021/22 | CMAQ | \$ - | \$ - | \$ - | \$ - | |
| | | | 2021/22 | Agency | \$ - | \$ - | \$ - | \$ - | |
| | | | | | | | Total | \$ - | |
| Agency | Project ID | Project Name | Fiscal Year | Funding Type | PE | ROW | CON | Total | Obligation Status |
| | | | 2020/21 | Agency | \$ - | \$ - | \$ - | \$ - | |
| | | Comments: | 2020/21 | Agency | \$ - | \$ - | \$ - | \$ - | |
| | | | 2021/22 | CMAQ | \$ - | \$ - | \$ - | \$ - | |
| | | | 2021/22 | Agency | \$ - | \$ - | \$ - | \$ - | |
| | | | | | | | Total | \$ - | |

Federal Funded Project Obligation List

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 2021/2022. (Starting October 1, 2021 thru September 30, 2022)*

| Agency | Project ID | Project Name | Fiscal Year | Funding Type | PE | ROW | CON | Total | Obligation Status |
|------------|------------|---|-------------|--------------|-------|--------|--------|--------|-------------------|
| Holtiville | IMP190705 | Cedar Avenue sidewalk improvements from 4th street to 5th street. | 2019/20 | CMAQ | \$ 17 | \$ - | \$ - | \$ 17 | E-76 |
| | | Comments: | 2019/20 | Agency | \$ 3 | \$ - | \$ - | \$ 3 | |
| | | | 2020/21 | CMAQ | \$ - | \$ - | \$ 193 | \$ 193 | |
| | | | 2020/21 | Agency | \$ - | \$ - | \$ 25 | \$ 25 | |
| | | | | | Total | \$ 238 | | | |
| Agency | Project ID | Project Name | Fiscal Year | Funding Type | PE | ROW | CON | Total | Obligation Status |
| | | | 2019/20 | CMAQ | | | \$ - | \$ - | |
| | | Comments: | 2019/20 | Agency | | | \$ - | \$ - | |
| | | | 2020/21 | CMAQ | \$ - | \$ - | | \$ - | |
| | | | 2020/21 | Agency | \$ - | \$ - | | \$ - | |
| | | | | | Total | \$ - | | | |

| Agency | Project ID | Project Name | Fiscal Year | Funding Type | PE | ROW | CON | Total | Obligation Status |
|--------|------------|--------------|-------------|--------------|-------|------|------|-------|-------------------|
| | | | 2019/20 | CMAQ | \$ - | \$ - | \$ - | \$ - | |
| | | Comments: | 2019/20 | Agency | \$ - | \$ - | \$ - | \$ - | |
| | | | 2020/21 | CMAQ | \$ - | \$ - | \$ - | \$ - | |
| | | | 2020/21 | Agency | \$ - | \$ - | \$ - | \$ - | |
| | | | | | Total | \$ - | | | |
| Agency | Project ID | Project Name | Fiscal Year | Funding Type | PE | ROW | CON | Total | Obligation Status |
| | | | | | \$ - | \$ - | | | |
| | | Comments: | 2020/21 | | \$ - | \$ - | | \$ - | |
| | | | | | \$ - | \$ - | \$ - | \$ - | |
| | | | | | \$ - | \$ - | \$ - | \$ - | |
| | | | | | Total | \$ - | | | |

Federal Funded Project Obligation List

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 2021/2022. (Starting October 1, 2021 thru September 30, 2022)*

| Agency | Project ID | Project Name | Fiscal Year | Funding Type | PE | ROW | CON | Total | Obligation Status | Agency | Project ID | Project Name | Fiscal Year | Funding Type | PE | ROW | CON | Total | Obligation Status |
|----------|------------|--|-------------|--------------|------|------|--------------|-----------------|-------------------|--------|------------|--------------|-------------|--------------|------|------|--------------|-------------|-------------------|
| Imperial | IMP190301 | 2nd Street Rehabilitation & Reconstruction from Old SR-86 to P Street. | 2020/21 | STBG | \$ - | \$ - | \$1,841 | \$ 1,841 | 60% Design | | | | 2020/21 | STBG | \$ - | \$ - | \$ - | \$ - | 0 |
| | | Comments: Construction phase is on on going. | 2020/21 | Agency | \$ - | \$ - | \$1,181 | \$ 1,181 | | | | Comments: | 2020/21 | Agency | \$ - | \$ - | \$ - | \$ - | |
| | | | | | \$ - | \$ - | \$ - | \$ - | | | | | | | \$ - | \$ - | \$ - | \$ - | |
| | | | | | \$ - | \$ - | \$ - | \$ - | | | | | | | \$ - | \$ - | \$ - | \$ - | |
| | | | | | | | Total | \$ 3,022 | | | | | | | | | Total | \$ - | |

Federal and State Funded Project Obligation List

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 2021/2022. (Starting October 1, 2021 thru September 30, 2022)
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 2021/2022(Starting July 1, 2021 thru June 30, 2022)

| Agency | Project ID | Project Name | Fiscal Year | Funding Type | PE | ROW | CON | Total | Obligation Status |
|--------|------------|---|-------------|--------------|--------|-------|--------------|-----------------|-------------------|
| County | IMP170101 | The project consist in providing improvements such as sidewalks, driveways, in-fill paving to accommodate a bike lane along Rio Vista Street from San Diego Avenue to Holt Avenue in the community of Seeley. | Prior | CMAQ | \$ 198 | \$ - | \$ - | \$ 198 | |
| | | Comments: Pending approval of contract Change order. | Prior | Agency | \$ 26 | \$ - | \$ - | \$ 26 | |
| | | | 2021/22 | CMAQ | \$ - | \$ - | \$ 792 | \$ 792 | |
| | | | 2021/22 | Agency | \$ - | \$ - | \$ 103 | \$ 103 | |
| | | | | | | | Total | \$ 1,119 | |
| Agency | Project ID | Project Name | Fiscal Year | Funding Type | PE | ROW | CON | Total | Obligation Status |
| County | IMP190716 | Sidewalk improvements on Heffernan Avenue from 14th street to 11th street. | 2019/20 | ATP | \$ 87 | \$ - | \$ - | \$ 87 | |
| | | Comments: They are on the Design Phase. | 2019/20 | Agency | \$ 13 | \$ - | \$ - | \$ 13 | |
| | | | 2020/21 | ATP | \$ - | \$ 44 | \$ - | \$ 44 | |
| | | | 2020/21 | Agency | \$ - | \$ 6 | \$ - | \$ 6 | |
| | | | 2021/22 | ATP | \$ - | \$ - | \$ 511 | \$ 511 | |
| | | | 2021/22 | Agency | \$ - | \$ - | \$ 66 | \$ 66 | |
| | | | | | | | Total | \$ 727 | |

| Agency | Project ID | Project Name | Fiscal Year | Funding Type | PE | ROW | CON | Total | Obligation Status |
|--------|------------|---|-------------|--------------|--------|------|--------------|-----------------|-------------------|
| County | IMP190713 | The project consist in providing improvements on Main Street such as widening of existing road to add bike lane, sidewalks, shoulder, curb and gutter from Highway 111 to Memphis Avenue in Niland. | 2020/21 | CMAQ | \$ 107 | \$ - | \$ - | \$ 107 | |
| | | Comments: PE received E-76, 30% design complete. Pending CON RFA in FFY21/22. | 2020/21 | Agency | \$ 14 | \$ - | \$ - | \$ 14 | |
| | | | 2021/22 | CMAQ | \$ - | \$ - | \$ 165 | \$ 165 | |
| | | | 2021/22 | Agency | \$ - | \$ - | \$ 916 | \$ 916 | |
| | | | | | | | Total | \$ 1,202 | |
| Agency | Project ID | Project Name | Fiscal Year | Funding Type | PE | ROW | CON | Total | Obligation Status |
| County | IMP190715 | Aten Road Bicycle Path Improvements from Dogwood Road to Imperial Valley College in Imperial County. | 2019/20 | ATP | \$ 71 | \$ - | \$ - | \$ 71 | |
| | | Comments: Extension was requested. Requesting a 12-month extension. Allocation Request must be approved by CTC no later than 12/31/2021. | 2019/20 | Agency | \$ 24 | \$ - | \$ - | \$ 24 | |
| | | | 2020/21 | ATP | \$ - | \$ - | \$ 215 | \$ 215 | |
| | | | 2020/21 | Agency | \$ - | \$ - | \$ 133 | \$ 133 | |
| | | | | | | | \$ - | \$ - | |
| | | | | | | | \$ - | \$ - | |
| | | | | | | | Total | \$ 443 | |

Memorandum

Date: February 23rd, 2022
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 regular Committee meeting for the month of February 2022.

- 1. 2022 SCAG Regional Conference and General Assembly May 4-6, 2022:** On May 4-6, local leaders from throughout Southern California will convene for SCAG's 57th annual Regional Conference and General Assembly at the JW Marriott Desert Springs Resort & Spa in Palm Desert, CA. This three-day conference will bring together state and local elected officials, CEOs, business and civic leaders, transportation and environmental stakeholders, local government staff, and others.
- 2. SCAG President Imperial County Tour:** SCAG President Clint Lorimore joined Regional Council members Cheryl Viegas-Walker and Luis Plancarte for a tour of several regionally significant projects underway in Imperial County. The tour began with an up-close look at the Calexico, U.S./Mexico land Ports of Entry border improvement projects that will improve the flow of goods and people, further supporting the region's ongoing economic recovery. The tour also allowed for an opportunity to see Imperial County's vital role as an agricultural leader in the state and nation, highlighting the county's vast agricultural area. The afternoon concluded with a visit to the Salton Sea area Geothermal Fields where investments in lithium extraction and further geothermal energy development will help the state continue to meet the future needs for clean, reliable energy.
- 3. 2022 SCAG Scholarship Program:** Applications are now available for the 2022 SCAG Scholarship Program! The SCAG Scholarship Program offers a \$4,000 scholarship award for seven high school seniors or community college students from the SCAG region (and potentially two additional scholarship awards that are not tied to a specific county but may be awarded at the Regional Council's discretion) and the opportunity to meet with elected officials and practicing planners to learn more about careers in public service.

To be eligible for the scholarship, students must be a resident within the SCAG region, enrolled as a high school senior or community college student, have at least a 3.0 GPA and be eligible to work in the United States. Applicants must complete an application form and submit an essay, two letters of recommendation, and a current transcript. **All materials must be submitted by Friday, April 1.** For more information on both opportunities, visit scag.ca.gov/students.

- 4. SCAG Regional Council and Joint Policy Committee Meeting:** SCAG held a Joint Policy Committee meeting to provide members with an update on the development of Connect SoCal 2024. The meeting included presentations by staff followed by a panel discussion with regional partners.

PRELIMINARY REGIONAL AND COUNTY GROWTH PROJECTIONS

Among the first steps in Connect SoCal 2024 is the development of growth projections for households, employment, and population in the region and six counties to the year 2050. With the help of an expert panel and consultants, staff developed a technical approach and high, medium and low growth scenarios for discussion. Fewer births, the impacts of the COVID-19 pandemic and new data from Census 2020 all suggest that the region's future population growth will be much slower than previously expected. However, the strength of the region's economic base, innovation hubs, welcoming culture and encouraging signs about housing production indicate that growth to 2050 will be only slightly below the middle growth scenario titled "Slower Growth, Steady Improvement."

EMERGING ISSUES UPDATE

With the approval of Connect SoCal 2020, the Regional Transportation Plan and Sustainable Communities Strategy, SCAG outlined several data and trends that were impacted by COVID-19 including transportation funding, congestion and travel behavior, goods movement and supply chain demand, and housing production. In addition to the pandemic-influenced changes occurring within the region, SCAG also identified multiple emerging issues that would need to be more fully addressed in the next plan, Connect SoCal 2024, including equity, regional resilience and economic opportunity. Throughout 2022, staff will continue to work with partners and policymakers to address these trends and issues facing the region.

Continuing the discussion, Executive Director Kome Ajise moderated a panel discussion with Anne Mayer, Riverside County Transportation Commission; Darrell Johnson, Orange County Transportation Authority; Lynn von Koch-Liebert, California Strategic Growth Council; and Seleta Reynolds, Los Angeles Department of Transportation, to hear their perspectives on the recent trends and priorities for the upcoming plan. For more information on Connect SoCal, visit scag.ca.gov/connect-socal.

SCAG's Regional Council approved a resolution authorizing the application for and acceptance of the advance funding for the Regional Early Action Planning Grant Program for 2021 (REAP 2021). SCAG staff will now apply for funding of up to 10 percent of the \$246 million available to SCAG to support outreach and engagement, early studies and partnerships for program development, expansion of existing Connect SoCal implementation programs, and development of a full program application.

5. **SCAG Housing Policy Leadership Academy:** With support from the State's Regional Early Action Planning (REAP) grant program and to support the region's efforts in response to recent state investments in planning to accelerate housing production and meet the goals of the Regional Housing Needs Allocation (RHNA), SCAG has developed a series of trainings that will support elected officials, advocates, and interested stakeholders in moving forward a pro-housing development agenda.

The SCAG Housing Policy Leadership Academy (SCAG-HPLA) offers a 10-session online training for emerging and established community leaders who want to better understand how to advance policy solutions to increase the supply and availability of affordable housing. The course brings together people from different backgrounds and disciplines in monthly sessions to examine issues and solutions from multiple perspectives and apply their learning to current housing policy challenges. Sessions explore the relationship between policy, planning, and housing development with a focus on how different policy solutions shape both the physical and social landscape and capacity to produce housing for all.

The course is grounded in the HPLA 5Ps framework, which provides a foundation for examining the physical and social aspects of a healthy housing ecosystem.

6. **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.
7. **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.

SCAG HOSTS SECOND CONVENING OF REGIONAL ADVANCE MITIGATION PLANNING ADVISORY TASK GROUP

SCAG convened the second meeting of the Regional Advance Mitigation Planning Advisory Task Group (RAMP-ATG) on Friday, Jan. 28. The meeting covered research and a draft outline of the RAMP white paper, presentations on existing regional advance mitigation programs such as the Freeway Environmental Mitigation Program from the Orange County Transportation Authority (OCTA) and the Western Riverside County Multiple Species Habitat Conservation Plan from the Riverside Conservation Authority (RCA), and a summary of feedback shared from interviews with county transportation commissions on SCAG's RAMP program.

The third meeting will be held on Friday, Feb. 18, from 3 – 5 p.m. via Zoom with additional information on existing regional advance mitigation programs and initial recommendations on establishing a policy framework for advance mitigation. All meetings are open to the public and stakeholders are encouraged to submit public comment. Please visit <https://scag.ca.gov/ramp-atg> for more information.

SAVE THE DATE! 57TH REGIONAL CONFERENCE & GENERAL ASSEMBLY

For the first time in three years, we will be convening in person for the [57th Regional Conference & General Assembly](#) on May 5–6 at the JW Marriott Desert Springs Resort & Spa in Palm Desert, Calif. Mark your calendars to join Southern California's most influential leaders, innovators and policymakers for collaborative, solution-oriented discussions on fostering change and addressing challenges in our communities.

Registration, which will be free for elected officials and city managers in the region, will be opening soon — stay tuned! You can find the latest details on the event webpage at scag.ca.gov/ga2022. To learn more about opportunities for sponsorship of the event, contact Houston Laney at laney@scag.ca.gov.

TWO OPPORTUNITIES FOR STUDENTS IN THE SCAG REGION

2022 STUDENT SHOWCASE

The [2022 Student Showcase](#) is a storymapping competition that challenges students to think innovatively and compete for cash prizes in two award categories: “Best in Show” and “Audience Awards.” Student participants are invited to conceptualize, create, and submit planning themed ArcGIS StoryMaps using SCAG's open data. This is a meaningful way to tell a story or provide insight, showcase plans and projects, engage supporters and stakeholders, illustrate the possibilities of data, and highlight the usefulness of open data at the regional level.

Students are instructed to [submit abstracts of their projects](#) by Tuesday, Feb. 22, and if selected, SCAG will request an ArcGIS StoryMap to be submitted. In all, there will be a total of \$6,000 awarded.

2022 SCAG SCHOLARSHIP PROGRAM

Applications are now available for the [2022 SCAG Scholarship Program](#)! The SCAG Scholarship Program offers a \$4,000 scholarship award for seven high school seniors or community college students from the SCAG region (and potentially two additional scholarship awards that are not tied to a specific county but may be awarded at the Regional Council's discretion) and the opportunity to meet with elected officials and practicing planners to learn more about careers in public service.

To be eligible for the scholarship, students must be a resident within the SCAG region, enrolled as a high school senior or

community college student, have at least a 3.0 GPA and be eligible to work in the United States. Applicants must [complete an application form](#) and submit an essay, two letters of recommendation, and a current transcript. All materials must be submitted by Friday, April 1.

For more information on both opportunities, please visit scag.ca.gov/students.

LAST MILE FREIGHT PROGRAM UPDATE

The Mobile Source Air Pollution Reduction Review Committee approved \$6.75 million in [Last Mile Freight Program](#) Phase 1 contingency projects at their meeting on Jan. 20. These projects will be considered for approval at the SCAG Regional Council meeting on Feb. 4. With these actions, SCAG will now be implementing a total of \$16.75 million in near-zero and zero emissions medium- and heavy-duty vehicles and supporting infrastructure projects over the next few years throughout the six-county region. SCAG remains committed to working with key public and private partners to improve air quality benefits for local communities through the advancement of innovative technologies.

SUBREGIONAL PARTNERS LISTENING SESSIONS

SCAG hosted two listening sessions with subregional executive directors that allowed SCAG to learn more about subregional priorities and begin identifying potential opportunities for partnership, including those that would fall under the Regional Early Action Planning Grant of 2021 (REAP 2.0). The sessions also provided an opportunity for the subregions to learn from each other and to share best practices and ideas for new initiatives to implement Connect SoCal. SCAG is currently compiling feedback from the discussions to share during the February Subregional Executive Directors meeting.

JOINT MEETING WITH KERN COUNCIL OF GOVERNMENTS

SCAG elected and staff leadership joined members of the Kern Council of Governments for a meeting to discuss topics of mutual interest, areas of cooperation, transportation planning efforts, legislative advocacy, and other activities that impact both sides of their shared county lines. This meeting is part of SCAG's ongoing commitment to collaboration with neighboring regions.

GO HUMAN UPDATE

SCAG'S GO HUMAN CAMPAIGN RECEIVES CALTRANS EXCELLENCE IN TRANSPORTATION AWARD

SCAG's *Go Human* campaign was recognized by the California Department of Transportation (Caltrans) with an Excellence in Transportation award for the project "From Pop Up to Permanent: A Model for Community-Centered Public Engagement." The award recognizes SCAG's *Go Human* efforts across the region to foster champions for active transportation safety at the local level through a variety of strategies. One key strategy is the [Kit of Parts](#), an engagement tool to temporarily demonstrate potential and planned street design treatments and safety infrastructure that encourage the use of streets as public space. A full list of winning projects, summaries, and photos can be accessed here: <https://dot.ca.gov/programs/public-affairs/eit-awards>.

SCAG'S GO HUMAN CAMPAIGN TEAMED UP WITH SUNLINE TRANSIT TO SHOWCASE SAFETY MESSAGING ACROSS COACHELLA VALLEY

Recognizing that every commuter is a pedestrian first, SCAG's *Go Human* campaign teamed up with SunLine Transit to showcase safety messaging in the Coachella Valley, running through May 2022. Displayed on three buses that are part of the [hydrogen fuel cell fleet](#), the "SunLine x *Go Human*" bus wraps represent a collaboration between years-long efforts to promote zero-emission transportation and traffic safety messaging. Co-branded safety messaging materials are one of *Go Human*'s no-cost resources. Learn more about the collaboration in this [news article](#) and request safety advertisements on the [SCAG website](#).

LADOT DEMONSTRATION AT MAGNOLIA AVENUE ELEMENTARY SECURES FUNDING, INSTALLATION PLANNED

The Los Angeles Department of Transportation (LADOT), with support from SCAG's *Go Human* campaign, hosted a Safe Routes to School pop-up demonstration event on Walk to School Day/Clean Air Day on Oct. 6, 2021, at Magnolia Avenue Elementary School. The demonstration included temporary safety design improvements, including "School Streets" (closing the street adjacent to the school to vehicle traffic, creating a pedestrian plaza), improved safety valet, bulb outs, and other features alongside engaging programming activities, feedback opportunities, and air quality monitoring. The goal of the event was to serve as a trial and to solicit community input on street improvements. The Office of Council District 1 has directed CRA/LA bond proceeds to the implementation of this project, scheduled for installation in June 2022. A video of the project can be accessed [here](#).

WTS-IE NAMES MUSCOY MOTHER & DAUGHTER DUO AND GO HUMAN CHAMPIONS RECIPIENTS OF THE WOMAN OF THE YEAR AWARD

For the first time, a mother and daughter duo were awarded the Woman of the Year Award by the WTS–Inland Empire Chapter. Rosa and Angela Loera were recognized for their tremendous commitment to advancing transportation in the region. Their leadership was integral in securing a \$1.88 million infrastructure grant through the state's Active Transportation Program (ATP) Cycle 5 for the Muscoy Area Safe Routes to School Pedestrian Improvements Project. In partnership with Majority Leader Eloise Gomez Reyes, the Sidewalks for Muscoy Coalition, Safe Routes Partnership, community members and numerous other partners, Rosa and Angela led essential community engagement efforts, rallying their community as they built temporary crosswalks, bus shelters, and curb extensions (in part with mini-grant funding from SCAG's *Go Human* campaign). Their efforts to conduct engagement and secure funding have and will continue to be transformative for the Inland Empire. As alumni of *Go Human*'s Community Safety Ambassador Program, SCAG congratulates these champions.

SCAG HOSTS 'TOOLBOX TUESDAY' TECHNICAL WORKSHOP ON EQUITY TOOL DEVELOPMENT

SCAG's [Toolbox Tuesday](#) trainings provide a range of practical skills and knowledge for local planners, including training in the use of computer-based tools and education in practical approaches to timely planning issues. On Jan. 25, more than 100 participants joined SCAG for a session on the process of how to use and develop equity tools for local jurisdictions. Speakers from SCAG and Metro discussed how equity tools are designed to integrate the explicit consideration of equity in decisions, including policies, practices, programs, and budgets. For more information, please access the recording of the training session and presentation materials on the [SCAG website](#). Please [register here](#) for the next Toolbox Tuesday training on "SB 379 Compliance: Resources for Local Jurisdictions," which will take place on Feb. 15.

SUNLINE TRANSIT HYDROGEN FUEL CELL BUS WORKSHOP

On Jan. 20, I participated in a fuel cell bus workshop hosted by Sunline Transit, which highlighted their hydrogen fuel cell transit fleet and fueling facilities to elected officials, regional and state decision makers, and transit agency board members. The facilities tour and afternoon workshop will educate participants about the benefits of fuel cell electric buses as California and the region continues to collaborate on meeting the state's mandated greenhouse gas reduction targets through clean fleet deployment strategies. Sunline Transit took the opportunity to highlight the SCAG *Go Human*-wrapped "zero-emission" hydrogen fuel cell bus at their satellite liquid hydrogen fueling station in Indio as a part of the morning Tour. As part of the workshop, I provided opening remarks to kick off the workshop portion of the program and highlighted the partnership and ongoing efforts the region is making to meet the California Air Resources Board's clean fleet requirements.

California Department of Transportation



To: ICTC Commission

Date: February 2022

From: GUSTAVO DALLARDA
Caltrans District 11 Director

Subject: **DISTRICT DIRECTOR'S REPORT**

CONSTRUCTION

1. **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 southern El Centro. The interchange was opened to traffic on December 21st. The community identifier installation was completed on February 8.



The contractor is continuing with the remaining work, with plant establishment and close out activities continuing through 2023.

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

2. **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. Construction for stage 1 of the SR-98 widening between Rockwood Avenue and Ollie Avenue is underway. Stage 2 is expected to start in March 2022. The project is expected to be substantially completed and open to traffic in late 2022. The total project cost is estimated at \$8.2 million.

3. **SR-111 Niland Geyser/Mud Pot:** The SR-111 Niland Geyser/Mud Pot continues to be active. The caldera is approximately 9 feet from the SR-111 edge of traveled way, another smaller caldera recently appeared a few feet to the north-east of the original and is active. Water from the Mud Pot continues free-flowing through the subsurface drainage installed in 2019. The original temporary detour road was opened to traffic in August of 2020. Due to the Mud Pot's unpredictable change in direction, a revised detour was required. The revised detour was completed on April 30, 2021. The detour will remain in place as the mud pot moves beyond the original freeway.
<https://www.youtube.com/watch?v=Ek1buV2HA68>

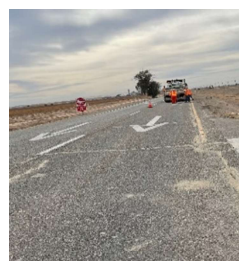
PROJECT DELIVERY

1. **SR-186 All-American Canal Bridge:** This project proposes to construct a new bridge over the All-American Canal (AAC). The new bridge will improve safety and better facilitate international and interregional movement of people, goods and services. A 2019 feasibility study proposed 8 alternatives including a no-build option. The following stakeholders have been identified, Fort Yuma Quechan Indian Tribe, US BIA, US BOR, IID, International Boundary and Water Commission, County of Imperial, Union Pacific Railroad and US GSA. *Project Milestones: Project Approval/Environmental Clearance 6/2024. The Anticipated funding fiscal year for construction is 2025/26.*

MAINTENANCE AND TRAFFIC OPERATIONS

All Imperial County Crews – Litter control 1st and 3rd Thursday of the month.

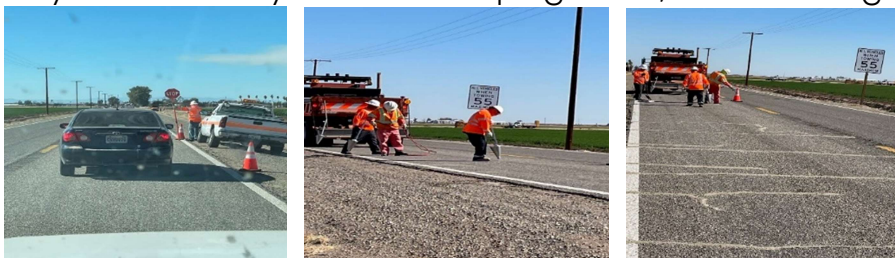
1. El Centro Traveled Way Crew – Sweeping I-8/SR111, lateral support SR111, crack sealing on SR86



2. El Centro Functional/Landscape – Sign/landscape maintenance, chemical control SR86, memorial sign installation SR111.



3. Midway Traveled Way Crew – Sweeping on I-8, crack sealing SR115



4. Brawley Traveled Way Crew – Sweeping, crack sealing SR86



5. **SR-86/Customs & Border Protection Checkpoint Expansion:** ICTC received confirmation from Customs & Border Protection (CBP) HQ that they will move forward with the original canopy design similar to the I-8 Pine Valley checkpoint. Caltrans has reviewed the 65% plan set and provided comments to ICTC's consultant, AECOM, in late November 2021. The environmental studies are being prepared by AECOM and will soon be sent for review. Caltrans will assist ICTC in coordinating upcoming meetings.

An environmental document as well all other appropriate studies will be needed to finalize the project. A series of permits will be required for 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.

PLANNING AND LOCAL ASSISTANCE

1. **District 11 Active Transportation Plan:** The D11 CAT Plan survey period has ended. Caltrans will begin determining the location-based needs and compile a needs list over the next months. The District 11 CAT Plan is scheduled for completion in summer 2022. For more information please visit: <https://www.catplan.org/district-11>
2. **Project Study Report: Forrester Road Improvements:** This study will propose improvements to Forrester Road from I-8 to the SR 78 intersection in the City of Westmorland. This is a critical goods movement corridor that handles a high volume of interregional and local agricultural trucks and anticipated volumes will continue to increase. Caltrans and ICTC are preparing a PSR

spearheaded by a Technical Working Group (TWG) that includes the County of Imperial, the Imperial Irrigation District (IID), and the cities of El Centro, Westmorland, Imperial, and Brawley. To address the needs of this corridor, likely improvements will include shoulder widening, passing lanes, intersection improvements, multimodal elements, and a bypass to the city of Westmorland.

3. **Local Assistance:**

Active Transportation Program Guidelines Virtual Workshop Series

The California Transportation Commission (CTC) is hosting a series of Active Transportation Program (ATP) Guideline Development Workshops in preparation for projects to be awarded by 2023 (ATP Cycle 6).

Upcoming workshop dates:

Wednesday February 23, 9:30am – 12:30pm

Monday February 28, 12:30pm – 2:30pm

Wednesday March 2, 9:00am – 11:00am

Registration links appear on the webpage below under the ATP Cycle 6 link –

<https://catc.ca.gov/programs/active-transportation-program>

California Transportation Commission (CTC) Allocation Requests

Please review the attached schedule of deadlines to send requests for California Transportation Commission (CTC) allocation at the May 18-19, 2022 CTC meeting. Caltrans District 11 must receive all documents at least two months prior to the preferred CTC meeting date. *Friday, March 18, 2022 is the deadline for the May 18-19, 2022 CTC meeting.*

Title VI Nondiscrimination Program

Local agencies must comply with all Title VI requirements – LAPM Section 9.2, *Title VI compliance is subject to review at any time.*

www.dot.ca.gov/programs/local-assistance/guidance-and-oversight/title-vi

RELINQUISHMENTS

1. **SR-86** from SR-111 to Countryside Dr, West Ralph Rd to Calle Estrella, and east of Brandt Rd to SR-78. Relinquishment to County of Imperial, estimated completion 2026. (#11 on Status Map)
2. **SR-86** from Countryside Dr to Treshill Rd. Relinquishment to City of El Centro, estimated completion 2026. (#12 on Status Map)
3. **SR-111** from 2nd St to SR-98. Relinquishment to City of Calexico, estimated completion 2024. (#13 on Status Map)

2022 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 2021

| 2022 California Transportation Commission (CTC) Meeting Schedule | Local Agency Submits Off System Funds Requests, Program Amendments, and Time Extensions to Caltrans Districts | District Submits Off System and On System Requests to HQ Divisions | HQ Divisions Submit Final Off System and On System Requests to Budgets | Final Agenda Language Due From HQ Divisions to Office of CTC Liaison | Final Book Items Due from HQ Divisions to Office of CTC Liaison |
|--|---|---|--|--|---|
| Date and Location: | 10:00 AM District & CTC | 10:00 AM HQ Divisions | 5:00 PM Email to HQ Budgets | 10:00AM Email to CTC Liaison | 10:00 AM Email to CTC Liaison OCTCL Email: CTCLiaison@dot.ca.gov |
| Jan 26-27 - Sacramento | Mon, Nov 29, 21 | Mon, Dec 6, 21 | Fri, Dec 10, '21 | Fri, Dec 17, '21 | Fri, Dec 17, '21 |
| Mar 16-17 - San Diego | Tue, Jan 18, 22 | Mon, Jan 24, 22 | Mon, Jan 31, '22 | Wed, Feb 9, '22 | Thu, Feb 10, '22 |
| May 18-19 -Central Valley | Mon, Mar 21, 22 | Mon, Mar 28, 22 | Mon, Apr 4, '22 | Wed, Apr 13, '22 | Thu, Apr 14, '22 |
| June 29-30 - Sacramento | Mon, May 2, 22 | Mon, May 9, 22 | Mon, May 16, '22 | Wed, May 25, '22 | Thu, May 26, '22 |
| Aug 17-18 - Bay Area | Mon, Jun 20, 22 | Mon, Jun 27, 22 | Tue, Jul 5, '22 | Wed, Jul 13, '22 | Thu, Jul 14, '22 |
| Oct 12-13 - Santa Barbara | Mon, Aug 15, 22 | Mon, Aug 22, 22 | Mon, Aug 29, '22 | Wed, Sep 7, '22 | Thu, Sep 8, '22 |
| Dec 7-8 - Riverside | Mon, Oct 10, 22 | Mon, Oct 17, 22 | Mon, Oct 24, '22 | Wed, Nov 2, '22 | Thu, Nov 3, '22 |

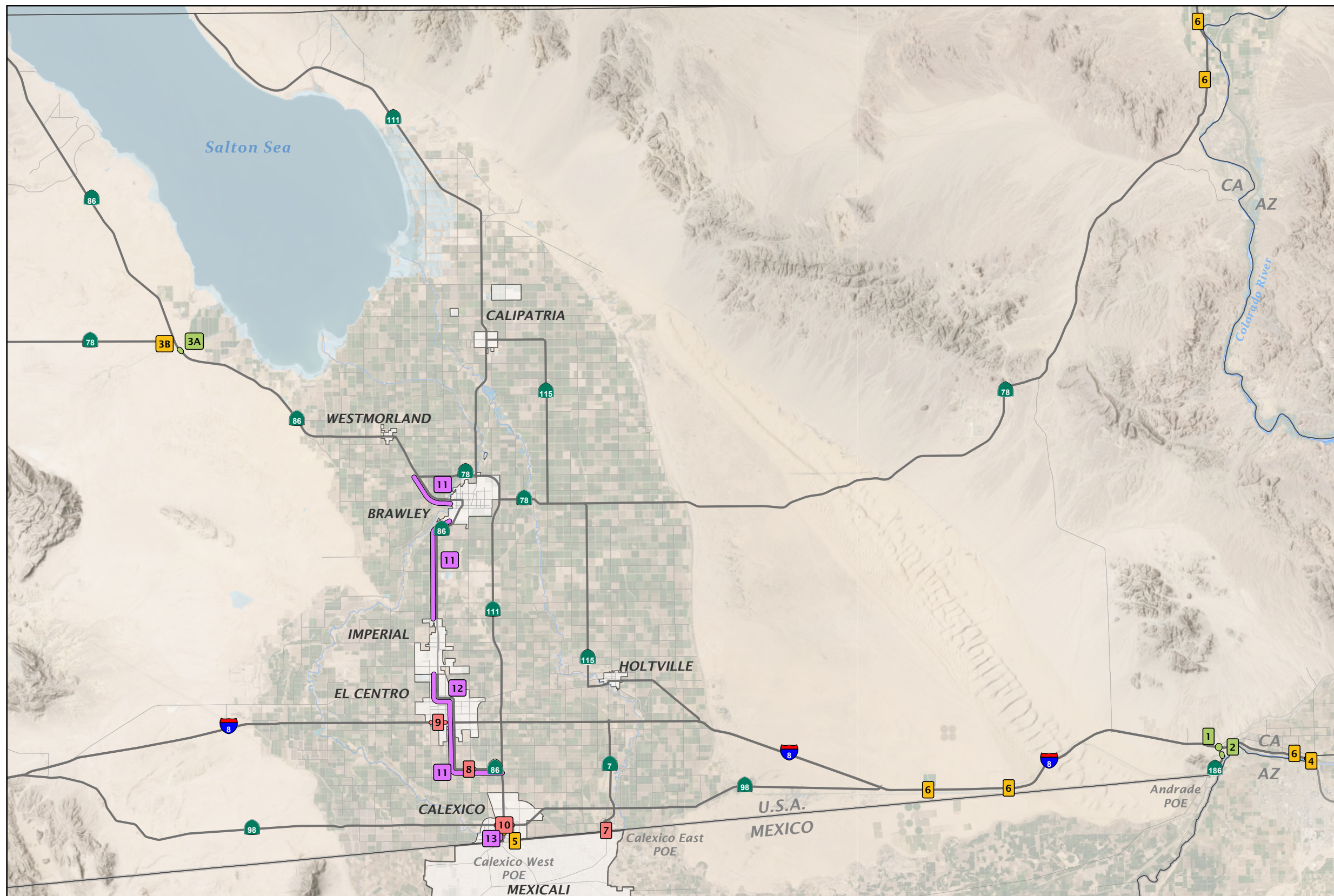
* No Scheduled Meeting in: February, April, July, September and November

Moved - Christmas
Moved - July 4

Moved - Christmas

Moved - Christmas

STATUS OF TRANSPORTATION PROJECTS



ENVIRONMENTAL

1. SR-186/I-8 Quechan Interchange Improvements*
Complete Dec 2022
2. SR-186 All-American Canal Bridge
Complete Mar 2023
- 3A. SR-86 USBP Checkpoint Canopy*
Complete July 2022

DESIGN

- 3B. SR-86 USBP Checkpoint Canopy*
Complete July 2022
4. I-8 Colorado River Viaduct
Complete April 2021; Begin Construction September 2022
5. SR-111 Pavement Rehabilitation, Border to SR-98
Complete Nov 2020. Begin Construction April 2022
6. Bridge Rehab Projects on I-8 and SR-78
Ready to List Spring 2022

CONSTRUCTION

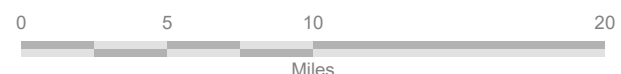
7. Calexico East POE Bridge Widening
Design/Build Begin Mar 2021; Complete June 2023
8. SR-86/Dogwood Road Intersection Improvements County Permit*
Complete Oct 2022
9. I-8/Imperial Ave Interchange Improvements
Open to Traffic Dec 2021; Complete May 2023
10. SR-98 Widening Phase 1C Ollie Ave to Rockwood Ave
Complete Dec 2022

RELINQUISHMENT

11. SR-86 Relinquishment to County of Imperial
Date Estimate 2026
12. SR-86 Relinquishment to City of El Centro
Date Estimate 2026
13. SR-111 Relinquishment from 2nd St to SR-98 to City of Calexico
Date Estimate 2024

* 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

77
FOE: Port of Entry

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

Date:01/19/2022



VII. ACTION CALENDAR - CONTINUED

A. Imperial County Regional Active Transportation Plan

1. Approve the adoption of the Imperial County Regional Active Transportation Plan.



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

February 17, 2022

Rosie Arreola-Fernandez, Chair
Imperial County Transportation Commission
1503 N. Imperial Ave., Suite 104
El Centro, CA 92243

SUBJECT: Imperial County Regional Active Transportation Plan

Dear Commission Members:

The Imperial County Transportation Commission (ICTC) developed the Imperial County Regional Active Transportation Plan (Regional ATP) through funding from the Southern California Association of Governments (SCAG). The purpose of the Regional ATP is to improve access, mobility, and safety for non-motorized modes of travel, including walking, bicycling, and riding transit in the Imperial Valley region which includes the County of Imperial (County) and the cities of Brawley, Calexico, Calipatria, Holtville, El Centro, Imperial, and Westmorland. The Regional ATP prioritizes active transportation projects that may be used to seek funding from ICTC member agencies. The Plan will also help inform the upcoming ICTC Long Range Transportation Plan.

The Regional ATP began in April 2021 with a kick-off meeting with the consultant team KTUA, Katherine Padilla & Associates, Inc., SCAG, and ICTC. During the project kick-off, a project webpage was developed and hosted at the ICTC website to keep project participants informed of the project development process. The project development was also led a Technical Advisory group comprised of planning, engineering, and public works staff from the County of Imperial and the cities of Brawley, Calexico, Calipatria, Holtville, El Centro, Imperial, and Westmorland as well as Caltrans planning staff. A total of seven (7) project TAC meetings were held and a total of 10 community outreach events were coordinated in the summer of 2021, in collaboration with on-going community events throughout the Imperial Valley. Other community input was gathered by an online survey that received over 200 completed surveys that assisted the planning process. Lastly, four (4) public workshops were hosted in collaboration with community events in the months of October and November where members of the public provided input for the draft recommendations.

The draft final plan includes an existing conditions analysis, community engagement summary, and project recommendations to guide the development of active transportation infrastructure projects and programs for Imperial County jurisdictions. A copy of the draft final document will be available at the ICTC website.

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

The ICTC Technical Advisory Committee met on February 3, 2022. The Management Committee met on February 9, 2022, and forward this item to the Commission for their review and approval after public comment, if any:

1. Approve the adoption of the Imperial County Regional Active Transportation Plan.

Sincerely,



VIRGINIA MENDOZA
Program Manager

Imperial County Transportation Commission

Regional Active Transportation Plan

Draft 2022



Acknowledgments

Imperial County Transportation Commission: ATP Planning Team

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Marlene Flores, Associate Transportation Planner

SCAG

Mariana Pulido, Senior Regional Planner

Imperial County Transportation Commission: Commissioners

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Rosie Arreola-Fernandez, Vice-Chair, Mayor, City of Calexico

Maria Nava-Froelich, Council Member, City of Calipatria

Cheryl Viegas-Walker, Chair, Council Member, City of El Centro

Mike Goodsell, Council Member, City of Holtville

Robert Amparano, Chairman, Council Member, City of Imperial

Javier Gonzalez, Director, Division 4, Imperial Irrigation District

Luis Plancarte, Supervisor District 2, County of Imperial

Ryan Kelley, Supervisor District 4, County of Imperial

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Jessica Padilla Bowen, Senior Associate

STC, Traffic

Stephen Manganiello, Principal

David DiPierro, Traffic Engineer

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ICTC ATP Technical Advisory Committee

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Miguel Figueroa, City Manager, City of Calexico

George Galvan AICP, The Holt Group, representing the City of Calipatria and City of Holtville

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Andrea Montaña, Planning Technician, City of Brawley

Christian Rodriquez, Assistant Planner, City of El Centro

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Alex Araiza, Transportation Planner Caltrans- District 11

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Alexis Morris, Planning, Caltrans

Yoli Viviana Sanchez, Health Education Specialist, Imperial County Public Health Department

Lisa Tylenda, City of Calexico, Planning & Building Services

Juan Manuel Cabrera, Assistant Civil Engineer, City of Brawley

Ramiro Barajas, Public Works Supervisor, City of Westmorland

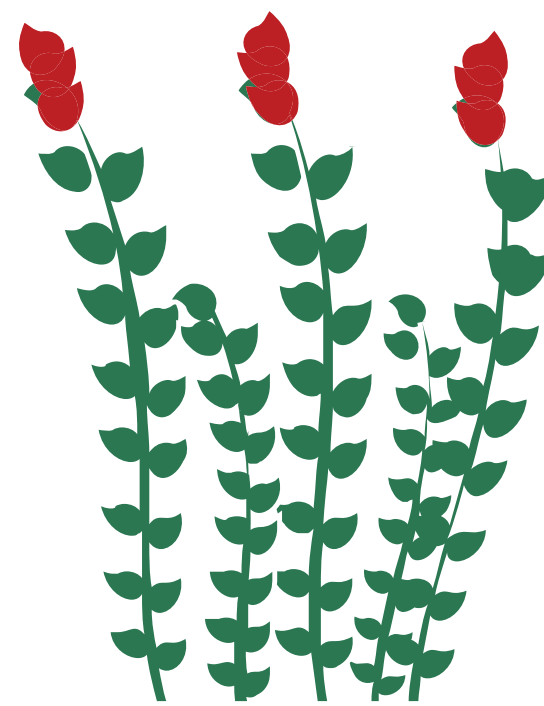


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Chapter 1

Introduction



1.1 SCOPE AND VISION

The Imperial County Transportation Commission (ICTC) embarked on a mission to research, analyze, and engage with communities to understand how they can best meet the active transportation needs of the Imperial Valley. As a county transportation commission, it is their responsibility to work with their partners to plan and build an active transportation network that reflects the existing and future needs of the 180,000 plus residents of Imperial County. This comprehensive Regional Active Transportation Plan (ATP) is a tool that will help ICTC achieve short, mid, and long-term projects for walking, biking, use of public transit, and other related transportation modes.

1.1.1 PROCESS

The plan includes an existing conditions analysis, community engagement summary, and project recommendations to guide the development of active transportation infrastructure projects and programs for ICTC. The following goals and objectives assisted the team throughout the planning process:

- » Literature review of previous planning efforts
- » Existing active transportation analysis
- » Comprehensive and flexible community engagement process
- » Implementable active transportation plan





Literature review of previous planning efforts

Literature review of previous planning efforts

- » Identify cities and communities that have not received an ATP-related plan.
- » Develop a matrix to track ongoing planning efforts that may affect project development.
- » Determine which cities and communities have plans older than five years old or have no plan at all



Existing active transportation analysis

Existing active transportation analysis

- » Download and collect all available data (GIS and field work photos)
- » Review active transportation infrastructure around important land uses such as parks, schools, and commercial centers
- » Review active transportation infrastructure around transit stops



Comprehensive and flexible community engagement process

Comprehensive and flexible community engagement process

- » Identify all possible in-person and online strategies to maximize participation
- » Recognize the importance of “going to the people”
- » Remain flexible and adapt to the changing COVID-19 health protocols

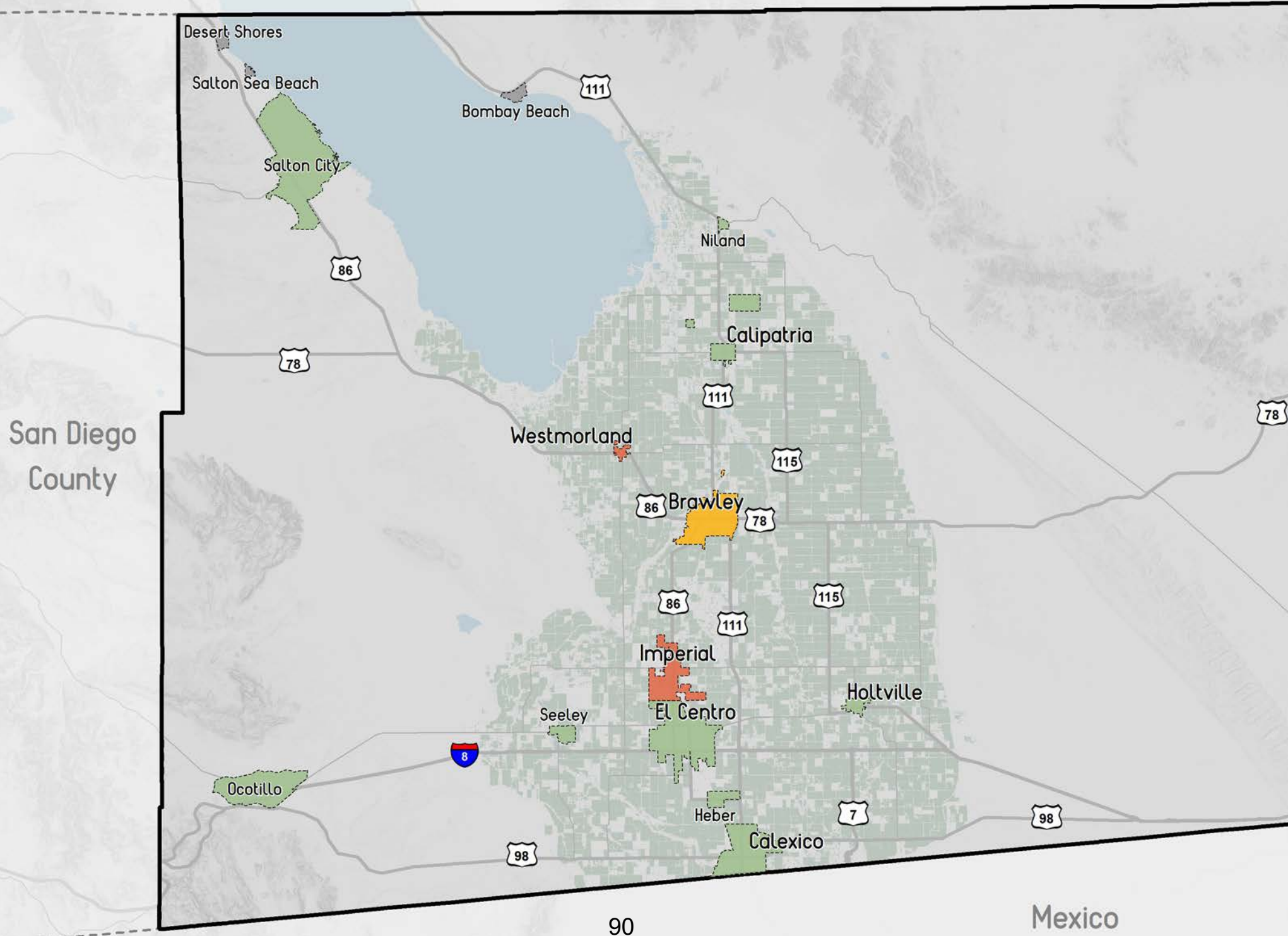


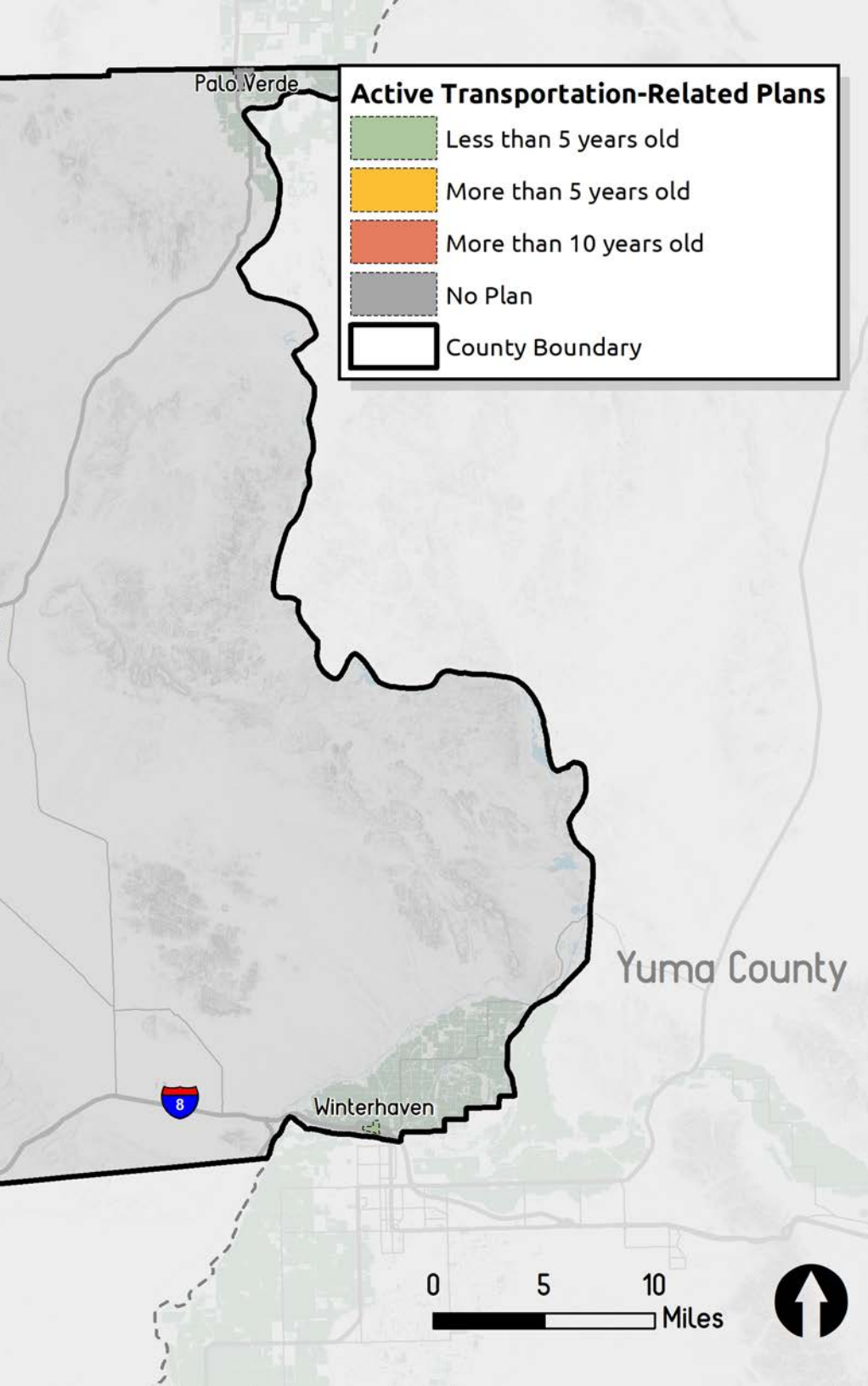
Implementable active transportation plan

Implementable active transportation plan

- » Identify short, mid, and long-term projects that are realistic
- » Projects should reflect the community’s needs and wants; must balance the “must-haves” with the “nice-to-haves”
- » Projects should be designed to encourage walking, bicycling, and use of transit as safe and comfortable modes of transportation.
- » Projects should equitably address active transportation gaps

FIGURE 1-1: Active Transportation-Related Plans





1.2 STUDY AREA

The County of Imperial is located in Southern California, bordered by the counties of San Diego to the west and Riverside to the north. The County also shares its boundaries with Arizona to the east and with Mexico to the south, as shown in Figure X. Interstate 8 is the only major freeway running through Imperial County, connecting it to other regions in Southern California and Arizona. State Routes and US highways provide other vital connections to destinations throughout the region.

According to the 2019 American Community Survey (ACS) 5-Year Estimates Data Profiles, Imperial County has a population of 180,701 within its county boundary. Imperial County has a large Hispanic community, accounting for approximately 84 percent of the population identifying as Hispanic and/or Latino. The local economy and job force is heavily dependent on agriculture, but recent developments in renewable energy have increased job opportunities for solar and geothermal fields of work.

The County contains seven cities, 10 Census-designated places, and many other unincorporated communities. Two Indian Reservations, the Fort Yuma Indian Reservation and the Torres-Martinez Indian Reservation are located within the County boundaries.

1.3 ACTIVE TRANSPORTATION TRENDS AND BENEFITS

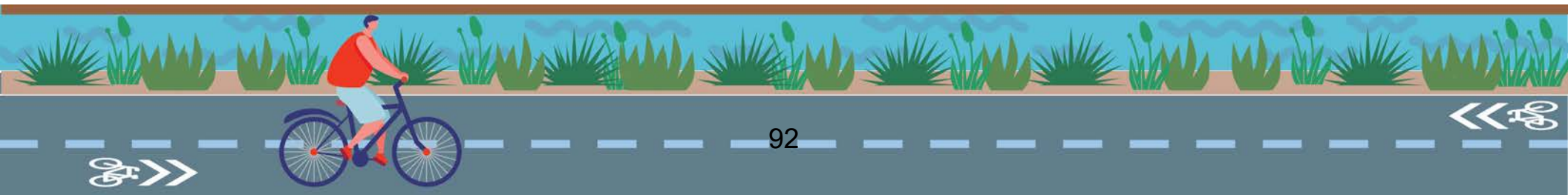
Many American cities were built on a foundation of auto-centric infrastructure, but many of those same cities are embracing active transportation as an equally important transportation option. Over the last 10 years, cities have been transforming their street network to support walking, bicycling, transit, and other related forms of transportation using sustainable planning principles such as Complete Streets, First-Last Mile, and Safe Routes to School planning. Infrastructure efforts have also been supported by the growing number of Federal and California legislation that help fund and pave the way for these kinds of projects.

The emergence of enhanced active transportation facilities such as separated bikeways, curb extensions, or flashing crosswalks have helped inform and encourage people to use active transportation more often in their day-to-day lives. It's also important to recognize that most trips Americans make are within one mile, meaning there's a genuine opportunity to entice people to walk or bike to their destinations.

The COVID-19 pandemic also affected how planners, engineers, and everyday people use their street network. Commuting patterns resulting from work-from-home setups as well as the need to access the outdoor environment for mental and physical health have resulted in

many people using active transportation more often. According to a report from the San Diego Association of Governments (SANDAG), daily volumes of bike commuting increased 42 percent across San Diego County during five months in 2020 compared to 2019. This trend continues to be seen in many cities throughout California. Other cities have explored placemaking options that promote walking and biking such as closing streets on weekends to cars and making them exclusive for pedestrian and bicycle access. Record sales of bicycles, especially electric bikes, and a steady increase of micro-mobility options such as scooters and E-bikes have helped communities and their residents adapt to the constantly-changing environment.

An active transportation plan that is successfully implemented can lead to numerous environmental, health, economic, and social equity benefits. The following section highlights some of the benefits that Imperial County can experience if active transportation projects and programs were implemented.



1.3.1 ENVIRONMENTAL BENEFITS

According to the United States Environmental Protection Agency (EPA), the transportation sector accounted for the largest portion of GHG emissions (28 percent) in the United States in 2018. Additionally, building infrastructure for vehicles, such as streets and parking lots, increases the impervious surface of an area which leads to storm-water runoff, urban flooding, and the urban heat island effect. To combat these negative impacts, active transportation infrastructure can be thoughtfully designed to encourage people to walk, bike, or “roll” instead of driving. Studies from the Institute for Transportation and Development Policy (ITDP) state that “bikes and e-bikes currently make up 6% of miles traveled in world cities. If by 2050, bikes and e-bikes make up 14% of travel in world cities, there would be an overall 11% reduction in carbon emissions.”

Related surveys from the Active Living Research indicate that most errands in the U.S. are within short distances. For example, surveys state that 27% of errands are within 1 mile and that 61% of errands are within 5 miles. A shift to these active transportation modes would have positive environmental impacts due to reduced greenhouse gas emissions.

1.3.2 HEALTH BENEFITS

Vehicle-generated air pollution contains harmful GHG emissions including carbon dioxide, carbon monoxide, methane, nitrous oxide, and volatile organic compounds. These pollutants and irritants can cause asthma, bronchitis, pneumonia, and decreased resistance to respiratory infections. Taking steps to reduce these emissions is particularly important in the United States. Making it easier and more comfortable for people to walk or bike rather than drive offers a great opportunity to reduce emissions and improve public health. Studies from the Active Living Research show that building active transportation infrastructure for people that live in mixed-use neighborhoods would help “33% of people meet their physical activity goals by walking as a means of transportation.” In addition, if active transportation is combined with recreational trails, then people are “50% more likely to meet physical activity guidelines.”

Vehicle-generated air pollution are harmful and can cause:



- Asthma

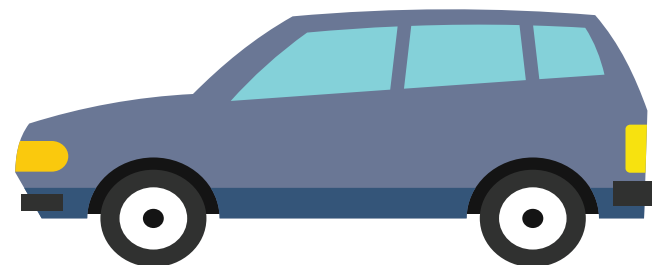
- Bronchitis



- Pneumonia



- Decreased resistance to respiratory infections



28%

of GHG emissions in the US came from the transportation sector in 2018

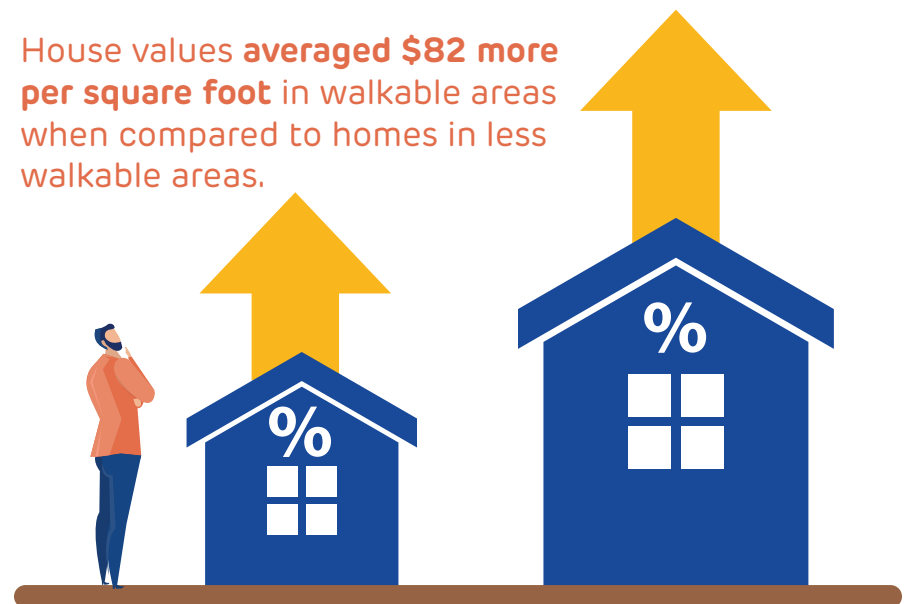
Exercise such as walking, jogging, and biking, has been shown to improve mental health by relieving depression, anxiety, and stress. This is especially important in rural or low-income areas, where community members are more likely to not have easy access to parks or fitness centers. A well-designed network sidewalks, crossings, bike facilities, and shared use paths become even more critical in supporting community health.

1.3.3 ECONOMIC BENEFITS

Active transportation infrastructure and related programs have steadily shown to deliver economic benefits to a community. Converting even a fraction of automobile trips to active transportation modes of travel can generate a multitude of savings across many elements of a person's day-to-day lives. For example, increased use of active modes can contribute to a healthier lifestyle and therefore may minimize medical care, resulting in health-related savings for both individuals and taxpayers.

Another common economic benefit often cited is how a walkable and bikeable community increases property values and retail sales. People more than ever want to have the option to walk or bike for quick errands, a coffee, or a meal, so communities that offer a safe, attractive, and comfortable public realm with all sorts of active transportation options benefit from both a cultural boost and a monetary boost.

Lastly, an adopted active transportation plan allows a community or agency to effectively pursue and compete for local, state, and federal grants. A comprehensive ATP checks off all of the required boxes that agencies are required to complete in order to qualify for grant funding. Items such as existing conditions analysis, an extensive and successful community engagement process, and a prioritized list of projects and programs allow agencies to comfortably explore many grant opportunities.



1.3.4 EQUITY

Equity in transportation planning has become a priority topic over the past few years. Planners and agencies are recognizing that projects and programs need to serve all people across all socioeconomic statuses. Active transportation plans' definition of equity can be summarized to the following two based on a study published by the League of American Bicyclists and the Alliance for Biking and Walking:

Geographic Equity - *The distribution of biking and/or walking facilities and programs within a community, and/or*

Social or Demographic Equity - *The characteristics of populations served by biking and/or walking facilities and programs.*

These definitions are important because planners must remind related parties that historically, many low-income communities and underserved populations have been excluded from the transportation planning process. Research groups such as the Healthy Places by Design have highlighted many realities related to equitable planning. They cite Charles Brown, a researcher at Rutgers' Alan M. Voorhees Transportation Center. His research "suggests that communities of color are under-represented in infrastructure planning discussions" and that "communities of color have less active transportation infrastructure to begin with. Layered with systemic discrimination, this type of disinvestment makes it especially difficult—and dangerous—for too many people of color to get from one place to another in their daily lives by biking and walking."

Transportation planning projects should always facilitate effective, humble, and approachable community engagement strategies. All communities should be heard and their participation should help prioritize and design the transportation network that they will be using in their day-to-day lives.



"Going to the people" to maximize community engagement



1.4 PLANNING CONTEXT SUMMARY

This ATP incorporates regional and local planning efforts that are directly related to walking, biking, transit, and trails. These efforts range from long-range regional planning efforts to neighborhood-specific plans. The following information summarizes the planning documents that were evaluated as part of the ATP process.

1.4.1 REGIONAL PLANNING EFFORTS

The following regional planning documents were reviewed to ensure that newly-proposed projects and programs align with previously-identified planning efforts.

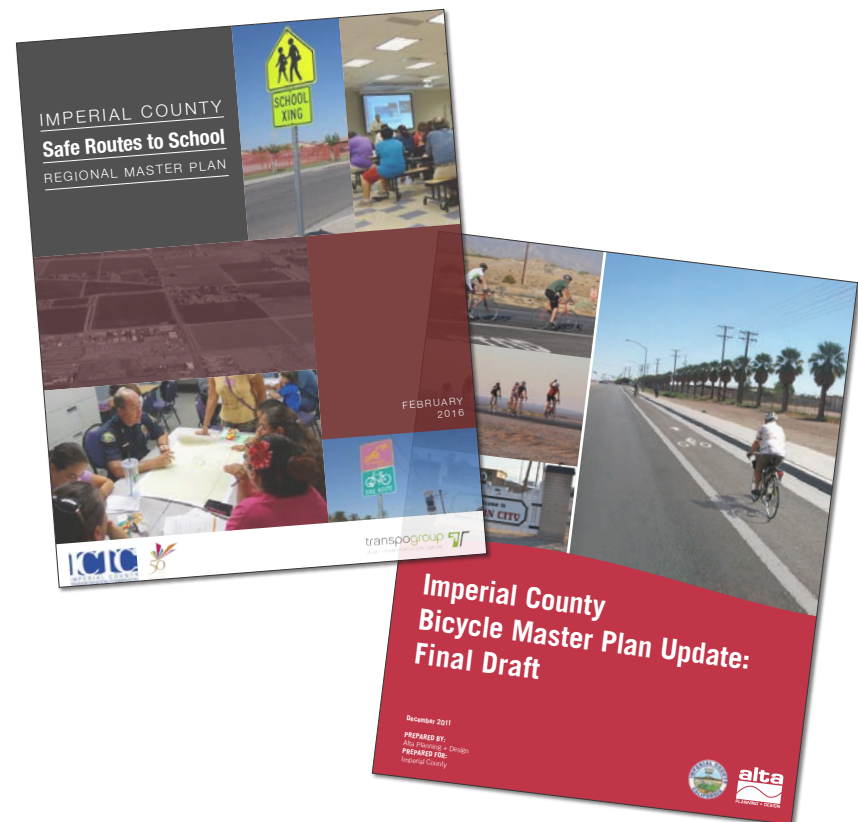
- » Imperial County Active Transportation Plan (2018)
- » Imperial County Pedestrian Master Plan (2021)
- » Imperial County Safe Routes to School Regional Master Plan (2016)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)
- » ICTC Regional Mobility Hub Implementation Strategy (2017)

1.4.2 MUNICIPAL PLANNING EFFORTS

The following planning documents for the seven cities found within Imperial County were also reviewed to ensure connectivity and continuity between regional planning efforts and this ATP planning process:

- » City of Brawley Non-Motorized Transportation Plan (2013)
- » City of Brawley General Plan (2008)
- » Calexico Transit Needs Assessment Study Final Report (2017)
- » City of Calexico Bicycle Master Plan Update (2018)
- » City of Calexico General Plan Update (2015)
- » City of Calipatria Active Transportation Plan (2020)

- » City of Calipatria Railroad Corridor Multi-Use Bikeway Master Plan (2019)
- » City of El Centro Active Transportation & Safe Routes to School Plan (2019)
- » ICTC Regional Mobility Hub Implementation Strategy (2017)
- » El Centro General Plan Update (2021)
- » City of Holtville Complete Streets Plan (2016)
- » City of Holtville Bicycle Master Plan (2014)
- » City of Holtville General Plan (2017)
- » City of Imperial Bicycle Master Plan (2002)
- » City of Imperial Circulation Element (2017)



PLANNING CONTEXT

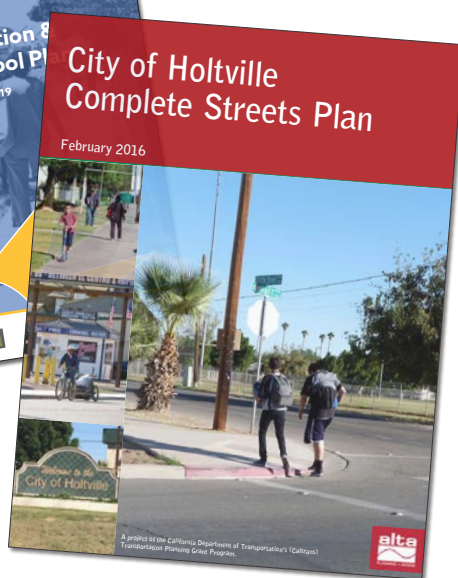
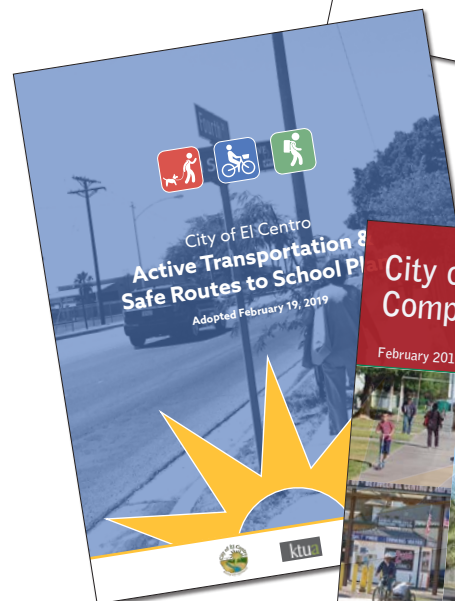
7 Cities in Imperial County

10 Census-Designated Places

22 Unincorporated Communities

2 Native American Reservations

6 Cities or communities with either no active transportation plans or plans older than 5 years old



1.5 STATE OF PRACTICE

Active transportation continues to permeate people's everyday lives as we explore ways to live healthier, more active, and affordable lives. Ensuring that basic infrastructure needs such as sidewalks, curb ramps, lighting, bike lanes, etc., are met will always be a priority for every city. The state of practice continues to encourage city leaders, local advocates, and everyday citizens to advocate for safe, comfortable, and attractive mobility options. The recent COVID-19 pandemic created a heightened sense of awareness for our outdoor environment as people sought ways to leave their homes to catch a breath of fresh air, exercise, or reach their essential workplaces. This has led to a greater sense of responsibility for local, state, and federal agencies to make it easier to assess and/or re-imagine our streets to ensure they equitably serve the needs of the community.

While active transportation design guidance has traditionally come from the State, especially Caltrans and the California Manual on Uniform Traffic Control Devices (CA MUTCD), cities are increasingly turning to national organizations for guidance on best practices. Primary organizations include the National Association of City Transportation Officials (NACTO), American Association of State Highway and Transportation Officials (AASHTO), and the Federal Highway Administration (FHWA).

Fortunately for California cities, there is increased flexibility in design guidance offered by both Caltrans and the FHWA. In 2014, Caltrans officially endorsed the NACTO Urban Street Design Guide and Urban Bikeway Design Guide as valuable toolkits for designing and constructing safe, attractive local streets. California cities may also apply for experimental designation from the FHWA for projects not in conformance with the CA MUTCD.

The guidance provided by these manuals supports the creation of more Complete Streets. The guidance is also supported by several pieces of important legislation. The following section provides a review of the state of practice for bicycle facilities, drawing on the AASHTO and NACTO guides. It also includes a discussion on Complete Streets/Routine Accommodation, as well as summaries of the relevant legislation at the local, regional, state, and national levels.

1.5.1 PRIMARY GUIDANCE

In 2014, the California Department of Transportation (Caltrans) updated the CA MUTCD to provide uniform standards and specifications for all official traffic control devices in California. This update is meant to implement Caltrans's 2014 mission to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. The purpose of the CA MUTCD is to improve safety and mobility for all travellers by setting minimum standards and providing guidance intended to balance safety and convenience for everyone in traffic, including drivers, pedestrians, and bicyclists.

The CA MUTCD contains the basic principles that govern the design and use of traffic control devices that aim to promote highway safety and efficiency by providing for the orderly movement of all road users on streets, highways, bikeways, and private roads open to public travel. Multimodal policies for safer crossings, work zones, and intersections are integrated as part of the CA MUTCD, with improvements including:

- » Crosswalks Enhancements Policy
- » Temporary Traffic Control Plans
- » Work Zone and Higher Fines Signs and Plaques
- » Traffic Control for School Areas

Additionally, NACTO guidance was analyzed to ensure flexibility and innovation in the design and operations of streets and highways in California. Much of the guidance provided in the CA MUTCD is consistent with the NACTO Urban Bikeway Design Guide.

Detailed information regarding the following list of guidance documents can be found in Appendix A.

- » Caltrans Highway Design Manual, Chapter 1000: Bicycle Transportation Design
- » FHWA Bike Lane Planning and Design Guide
- » FHWA Bikeway Selection Guide
- » MassDOT Separated Bike Lane Planning & Design Guide
- » AASHTO Guide to Bikeway Facilities

- » NACTO Urban Bikeway & Street Design Guides
- » NACTO Transit Street Design Guide
- » NACTO Urban Street Stormwater Guide
- » Complete Streets and Routine Accommodation

1.5.2 APPLICABLE LEGISLATION

Several pieces of legislation support increased bicycling and walking in the State of California. Much of the legislation addresses GHG reduction and employs bicycling and walking as a means to achieve reduction targets. Other legislation highlights the intrinsic worth of bicycling and walking and treats the safe and convenient accommodation of bicyclists and walkers as a matter of equity. The most relevant legislation concerning bicycle and pedestrian policy, planning, infrastructure, and programs are listed below. Descriptions for each legislation can be found in Appendix A.



State Legislation and Policies

- » AB-32 California Global Warming Solutions Act
- » SB-127 Complete Streets Bill
- » SB 1000 Planning for Healthy Communities Act
- » SB-375 Redesigning Communities to Reduce Greenhouse Gases
- » AB-1358 Complete Streets Act
- » AB-1581 Bicycle and Motorcycle Traffic Signal Actuation
- » AB-1371 Passing Distance/Three Feet for Safety Act
- » SB-743 CEQA Reform
- » CEQA for Bicycle and Pedestrian Plans
- » AB-1193 Bikeways
- » Design Information Bulletin 89-01
- » SB-1 Transportation Funding
- » SB-672 Traffic-Actuated Signals: Motorcycles and Bicycles
- » SB-760 Transportation Funding: Active Transportation: Complete Streets
- » AB-1218 California Environmental Quality Act Exemption: Bicycle Transportation Plans
- » Caltrans' Deputy Directive 64-R2
- » AB 902 Traffic Violations and Diversion Programs
- » AB 1096 Electric Bicycles as Vehicles
- » AB-390 Pedestrian Crossing Signals
- » AB-285 Forecast Impacts of Emerging Technologies
- » AB-1266 Bicycle Guidance Signs Through an Intersection
- » SB-400 Clean Cars 4 All Program
- » Executive Order N-19-19

Federal Legislation

- » Safe Streets Act (S-2004/HR-2468)
- » Interim Approval for Optional Use of an Intersection Bicycle Box (IA-18)

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Chapter 2

Existing Conditions



2.1 EXISTING CONDITIONS OVERVIEW

A thorough understanding of the existing roadway conditions, the County's demographics, and other transportation-related information is critical. The data presented in this chapter uses the latest Census and GIS datasets available to the planning team. It is used to create a comprehensive understanding of the County, the respective cities, census-designated places, and unincorporated areas within Imperial County. The analysis will be combined with the community engagement process to help the team make informed project recommendations.

Cities in Imperial County

- » Brawley
- » Calexico
- » Calipatria
- » El Centro
- » Holtville
- » Imperial
- » Westmorland

Indian Reservations in Imperial County

- » Fort Yuma Indian Reservation
- » Torres-Martinez Indian Reservation

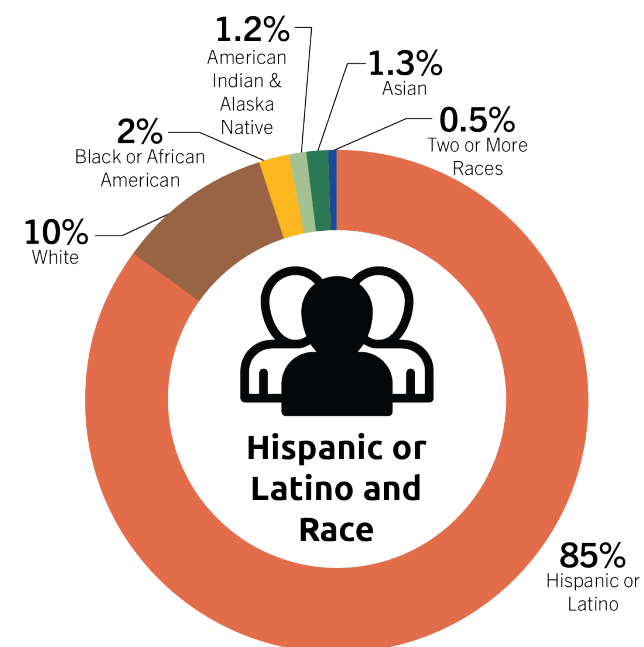
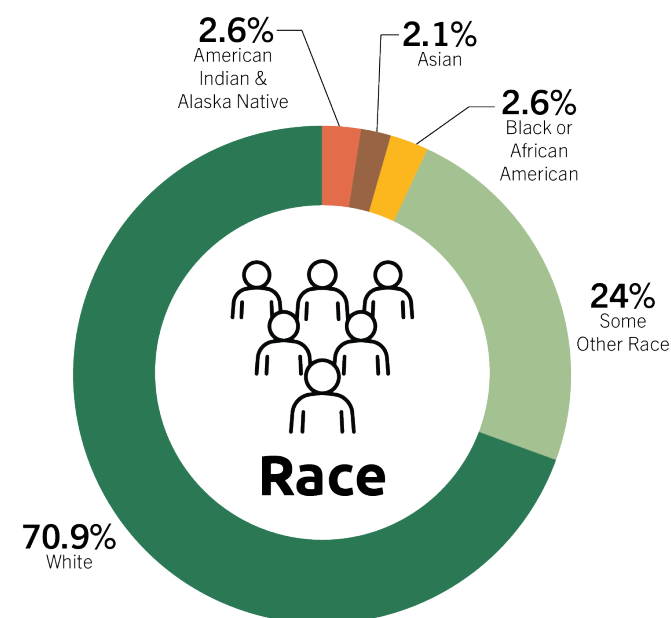
Communities in Imperial County

- » Bombay Beach
- » Desert Shores
- » Heber
- » Niland
- » Ocotillo
- » Palo Verde
- » Salton Sea Beach
- » Salton City
- » Seeley
- » Winterhaven

2.1.1 COUNTY DEMOGRAPHICS

According to the 2019 ACS projection, Imperial County has a population of 180,701 within its boundary. The population of Imperial County is relatively young with the median age being 32.4 years old. The racial makeup in Imperial County is 65.1 percent White, 2.5 percent African American, 1.1 American Indian and Alaska Native, 1.5 percent Asian, 3.6 percent two or more races, and 26.1 percent another race. A majority of the population, 84.2%, identify as Hispanic or Latino.

The median household income is \$47,622 in Imperial County, compared to \$75,235 statewide, and \$62,843 nationally. Of the households surveyed in 2019, a majority of households have access to one or more vehicles, with two percent reporting lacking access to a vehicle.



2.1.2 COUNTY MODE SHARE

According to the 2019 ACS, there are an estimated 59,343 workers in Imperial County. Travel mode splits for workers' commute trips are as follows:

Imperial County

- » Car: 89.8%
- » Carpool: 9.0%
- » Transit: 0.9%
- » Walk: 2.5%
- » Bicycle: 0.3%
- » Work from Home: 4.6%

California

- » Car: 83.8%
- » Carpool: 10.1%
- » Transit: 5.1%
- » Walk: 2.6%
- » Bicycle: 1.0%
- » Work from Home: 5.9%

US

- » Car: 85.3%
- » Carpool: 9.0%
- » Transit: 5.0%
- » Walk: 2.7%
- » Bicycle: 0.5%
- » Work from Home: 5.2%

Approximately 89.8 percent of workers in Imperial County drive to work. The data suggests that investments in transit and other forms of transportation can help reduce commuter dependency on vehicular trips. This would result in reduced vehicle miles traveled, reduction of greenhouse gas emissions, and potential reduction of traffic congestion in Imperial County.

WALKING MODE SHARE

The walking mode share measures the percentage of workers aged 16 years and over who commute to work by foot. Mode share reflects how well infrastructure and land-use patterns support travel to work by foot. In a city or community, walking mode share patterns are connected to the relative proximity of housing to employment centers.

BICYCLING MODE SHARE

Similar to the walking mode share, bicycling mode share measures the percentage of resident workers aged 16 years and over who commute to work by bicycle.

PUBLIC TRANSIT MODE SHARE

Transit mode share measures the percentage of workers aged 16 years and over who commute to work by transit. This mode share reflects how well first mile-last mile infrastructure, transit routes, and land-use patterns support travel to work by transit.

TRAVEL TIME TO WORK (Drive and Walk)

Figure 2-1 compares the travel modes share between the County, State, and United States based off the 2019 ACS. The data suggests that the County has a large dependence on personal vehicles for travel, higher than the state and US. The data also suggests that the county is on par with the state and the US for walking and carpool travel modes.

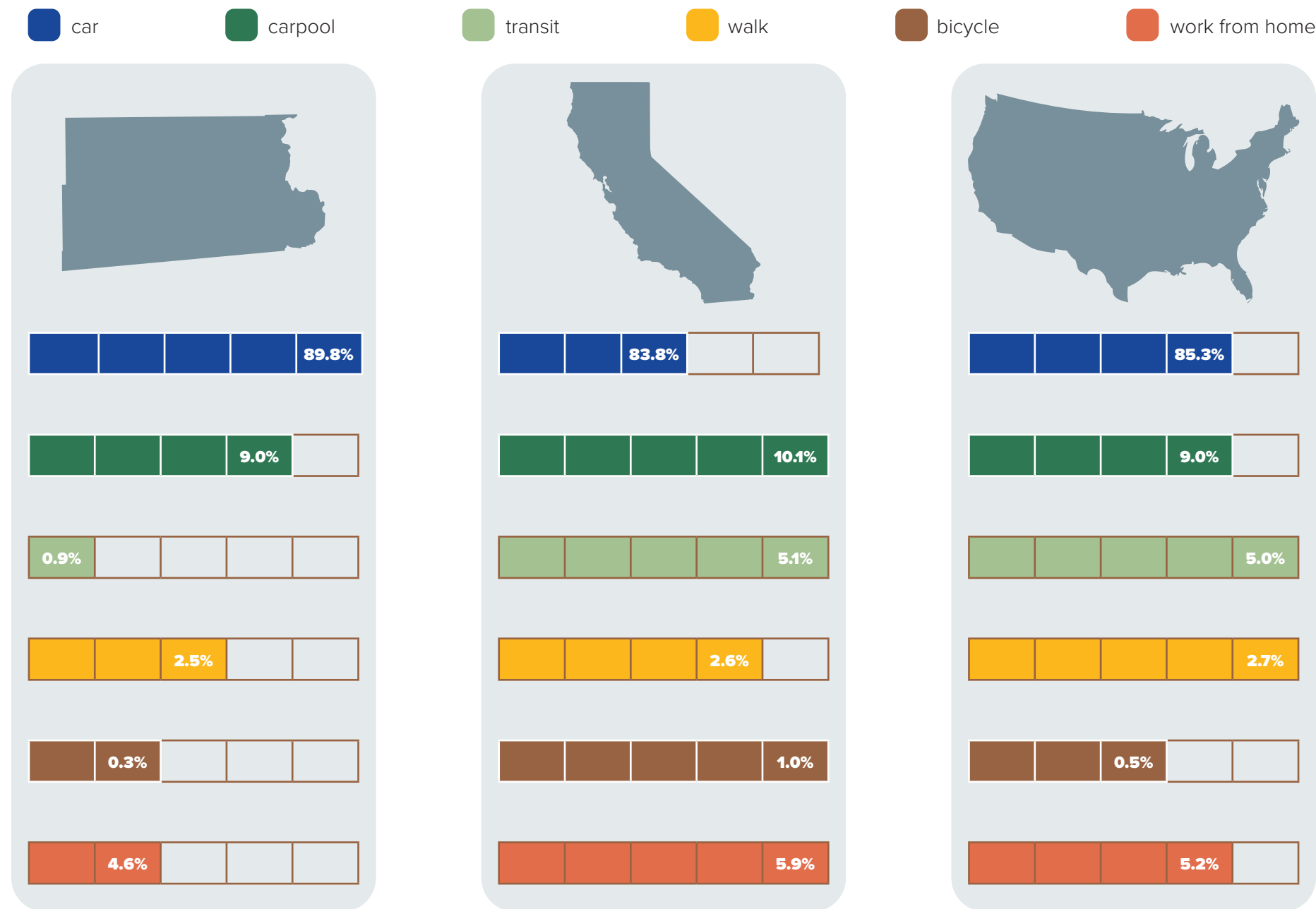
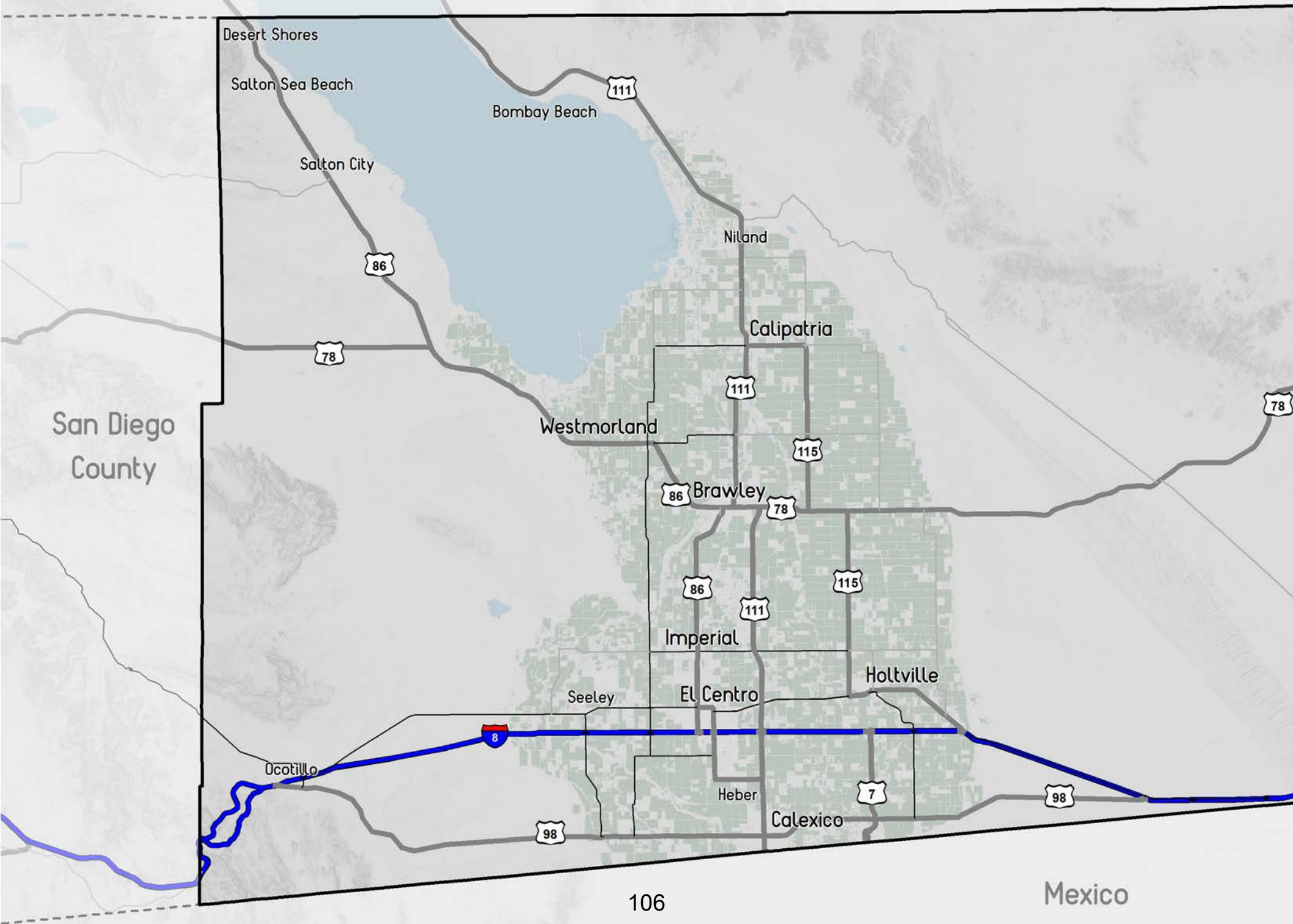
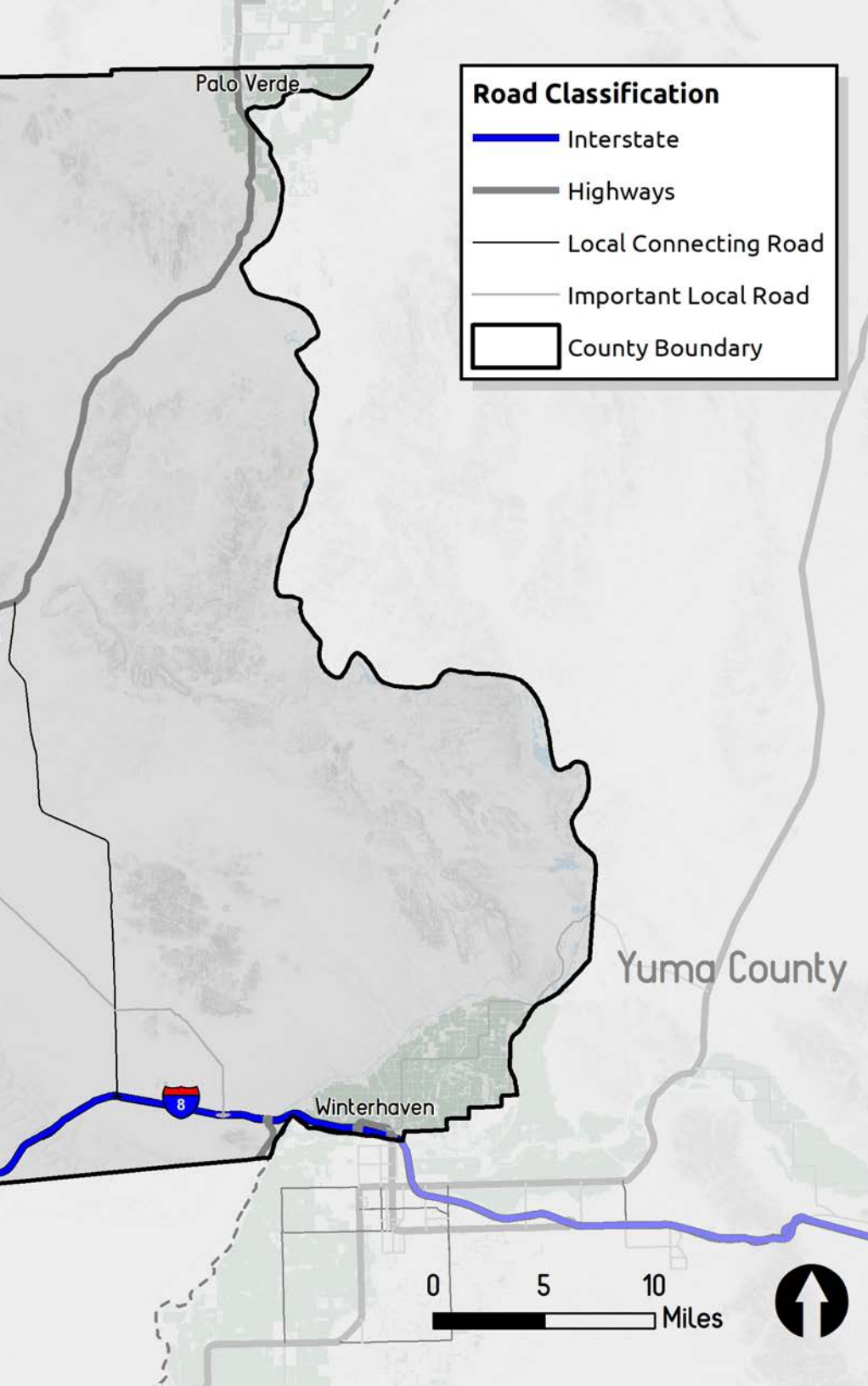
FIGURE 2-1: Correlation of Travel Modeshare

FIGURE 2-2: Major Roads and Highways





2.1.3 MAJOR ROADS AND HIGHWAYS

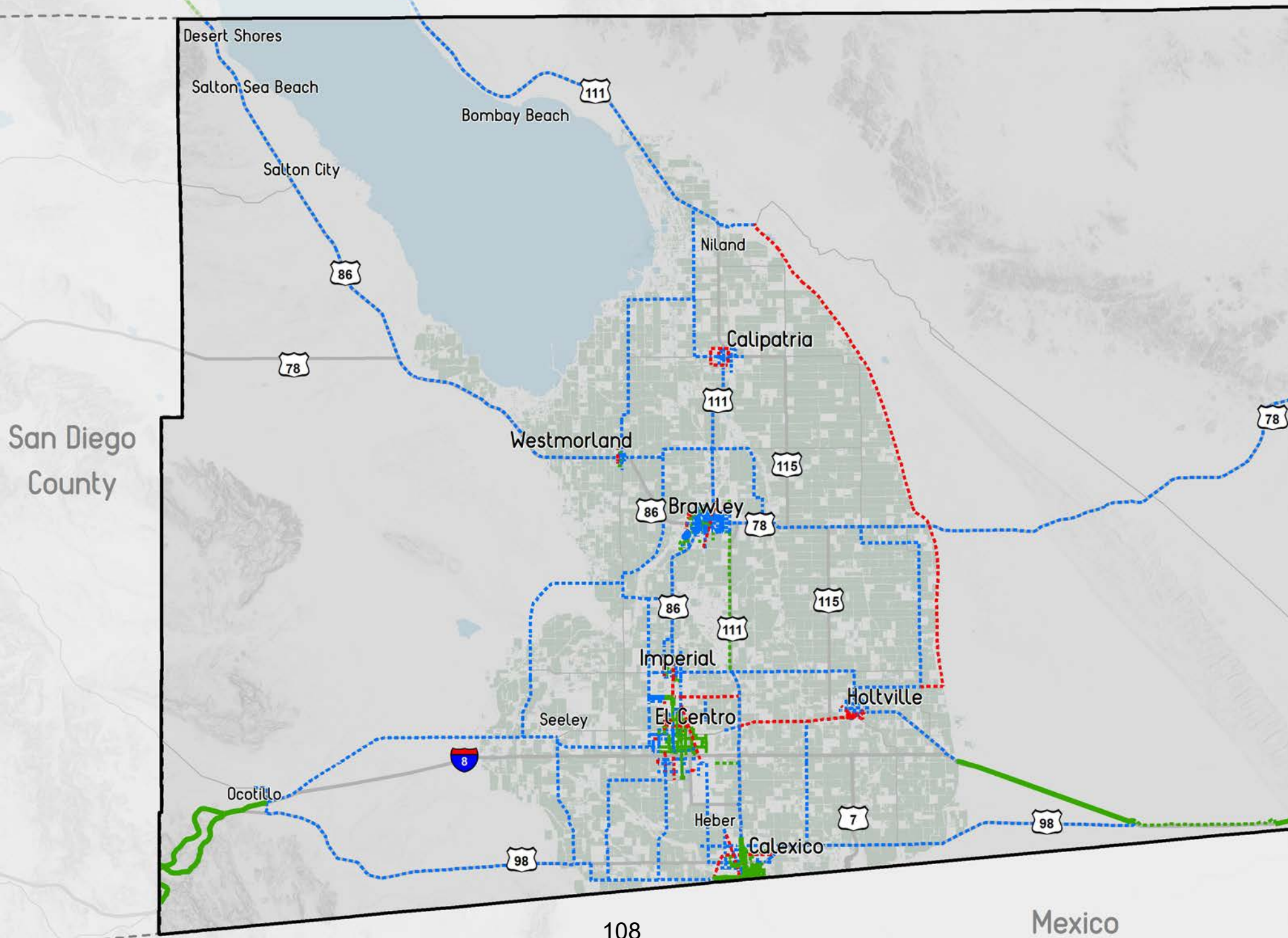
Imperial County is highly dependent on its interstate and highway system for the transportation of people and goods. The single interstate (I-8) in the County not only connects the region to San Diego County and Yuma County, but it also connects small communities like Ocotillo and Winterhaven to bigger cities like El Centro and Brawley.

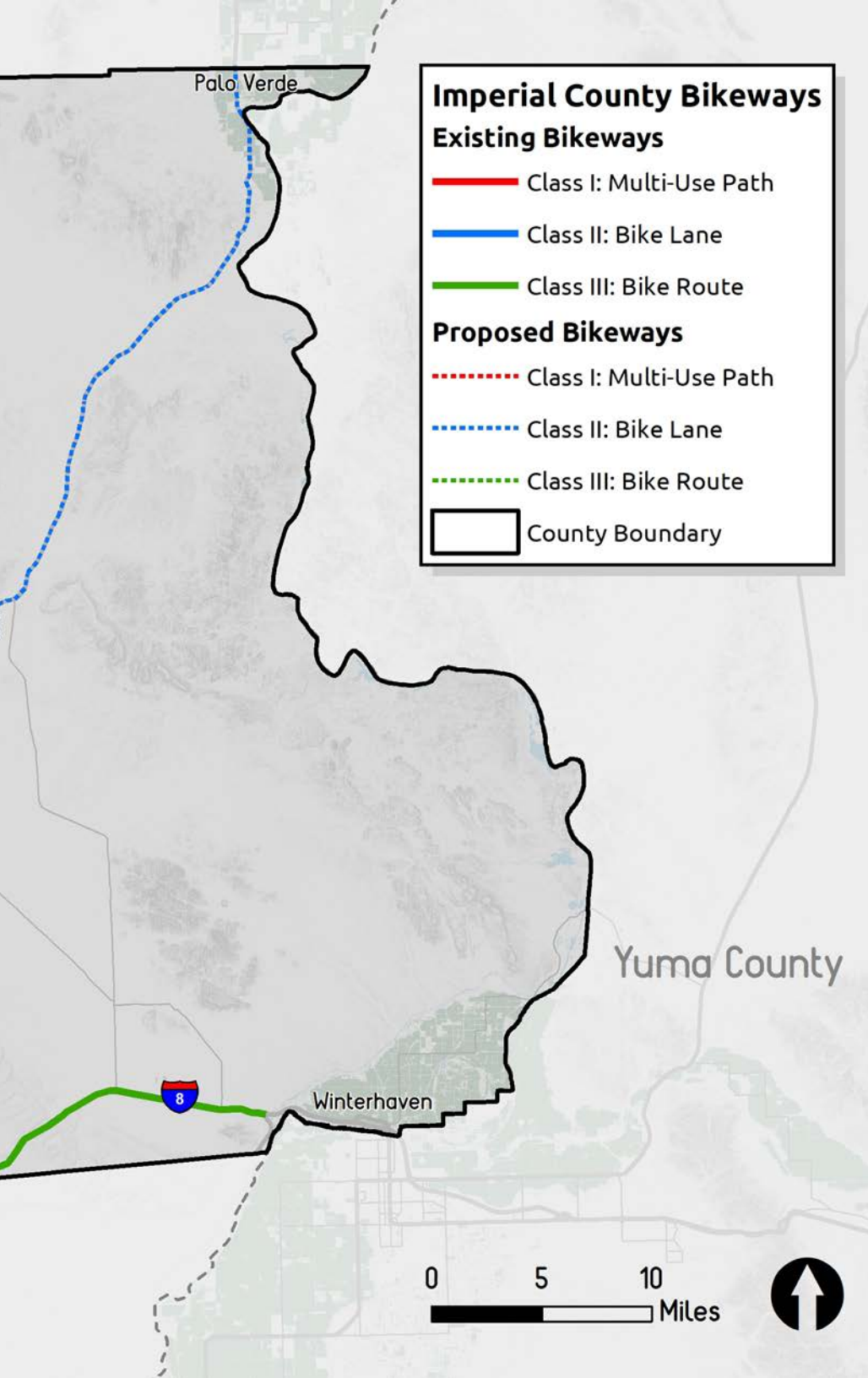
The highway system in the County provides the majority of the high-volume connectivity to communities and cities in the region. Many of these highways serve as arterial corridors or “main streets” because essential land uses such as commercial, schools, and employment destinations are located adjacent to these highways. Although these highways provide essential connections, they can be viewed as potential obstacles to the local transportation network. Their placement often bisects communities creating both physical and perceived barriers. Crossing highways via an active transportation travel mode is often seen as difficult due to the high speeds, high traffic, and truck traffic found along these corridors.

Interstate and highway routes in Imperial County include:

- » State Route 7
- » State Route 78
- » State Route 86
- » State Route 98
- » State Route 111
- » State Route 115
- » Interstate 8

FIGURE 2-3: Existing and Previously-Proposed Bikeways





2.1.4 EXISTING AND PREVIOUSLY- PROPOSED BICYCLE FACILITIES

The Southern California Association of Governments (SCAG) compiles existing and proposed bikeway data into a singular data source for the purposes of active transportation planning. The singular data source is compiled in coordination with the regions' County Transportation Commissions. The origin of the existing and proposed bikeway data is provided by municipal Active Transportation Plans and other related bike, pedestrian, or complete street master plans. The existing and proposed bikeway dataset, last updated in 2018, is depicted in Figure 2-3.

Cities in Imperial County have developed their own Active Transportation Plans over the years, and as a result, have designed and implemented bicycle facilities at varying stages. Regional Active Transportation Plans have also been developed over the years but bicycle facilities with a regional connectivity intention have been implemented. A few examples include the Class 1 multi-use path on Aten Road that connects City of Imperial to Imperial Valley College.

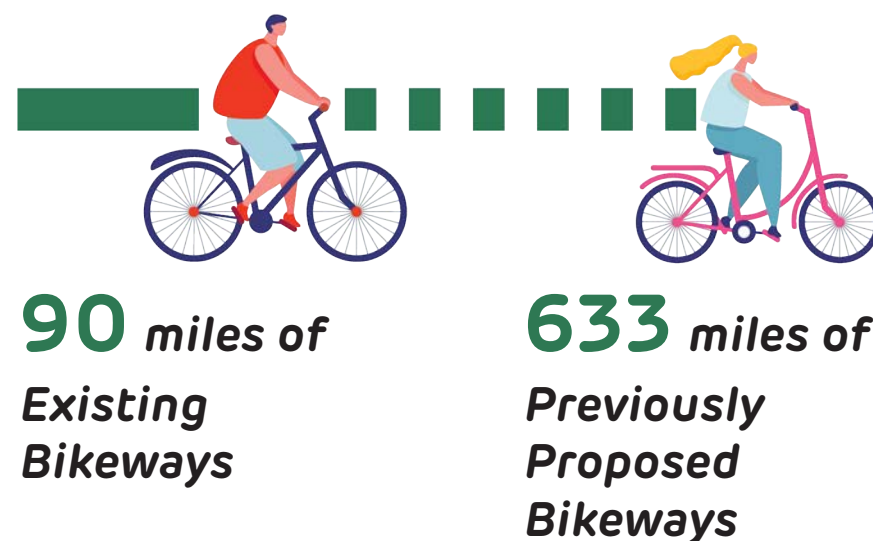
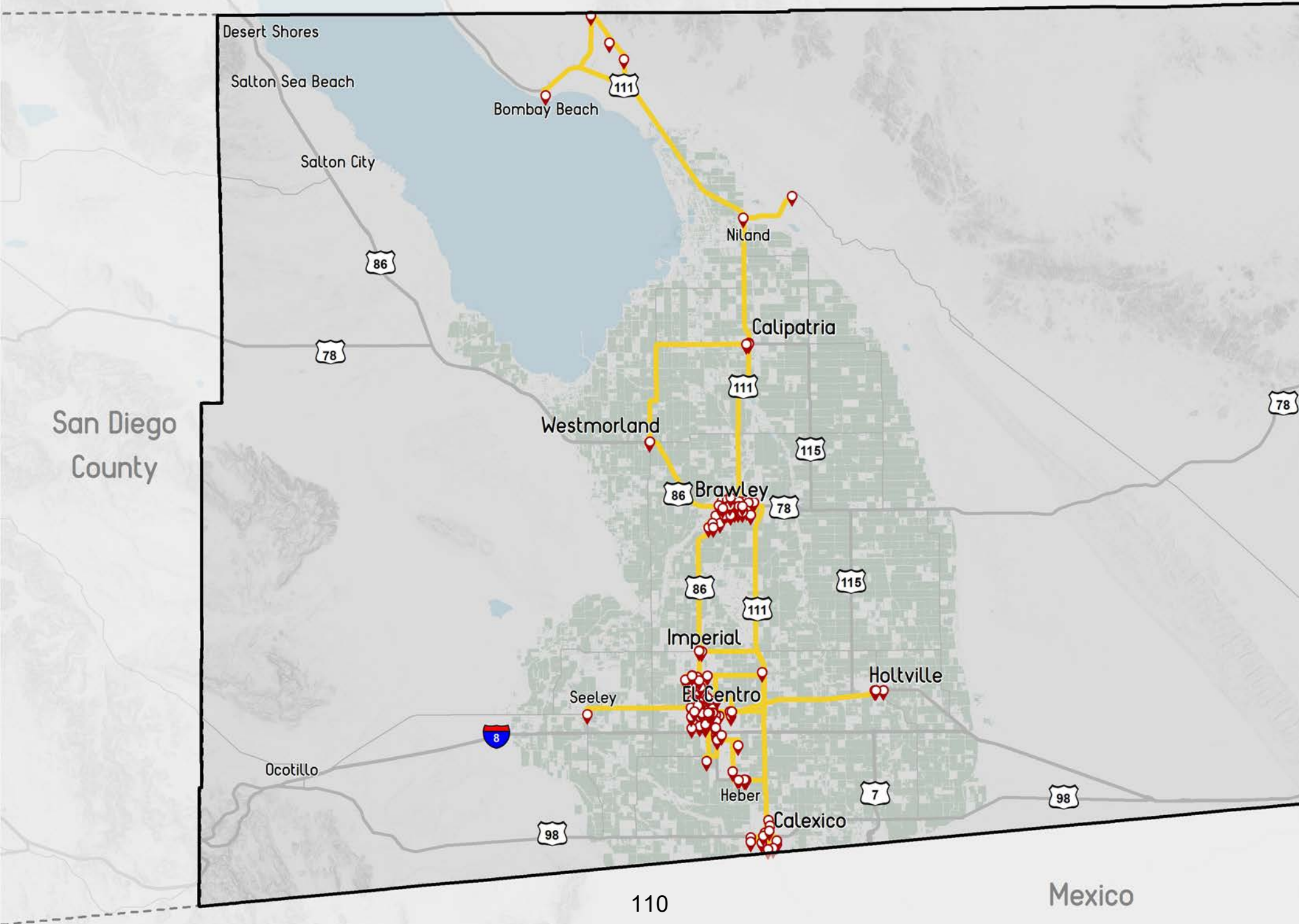
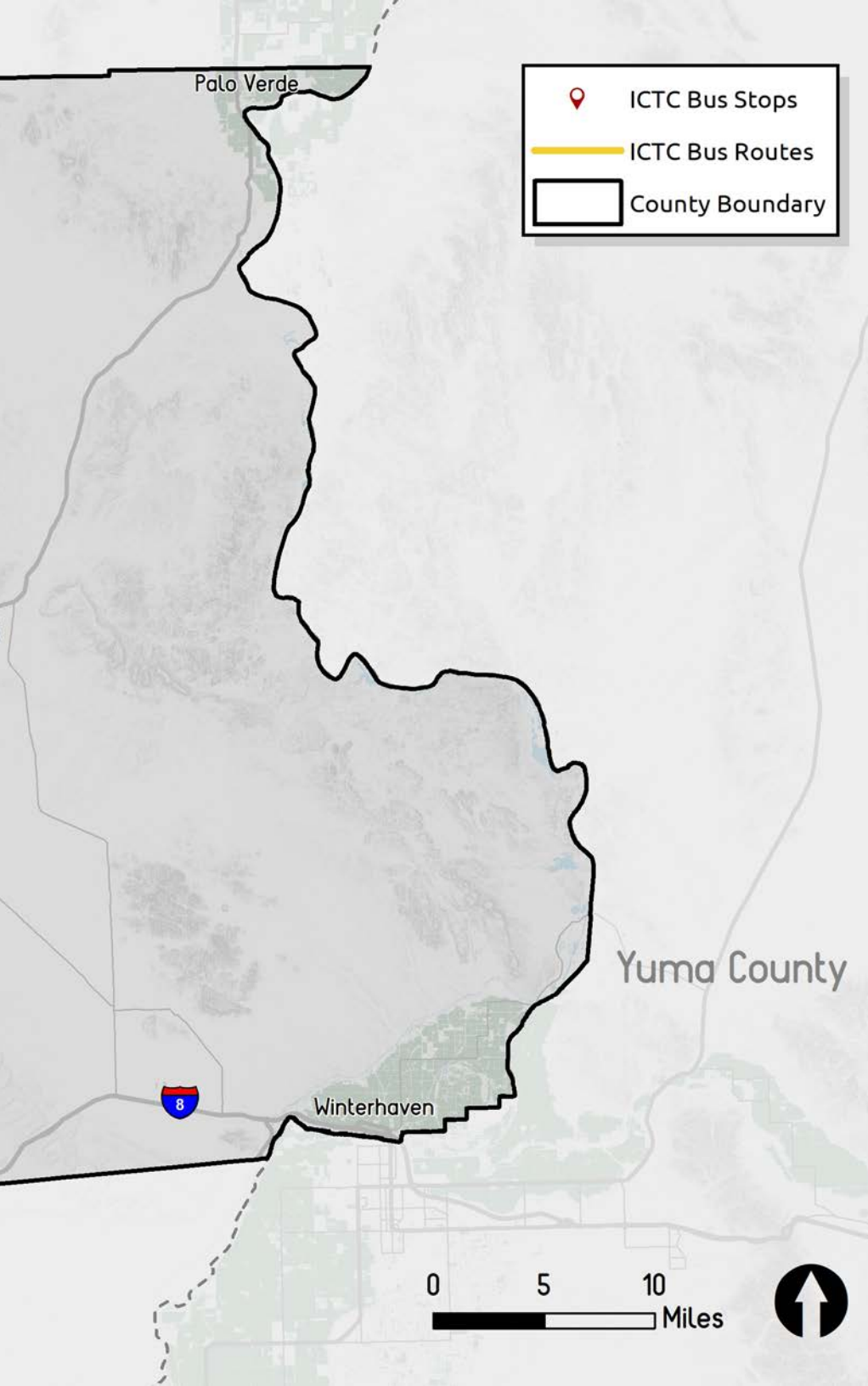


FIGURE 2-4: IVT Transit Stops





2.1.5 TRANSIT ROUTES AND STOPS

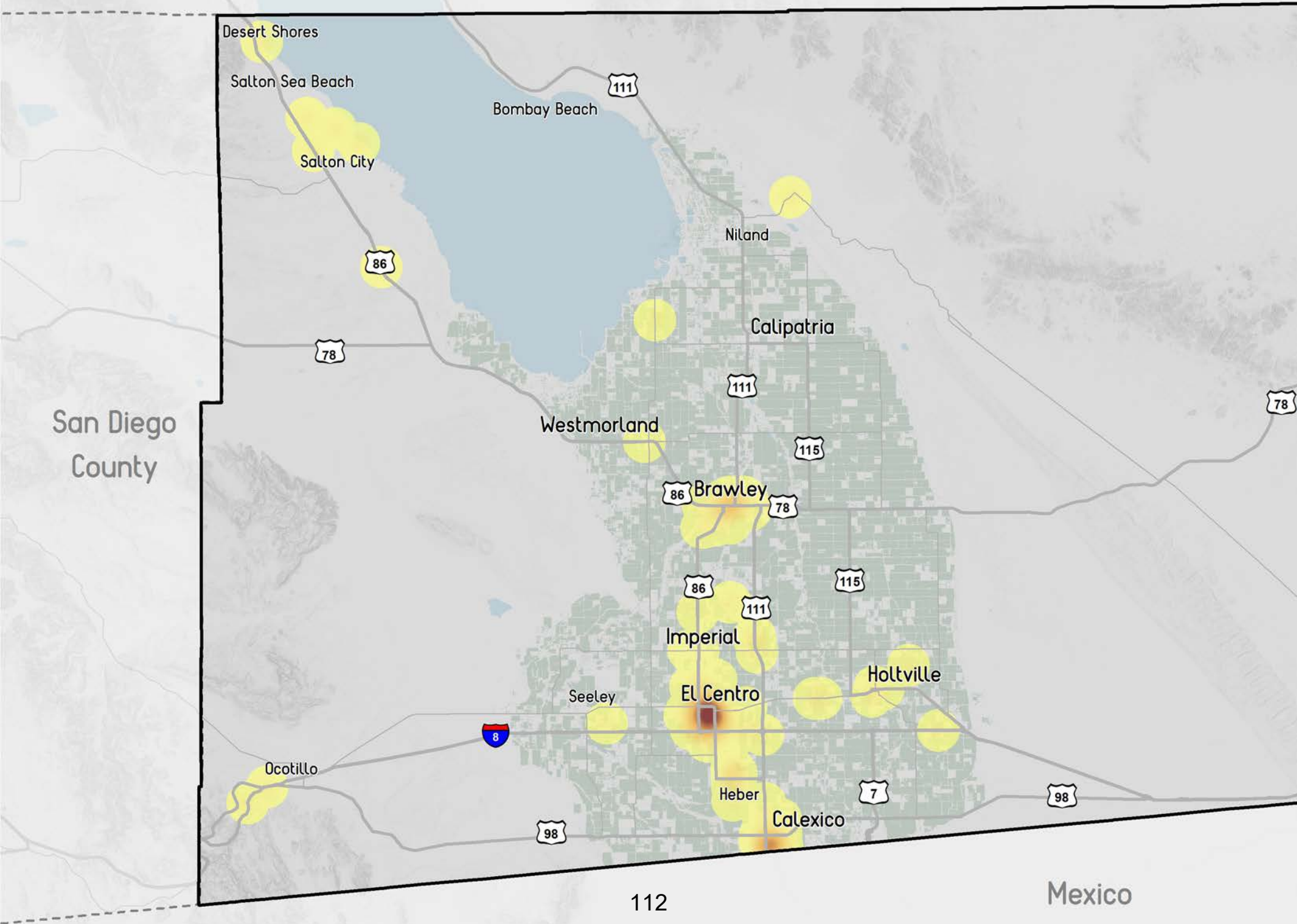
Imperial Valley Transit (IVT) is the public transit service provider serving Imperial County since 1989. Bus services provided by IVT include fixed routes, deviated fixed routes, and remote zone routes. IVT serves all of the cities in the County as well as the communities of Bombay Beach, Niland, Seeley, and Heber. As of 2021, the IVT service includes 14 total routes throughout the County, 15 transit stops in the Imperial County Census Designated Places, and 128 transit stops in the 7 cities.

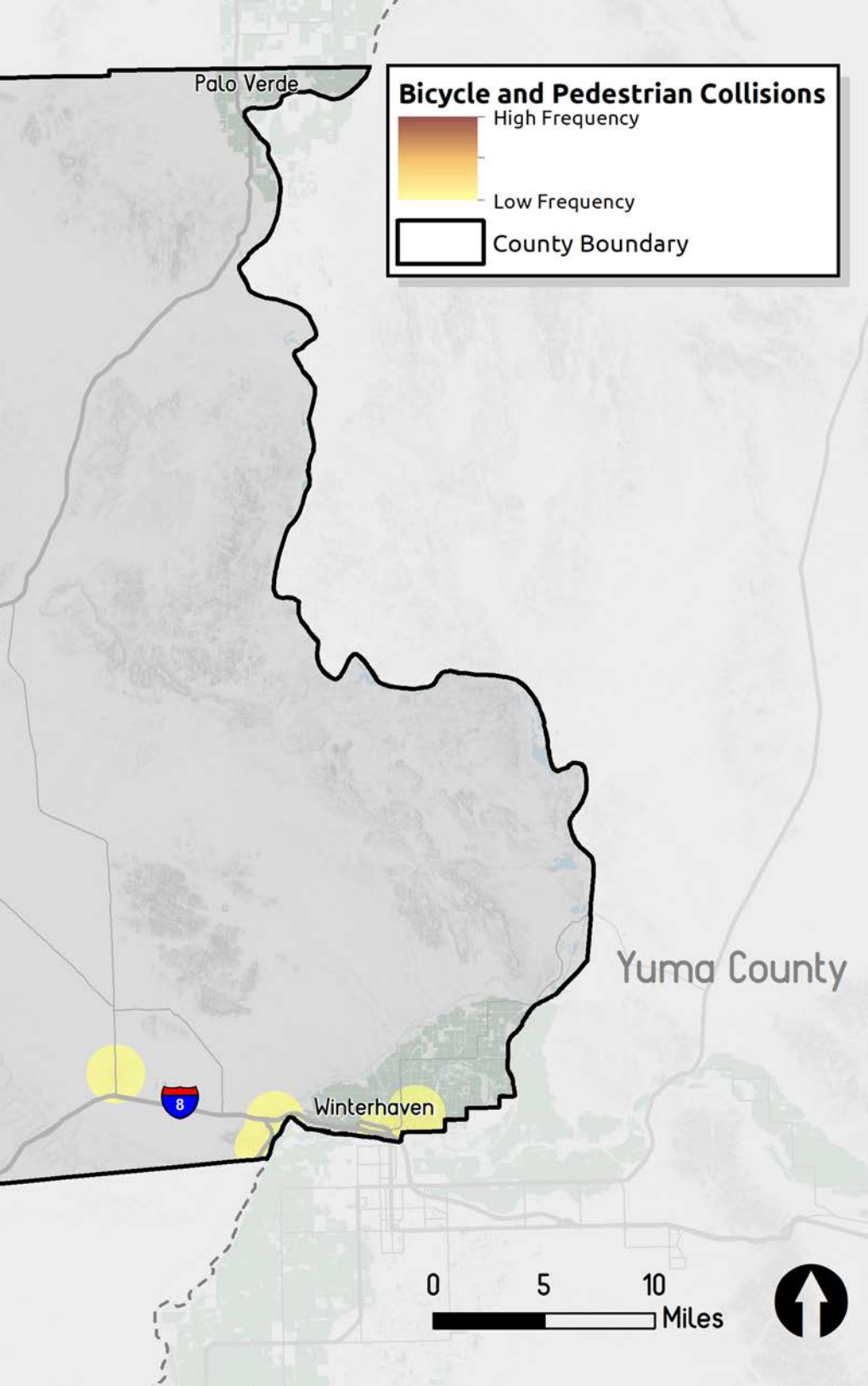
128 of 143

transit stops are in
incorporated cities



FIGURE 2-5: Collisions between 2015-2019





2.1.6 COLLISION HISTORY

Bicycle and pedestrian collision data was obtained from the Transportation Injury Mapping System (TIMS) collision dataset. This dataset captures reported bicycle-vehicle, pedestrian-vehicle, and bicycle-pedestrian collisions that resulted in injury or property damage in Imperial County in the five-year period of 2015 through 2019. Collision density is displayed on Figure 2-5. Collisions on off-street paths are not reported in the dataset. It is important to note that collisions involving bicyclists and pedestrians are known to be under-reported, and therefore such collisions are likely under-represented in this analysis.

There were 96 bicycle-related collisions and 143 pedestrian-related collisions recorded in this five-year span, 26 of which resulted in a fatality. Most of the collisions occurred in El Centro (46%) followed by Calexico (18%) and Brawley (16%). The majority of the collision types in the County resulted in visible injuries (41%) and complaints of injuries (35%), with 11% resulting in death.

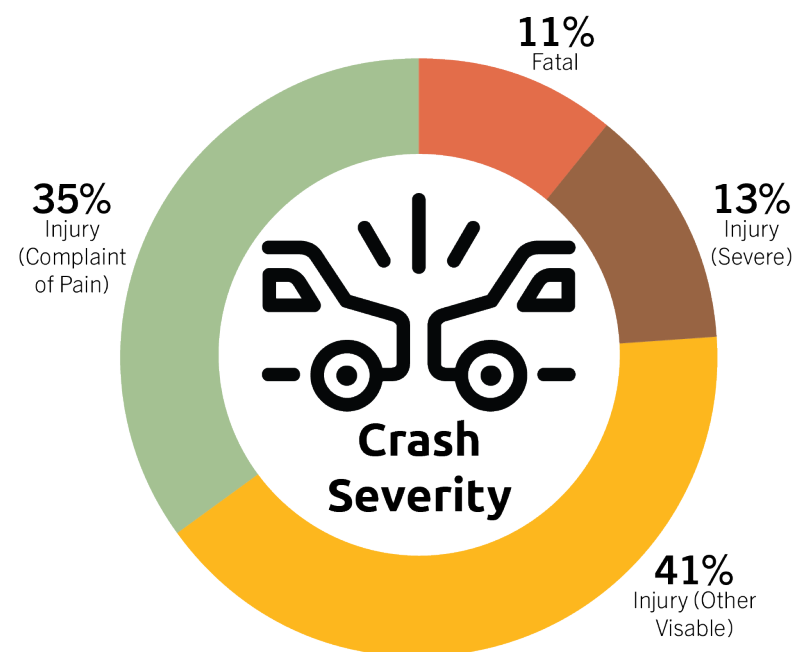
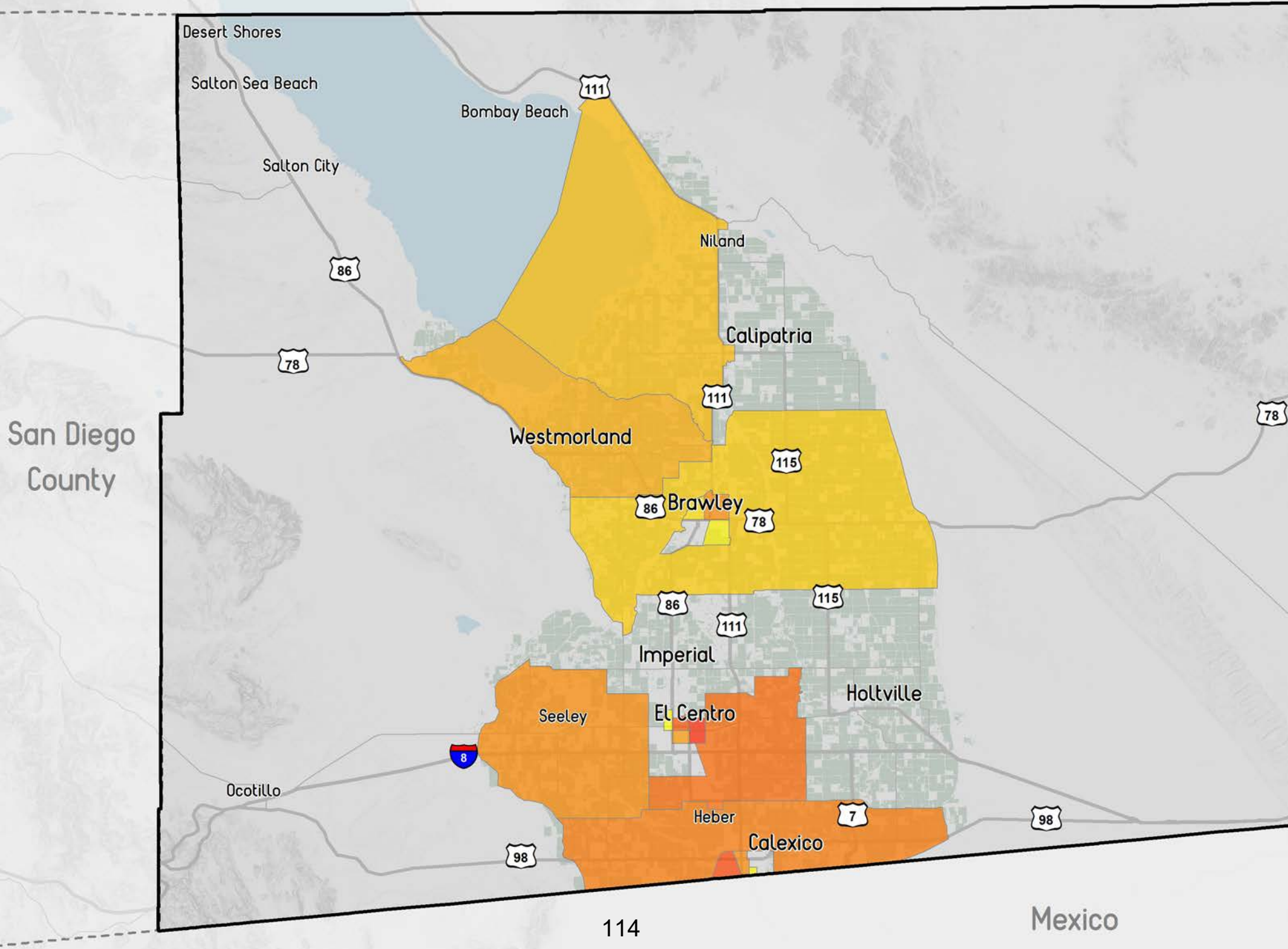
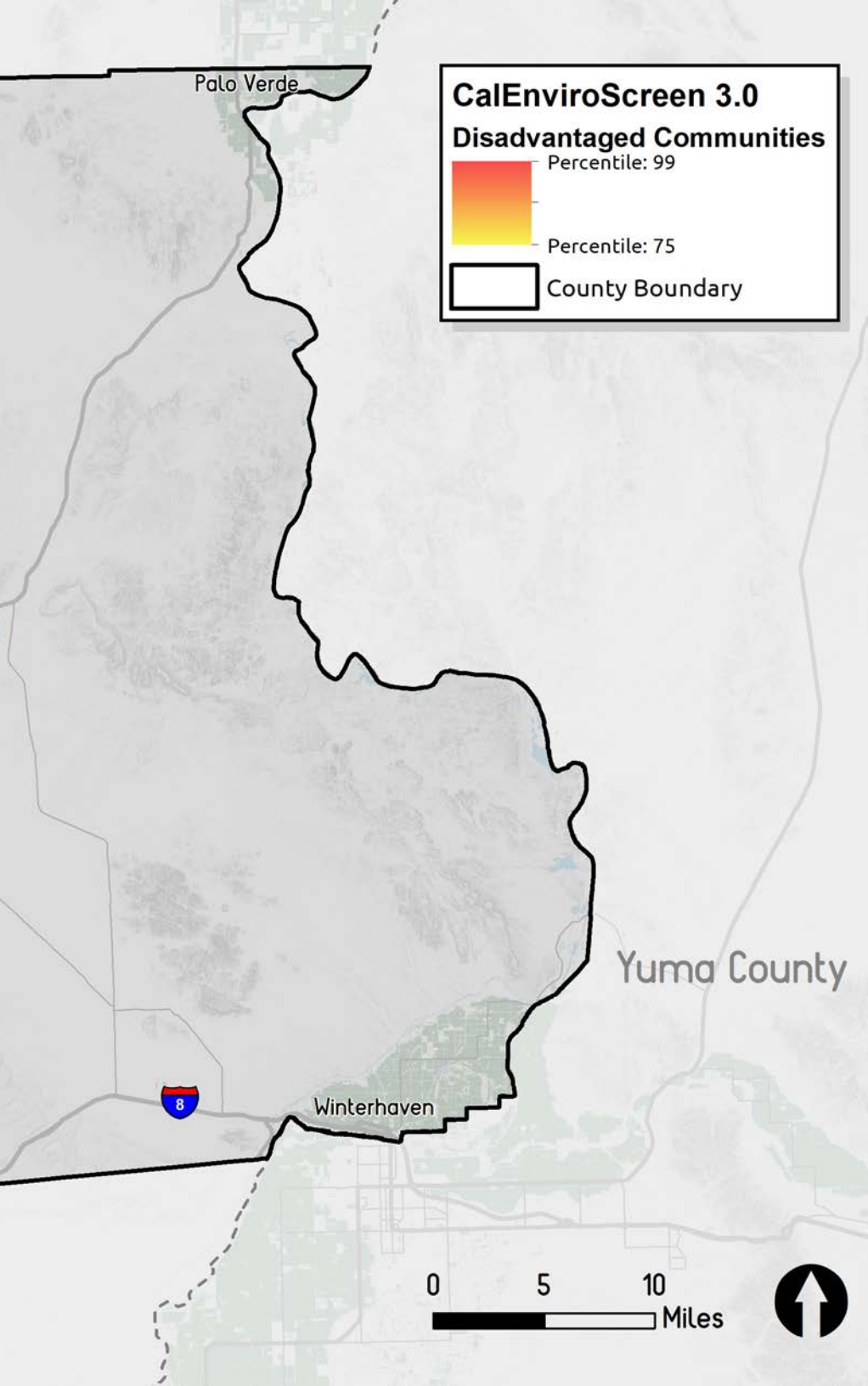


FIGURE 2-6: CalEnviroscreen 3.0 Results





2.1.7 CALENVIROSCREEN 3.0

CalEnviroScreen 3.0 is a mapping tool developed by the Office of Environmental Health Hazard Assessment (OEHHA) on behalf of the California Environmental Protection Agency (CalEPA). It is a tool that can be used to help identify California communities that are disproportionately burdened by pollution and where people are most vulnerable to its effects. It uses environmental, health, and socioeconomic information to produce scores for every census tract in the state. The tool depicts the area's final score as well as the individual criteria data that the final score includes.

Disadvantaged communities are defined as the top 25% scoring areas from CalEnviroScreen along with other areas with high amounts of pollution and low populations. The results for Imperial County indicated that 16 of the 31 census tracts score at the highest 25% designation. The disadvantaged communities in Imperial County primarily include the higher-density cities of El Centro, Brawley, and Calexico, as well as communities near the International Border and the Salton Sea. CalEnviroScreen results can be reviewed on Figure 2-6.

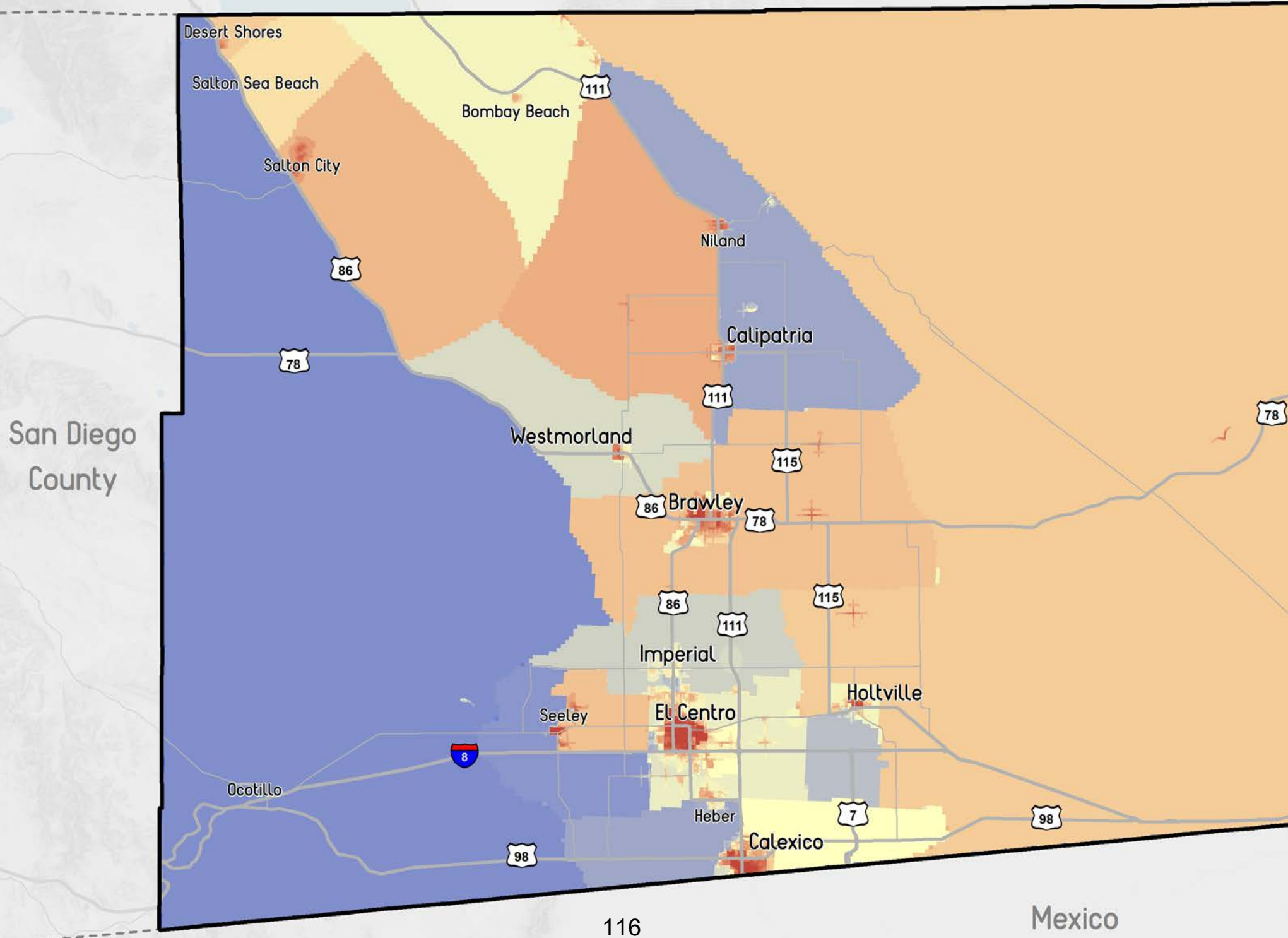
The results from this analysis can assist the planning team and the city make informed decisions during the recommendations and prioritization process. Agencies that distribute grants value an ATP process that prioritizes projects located in underserved areas.

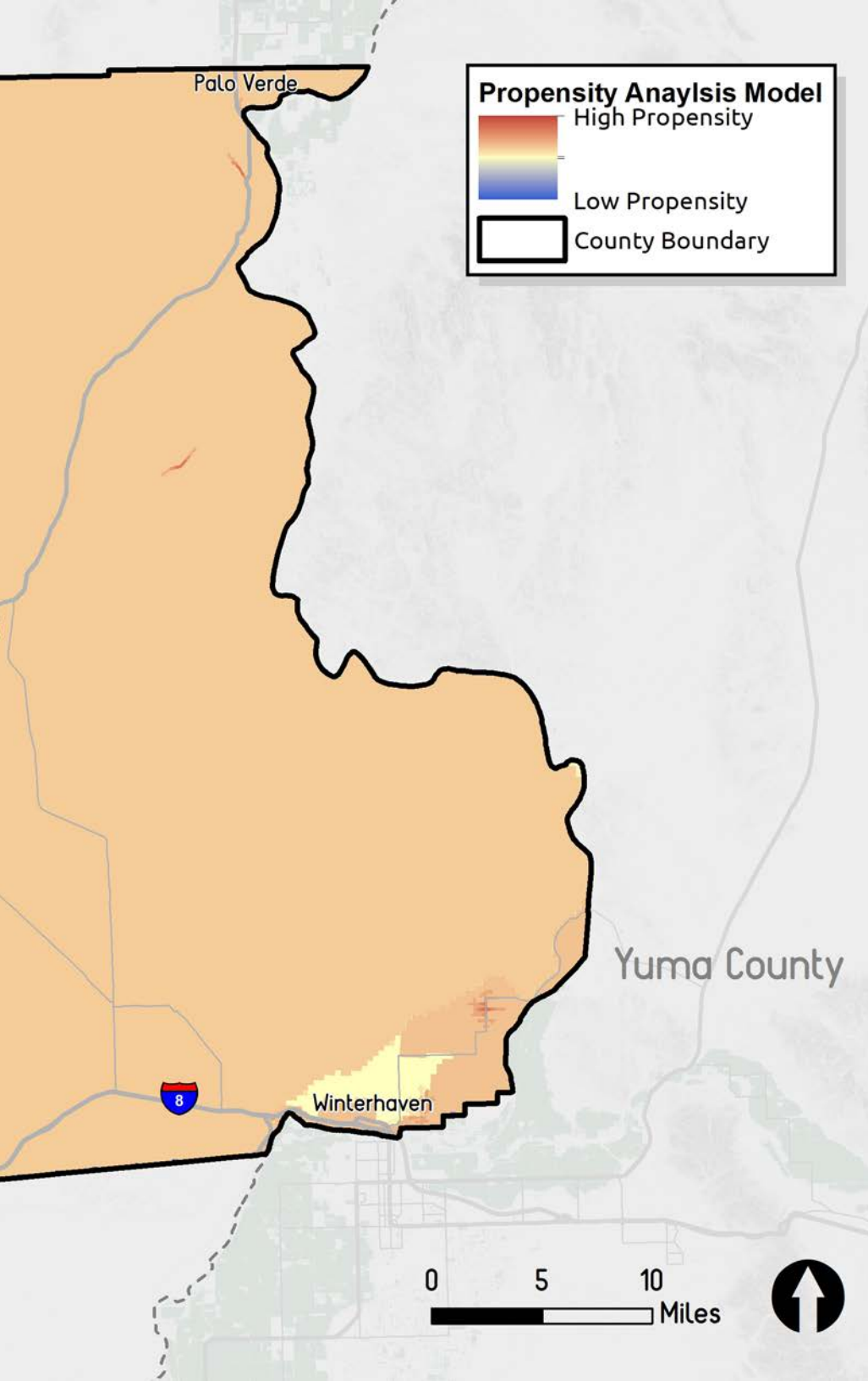
16 of 31

**census tracts
scored at the
highest 25%
designation**



FIGURE 2-7: Propensity Analysis

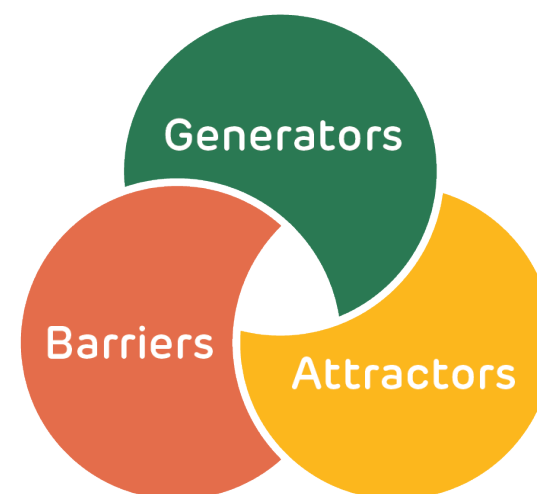




2.1.8 BICYCLE AND PEDESTRIAN PROPENSITY MODEL (PROPENSITY GRAPHIC)

To help define study focus areas, a Geographic Information Systems (GIS) model was created to reveal relationships between many factors that affect a community's transportation network. This model is called a Bicycle-Pedestrian Propensity Model (BPPM) and it is comprised of three sub-models: Attractors, Generators, and Barriers Models. These three sub-models are then combined to create the composite Bicycle-Pedestrian Propensity Model.

Attractors are typical activity centers such as schools, parks, transit stops, and shopping centers. Generators are developed from demographic data and help identify pedestrian and bicyclist densities based on how many people live and work within the study area. The generators model data include population density, employment density, primary mode of transportation to work, and vehicle ownership. Barriers are features likely to discourage people from bicycling or walking. Barriers include physical limitations such as corridors with high numbers of recorded collisions, high vehicle volumes and speeds, missing sidewalks, freeways, highways, or railroad crossings. Figure 2-7 depicts the BPPM results for Imperial County.



2.2 CITY OF BRAWLEY

Brawley is located 13 miles north of El Centro and is the civic hub for north county communities. With a population of 26,076 in 2019, Brawley is the third largest city in Imperial County. The city is known for its cattle and feed industry as well as its central desert location making it popular during the winter months for off-road and winter-sport enthusiasts. The City's active transportation efforts have been identified in the plans listed below:

- » City of Brawley Non-Motorized Transportation Plan (2013)
- » ICTC Regional Mobility Hub Implementation Strategy (2017)
- » Imperial County Safe Routes to School Regional Master Plan (2016)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)

The project team assessed the City's previous and ongoing active transportation efforts as well as bicycle and pedestrian collisions for the years (2015-2019). Figure 2-8 illustrates existing and proposed bikeways and a collision frequency heatmap.



Existing bikeways in Brawley



Population: 26,076



Existing Bike Facilities: 13.4 miles



Transit Stops: 39



Collisions: 40



Median Household Income: \$42,326

Sources: American Community Survey 5-Year Estimates (2019), Bike Routes SCAG Region (2020), Imperial Valley Transit, SWITRS (2015-2019)

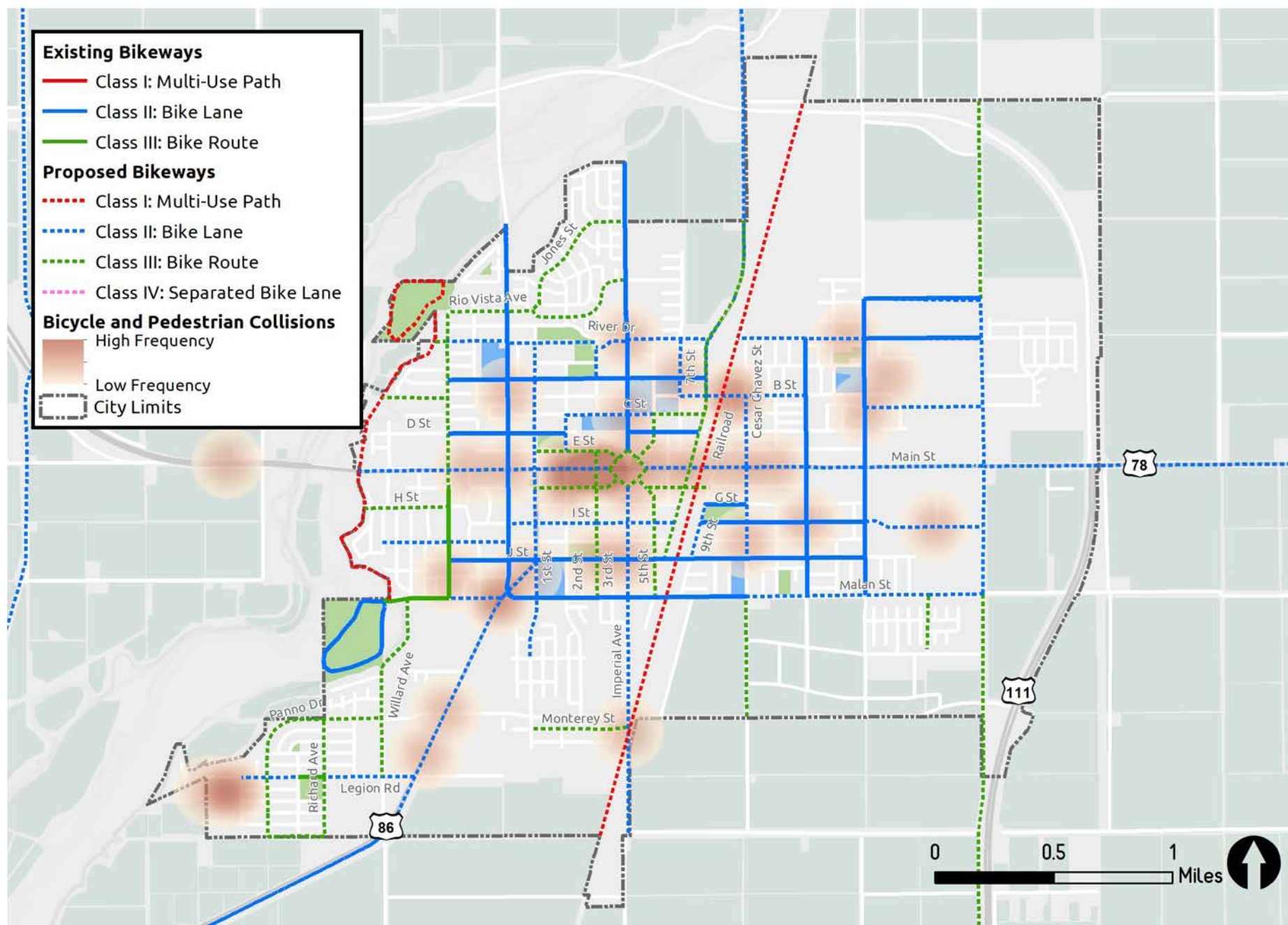


FIGURE 2-8: Bikeways and Collision Heat Map in Brawley

2.3 CITY OF CALEXICO

Calexico is the southernmost city in Imperial County and it shares a border with Mexicali, Baja California, Mexico. With a population of 39,946 in 2019, Calexico is the second largest City in Imperial County. The City's active transportation efforts have been identified in the plans listed below:

- » Calexico Transit Needs Assessment Study Final Report (2017)
- » City of Calexico Bicycle Master Plan Update (2018)
- » Calexico Border Intermodal Transport. Center Feasibility Study (2014)
- » Imperial County Safe Routes to School Regional Master Plan (2016)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)

The project team assessed the City's previous and ongoing active transportation efforts as well as bicycle and pedestrian collisions for the years (2015-2019). Figure 2-9 illustrates existing and proposed bikeways and a collision frequency heatmap.



Existing bike racks in Calexico

Source: CR Associates



Population: 39,946



Existing Bike Facilities: 1.4 miles



Transit Stops: 13



Collisions: 43



Median Household Income: \$43,592

Sources: American Community Survey 5-Year Estimates (2019), Bike Routes SCAG Region (2020), Imperial Valley Transit, SWITRS (2015-2019)

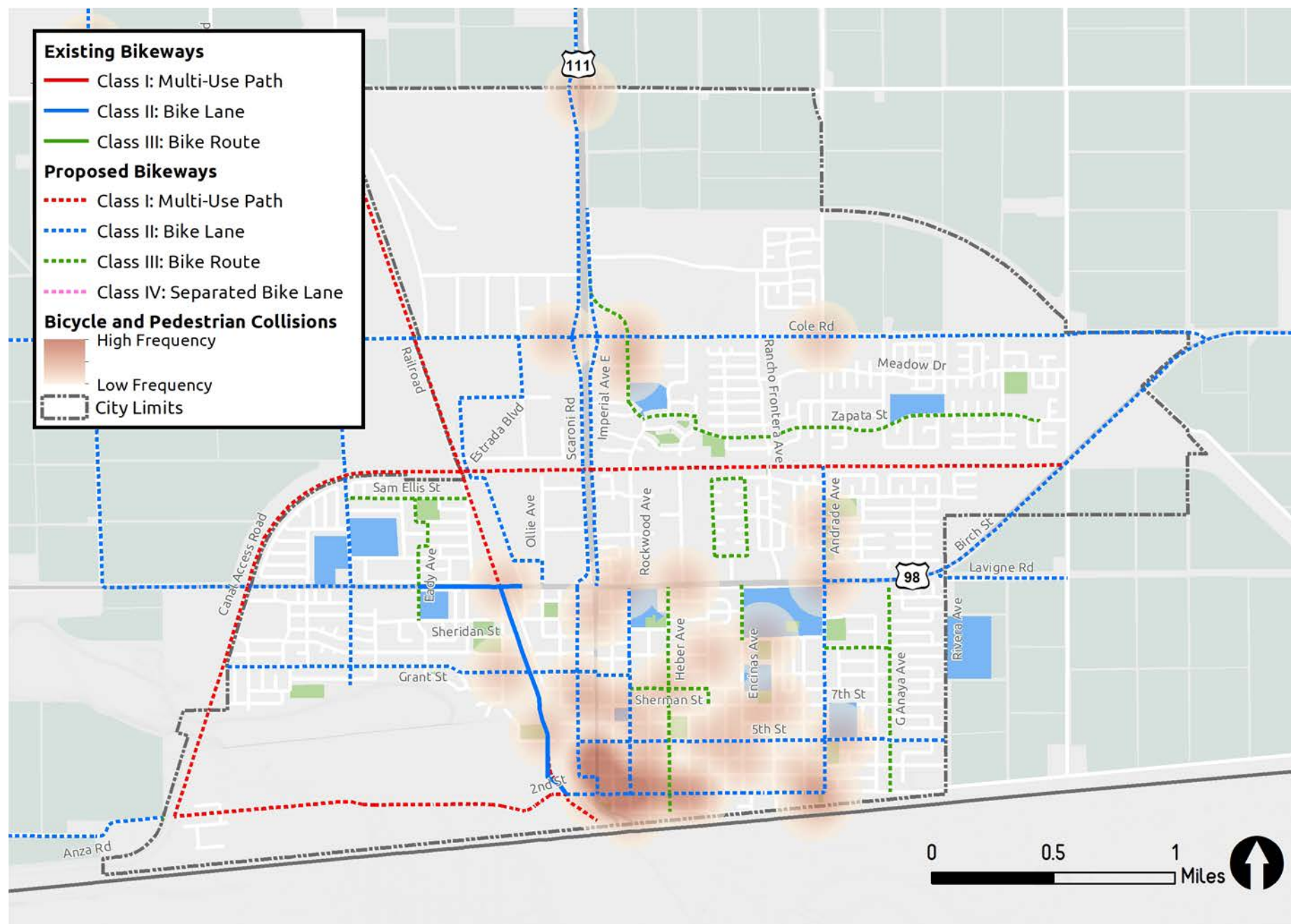


FIGURE 2-9: Bikeways and Collision Heat Map in Calexico

2.4 CITY OF CALIPATRIA

Calipatria is the northernmost city in the County, located 10 miles north of Brawley and approximately 31 miles north of the International Border. Calipatria is a small city with a population of 7,395. The City's active transportation efforts have been identified in the plans listed below:

- » City of Calipatria Active Transportation Plan (2020)
- » Calipatria Railroad Corridor Multi-Use Bikeway Master Plan (2019)
- » Imperial County Safe Routes to School Regional Master Plan (2016)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)

The project team assessed the City's previous and ongoing active transportation efforts as well as bicycle and pedestrian collisions for the years (2015-2019). Figure 2-10 illustrates existing and proposed bikeways and a collision frequency heatmap.



Existing pedestrian facilities in Calipatria



Population: 7,395



Existing Bike Facilities: 0 miles



Transit Stops: 4



Collisions: 0



Median Household Income: \$36,883

Sources: American Community Survey 5-Year Estimates (2019), Bike Routes SCAG Region (2020), Imperial Valley Transit, SWITRS (2015-2019)

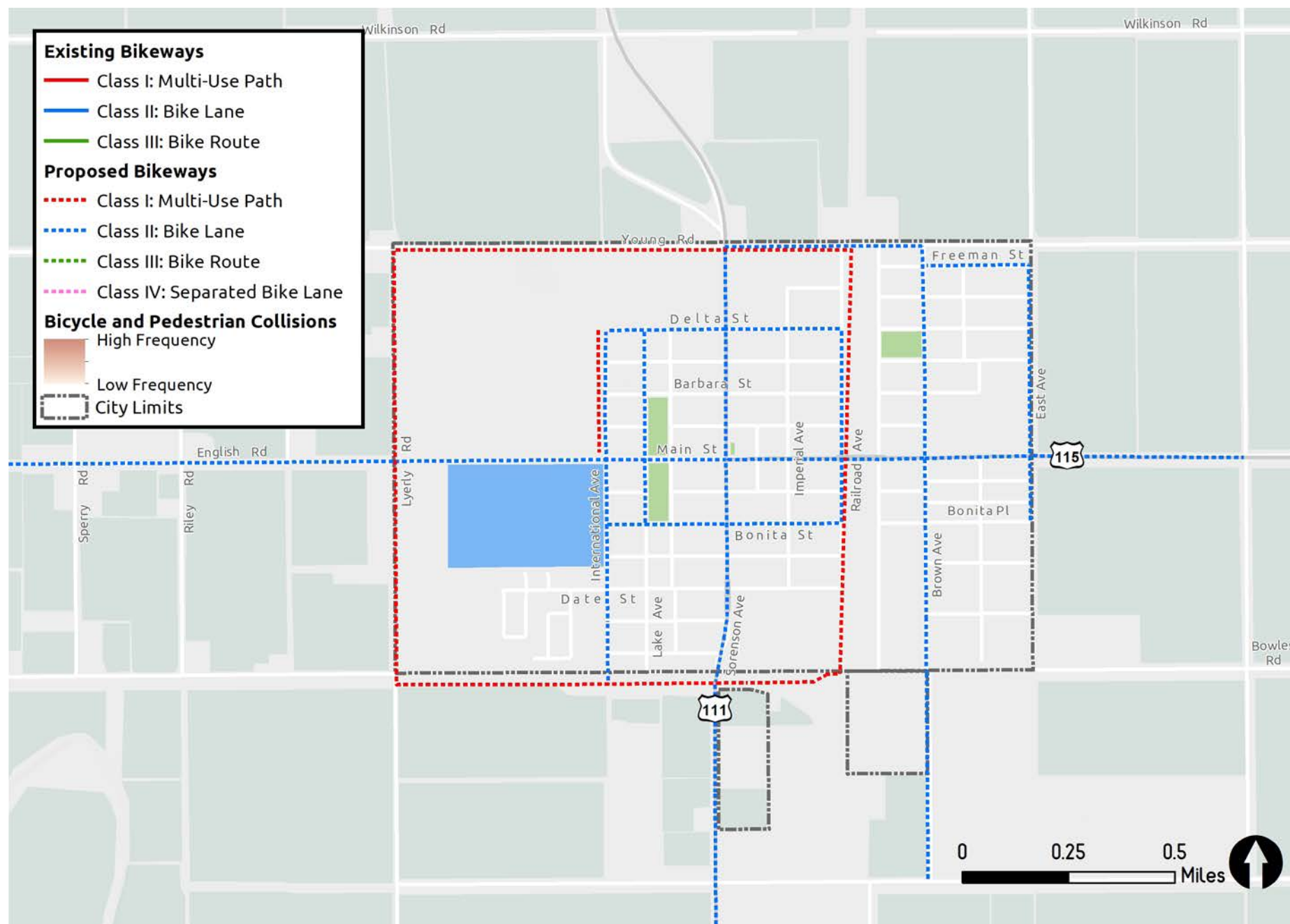


FIGURE 2-10: Bikeways and Collision Heat Map in Calipatria

2.5 CITY OF EL CENTRO

El Centro is centrally located along Interstate 8 and is approximately 17 miles from the international border. El Centro is the largest City in the county with a population of 44,003 as of 2019. The city serves as the civic and economic hub for the county due to its large population, convenient access to all parts of the region, and the major employers that are located here. The City's active transportation efforts have been identified in the plans listed below:

- » City of El Centro Active Transportation & SRTS Plan (2019)
- » ICTC Regional Mobility Hub Implementation Strategy (2017)
- » Imperial County Safe Routes to School Regional Master Plan (2016)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)

The project team assessed the City's previous and ongoing active transportation efforts as well as bicycle and pedestrian collisions for the years (2015-2019). Figure 2-11 illustrates existing and proposed bikeways and a collision frequency heatmap.



Existing bikeways in El Centro



Population: 44,003



Existing Bike Facilities: 55.9 miles



Transit Stops: 56



Collisions: 111



Median Household Income: \$47,864

Sources: American Community Survey 5-Year Estimates (2019), Bike Routes SCAG Region (2020), Imperial Valley Transit, SWITRS (2015-2019)

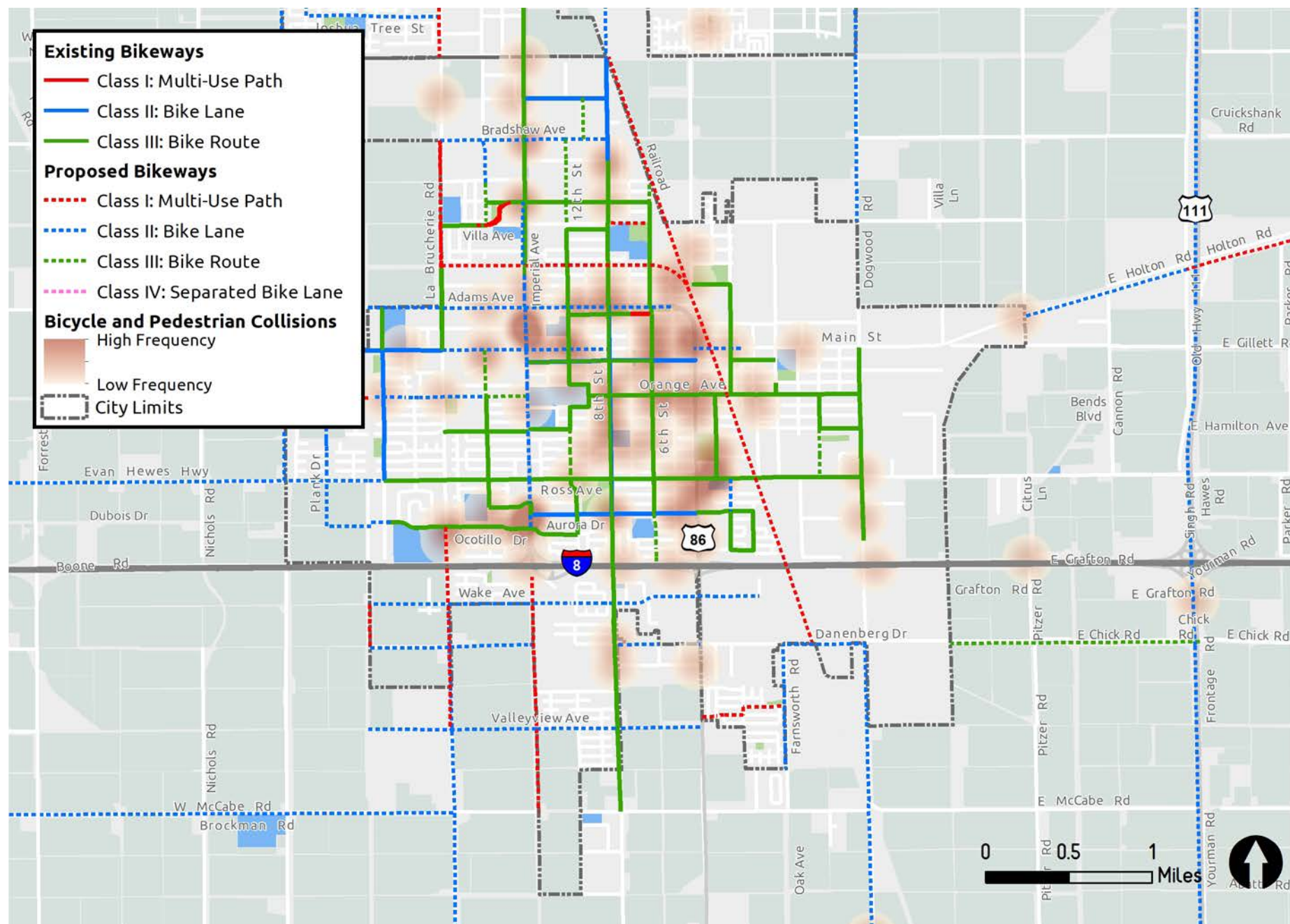


FIGURE 2-11: Bikeways and Collision Heat Map in El Centro

2.6 CITY OF HOLTVILLE

Holtville is located approximately 10 miles east of El Centro and approximately 3 miles north of Interstate 8. Holtville is the second smallest city in the county with a recorded population of 6,527 as of 2019. Holtville is known as the carrot capital of the world and for its large agriculture and trucking industries. The City's active transportation efforts have been identified in the plans listed below:

- » City of Holtville Complete Streets Plan (2016)
- » City of Holtville Bicycle Master Plan (2014)
- » Imperial County Safe Routes to School Regional Master Plan (2016)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)

The project team assessed the City's previous and ongoing active transportation efforts as well as bicycle and pedestrian collisions for the years (2015-2019). Figure 2-12 illustrates existing and proposed bikeways and a collision frequency heatmap.



Existing bikeways in Holtville



Population: 6,527



Existing Bike Facilities: 1.1 miles



Transit Stops: 4



Collisions: 5



Median Household Income: \$46,161

Sources: American Community Survey 5-Year Estimates (2019), Bike Routes SCAG Region (2020), Imperial Valley Transit, SWITRS (2015-2019)

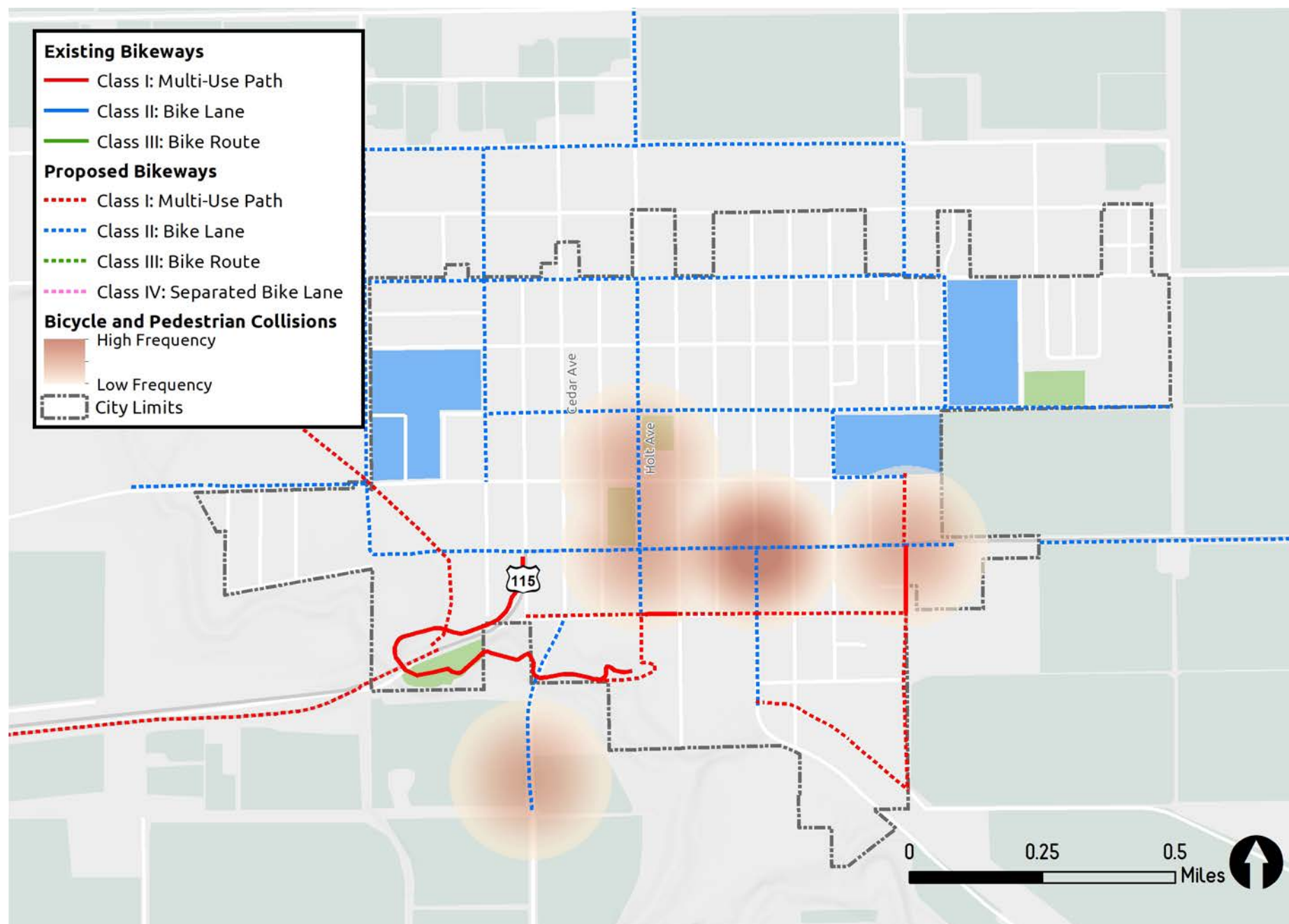


FIGURE 2-12: Bikeways and Collision Heat Map in Holtville

2.7 CITY OF IMPERIAL

Imperial is located approximately 16 miles from the international border and shares its southern city limits with El Centro. Imperial has a population of 14,454 as of 2019, making it the fourth largest city in the County. Imperial is home to the Imperial Irrigation District, the California mid-winter fair, and the Imperial County airport. The City's active transportation efforts have been identified in the plans listed below:

- » City of Imperial Bicycle Master Plan (2002)
- » ICTC Regional Mobility Hub Implementation Strategy (2017)
- » Imperial County Safe Routes to School Regional Master Plan (2016)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)

The project team assessed the City's previous and ongoing active transportation efforts as well as bicycle and pedestrian collisions for the years (2015-2019). Figure 2-13 illustrates existing and proposed bikeways and a collision frequency heatmap.



Existing transit stop in Imperial



Population: 14,454



Existing Bike Facilities: 0.8 miles



Transit Stops: 10



Collisions: 4



Median Household Income: \$85,654

Sources: American Community Survey 5-Year Estimates (2019), Bike Routes SCAG Region (2020), Imperial Valley Transit, SWITRS (2015-2019)

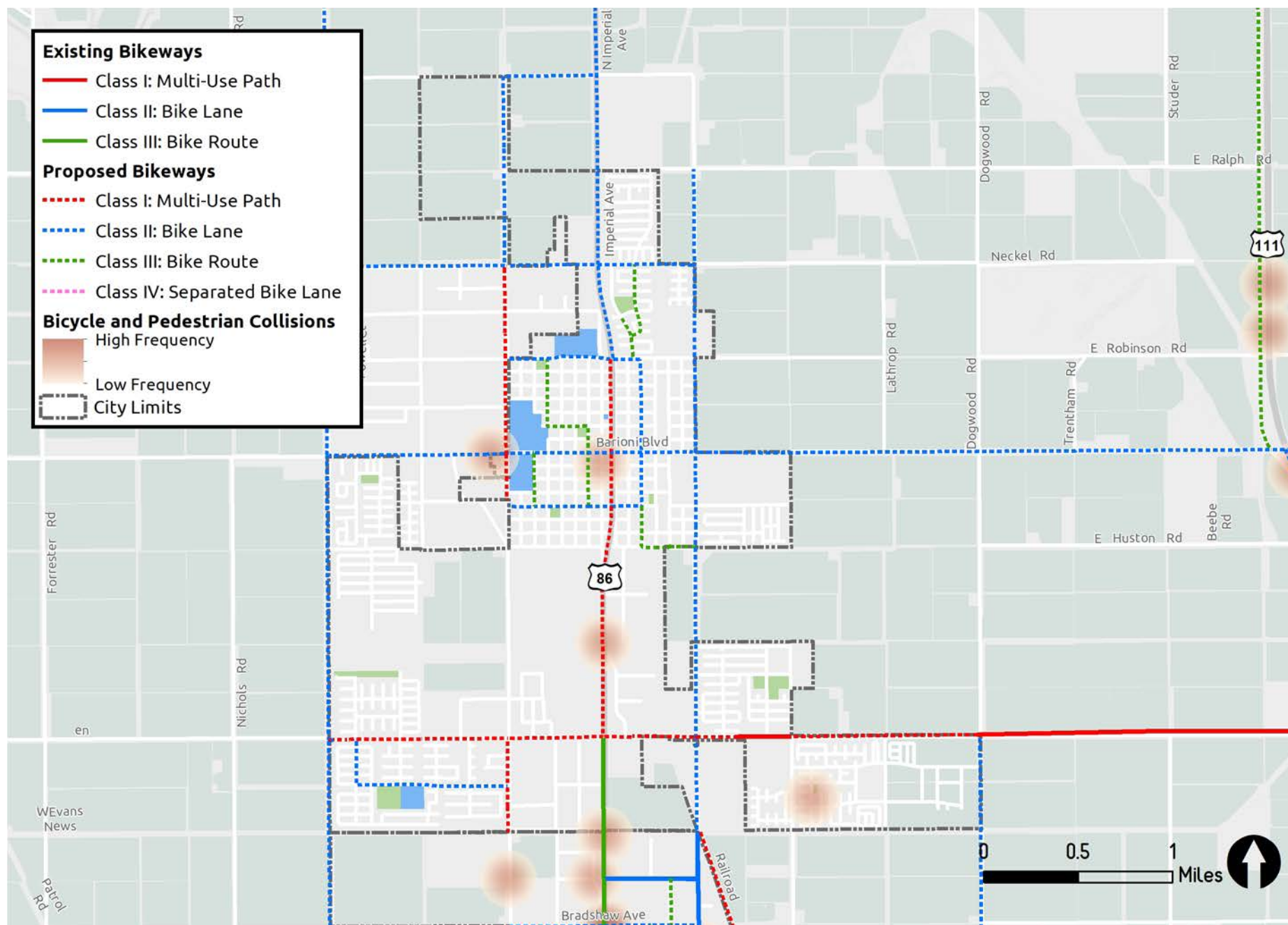


FIGURE 2-13: Bikeways and Collision Heat Map in Imperial

2.8 CITY OF WESTMORLAND

Westmorland is the westernmost city in the County and is located approximately 6 miles northwest of Brawley along State Route 86. Westmorland is the smallest city in the County with a population of 2,432. The City's active transportation efforts have been identified in the plans listed below:

- » Imperial County Safe Routes to School Regional Master Plan (2016)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)

The project team assessed the City's previous and ongoing active transportation efforts as well as bicycle and pedestrian collisions for the years (2015-2019). Figure 2-14 illustrates existing and proposed bikeways and a collision frequency heatmap.



Existing pedestrian facilities in Westmorland



Population: 2,432



Existing Bike Facilities: 0.17 miles



Transit Stops: 2



Collisions: 1



Median Household Income: \$29,730

Sources: American Community Survey 5-Year Estimates (2019), Bike Routes SCAG Region (2020), Imperial Valley Transit, SWITRS (2015-2019)

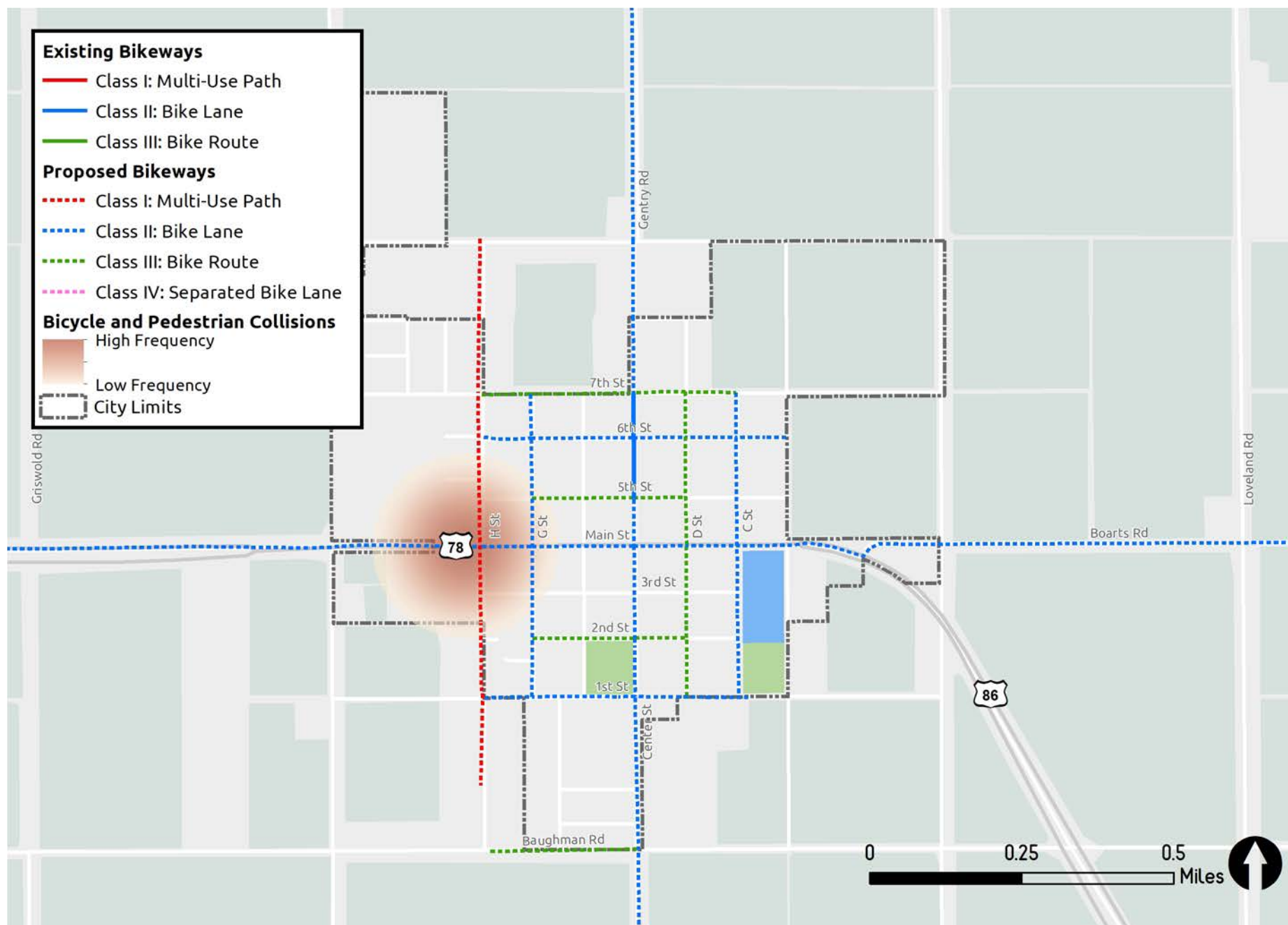
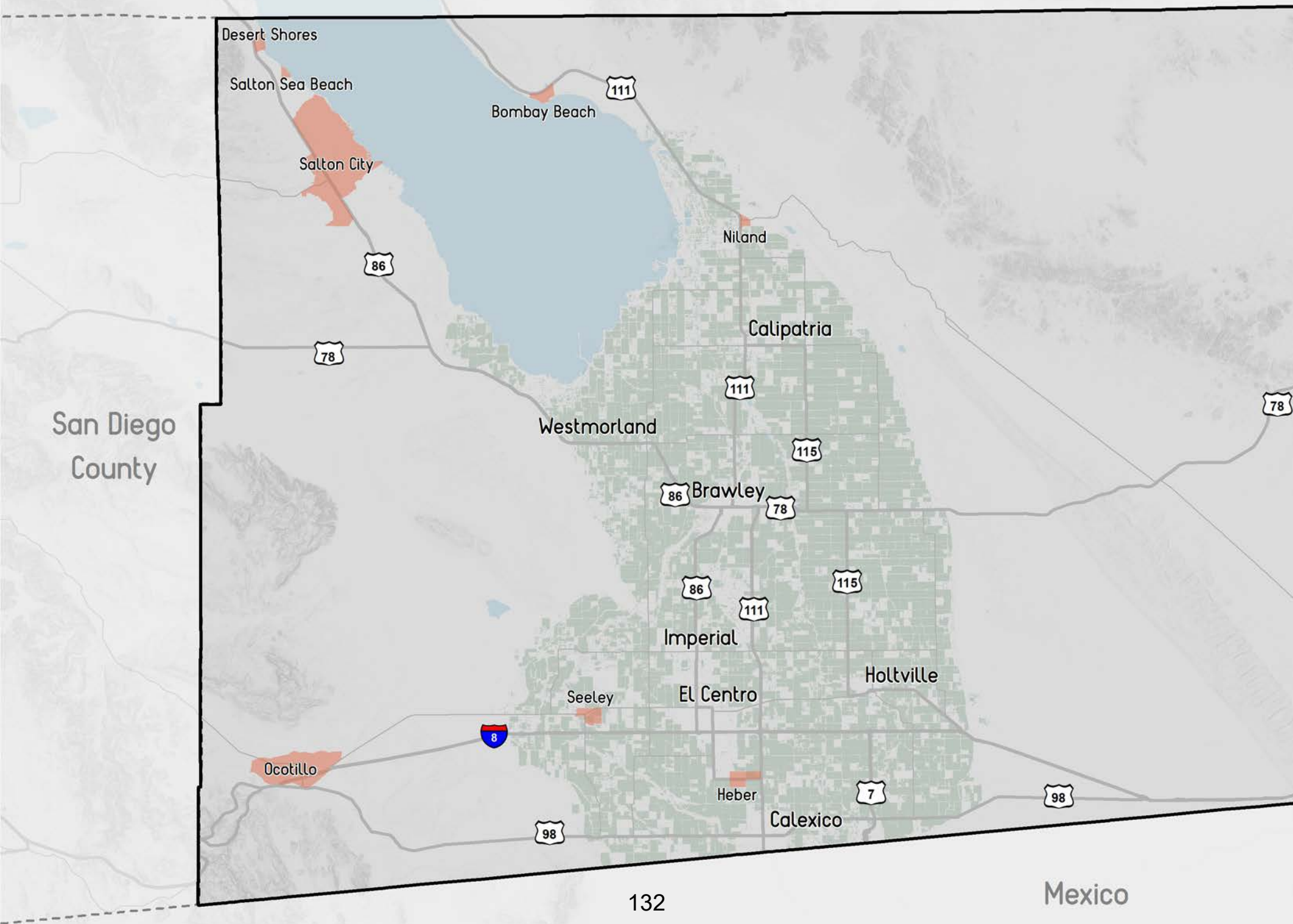
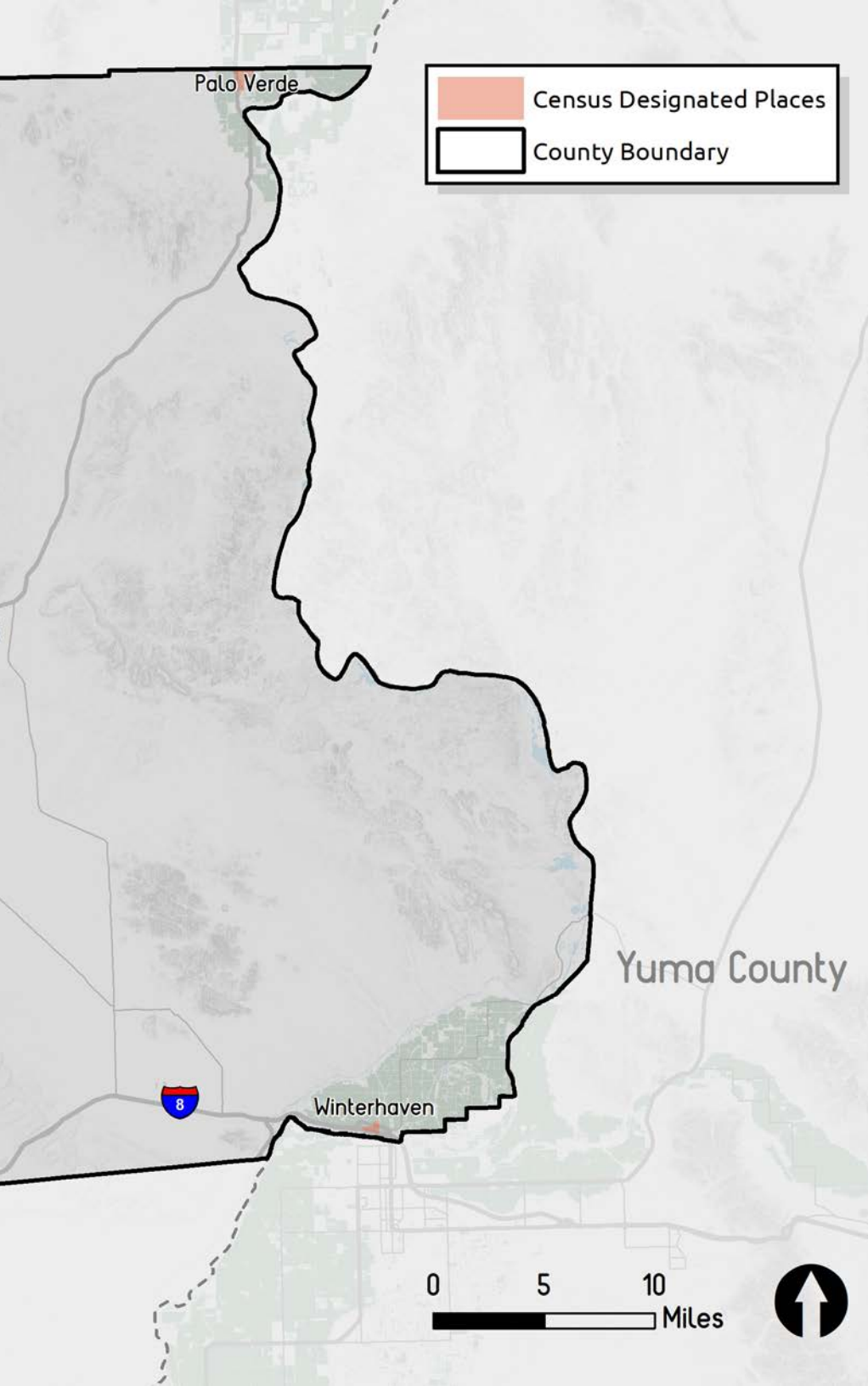


FIGURE 2-14: Bikeways and Collision Heat Map in Westmorland

FIGURE 2-15: Census Designated Places





2.9 IMPERIAL COUNTY CENSUS DESIGNATED PLACES

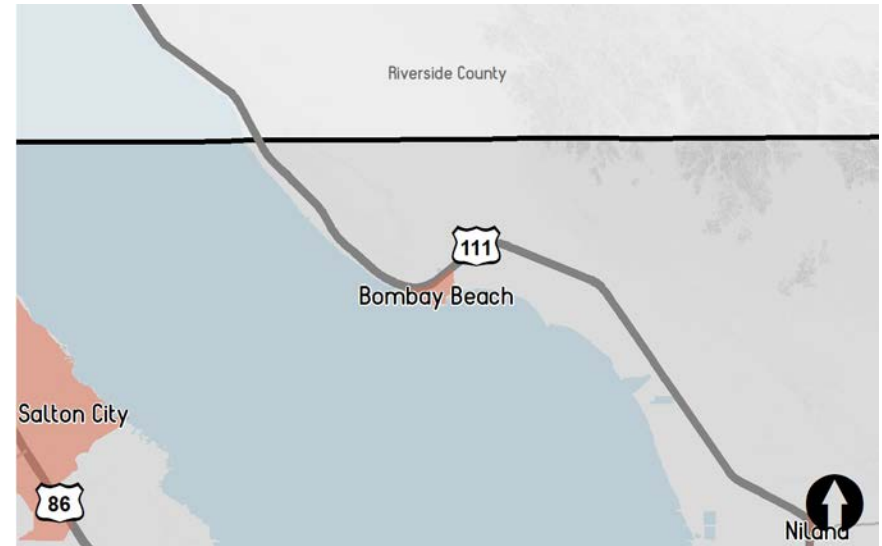
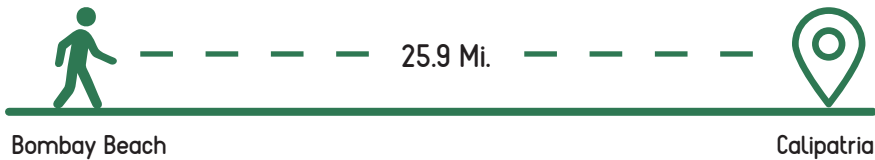
Census Designated Places (CDPs) are population centers without legally defined corporation limits, as defined by the Census Bureau. CDPs are the statistical equivalent of an incorporated city. CDP defined limits are updated every decennial census, based on developed settlement limits. The County of Imperial has 10 identified CDPs:

- » Bombay Beach
- » Desert Shores
- » Heber
- » Niland
- » Ocotillo
- » Palo Verde
- » Salton City
- » Salton Sea Beach
- » Seeley
- » Winterhaven

2.9.1 COMMUNITY OF BOMBAY BEACH

Bombay Beach is a community in north county that is located along State Route 111 and the Salton Sea. Bombay Beach is approximately 26 miles away from Calipatria, the nearest city in the County. As of 2019, Bombay Beach had a population of 297. The community's active transportation efforts have been identified in the plan listed below:

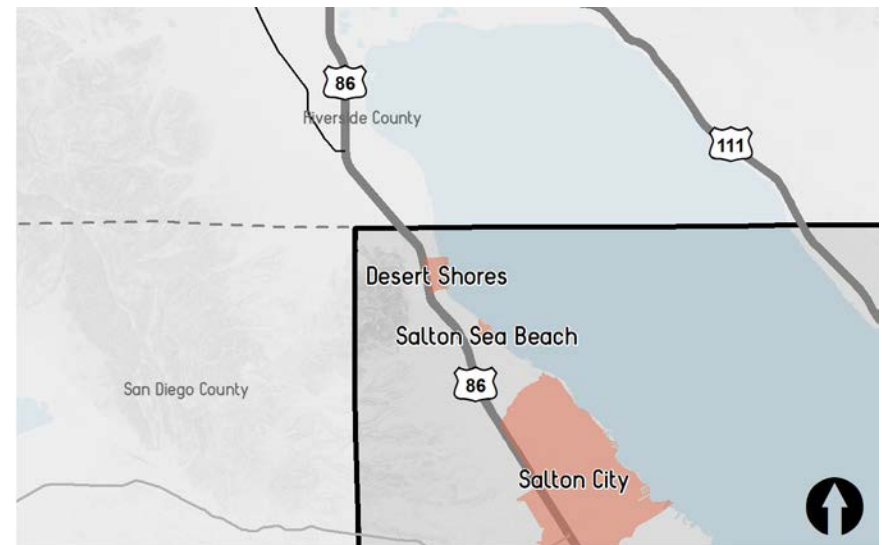
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



2.9.2 COMMUNITY OF DESERT SHORES

Desert Shores is the northernmost community in the County, located along State Route 86 and the Salton Sea. As of 2019, Desert Shores had a population of 574. Desert Shores had its beginnings in the late 1950s as a resort community with a Yacht Club, fishing barge, boating, and lodging. Desert Shores serves its community with commercial uses and a community park. The nearest city to Desert Shores is Coachella in Riverside County and the nearest city in the County is Westmorland. The community's active transportation efforts have been identified in the plan listed below:

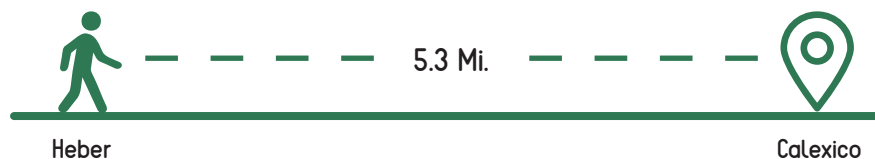
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



2.9.3 COMMUNITY OF HEBER

Heber is a community nestled between the Cities of El Centro and Calexico. As of 2019, Heber had a population of 3,604. Heber serves its community with commercial uses, two schools, four parks, and a fire department. The community's active transportation efforts have been identified in the plans listed below:

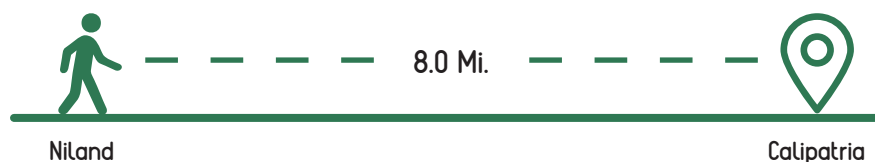
- » Imperial County Active Transportation Plan (2018)
- » Imperial County Pedestrian Master Plan (2021)
- » Imperial County Safe Routes to School Regional Master Plan (2016)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



2.9.4 COMMUNITY OF NILAND

Niland is a community located approximately 8 miles north of Calipatria. As of 2019, Niland had a population of 631. Niland serves its community with limited commercial uses, lodging, and an elementary school. The community's active transportation efforts have been identified in the plans listed below:

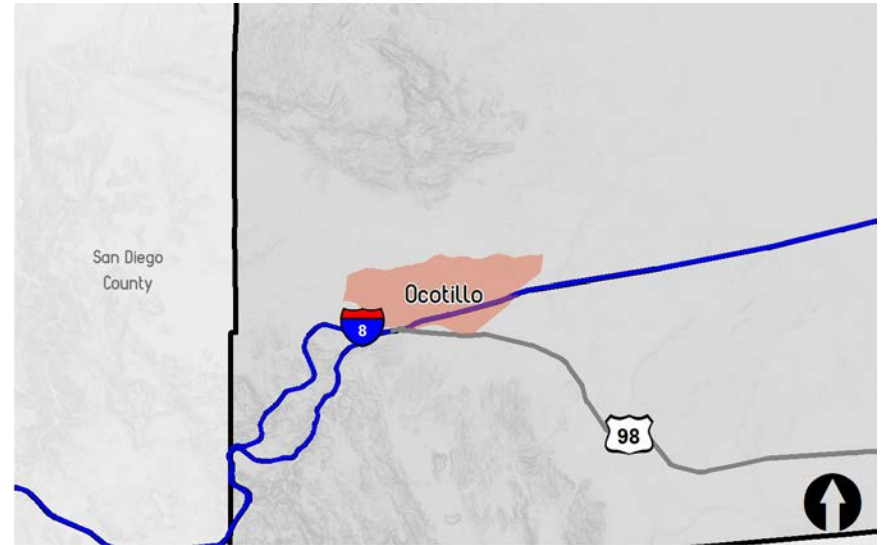
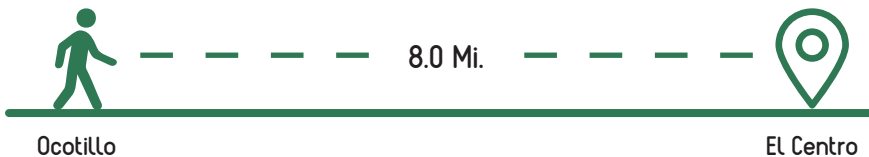
- » Imperial County Active Transportation Plan (2018)
- » Imperial County Pedestrian Master Plan (2021)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



2.9.5 COMMUNITY OF OCOTILLO

Ocotillo is a community located along Interstate 8 approximately 30 miles west of El Centro. Ocotillo is the second smallest community with a population of 89. Ocotillo serves its community with limited commercial uses, lodging, and a fire department. The community's active transportation efforts have been identified in the plans listed below:

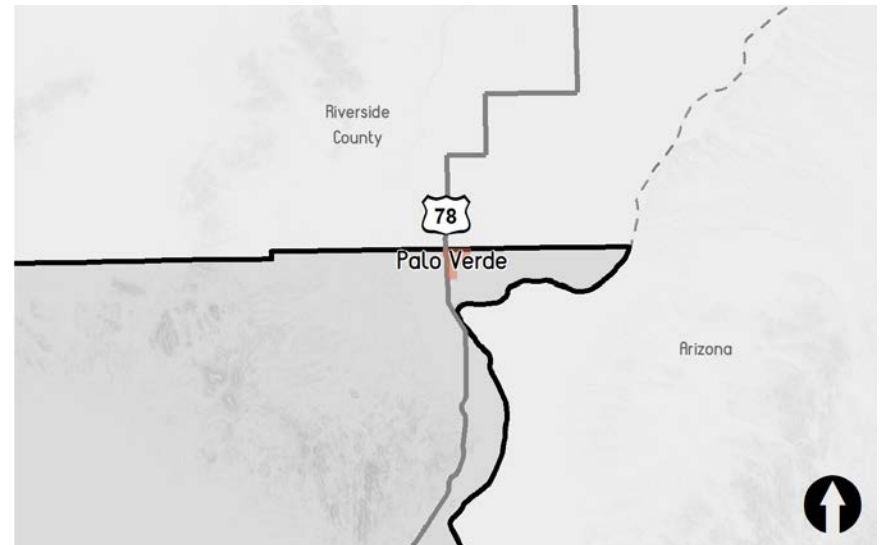
- » Imperial County Active Transportation Plan (2018)
- » Imperial County Pedestrian Master Plan (2021)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



2.9.6 COMMUNITY OF PALO VERDE

Palo Verde is a community located along State Route 78, approximately 2 miles from the Arizona border and Colorado River. The nearest city to Palo Verde is Blythe in Riverside County and the nearest city in the county is Brawley, approximately 68 miles away. Palo Verde is the smallest CDP in the County with a population of 65 as of 2019. Ocotillo serves its community with limited commercial uses, lodging, and a fire department. The community's active transportation efforts have been identified in the plan listed below:

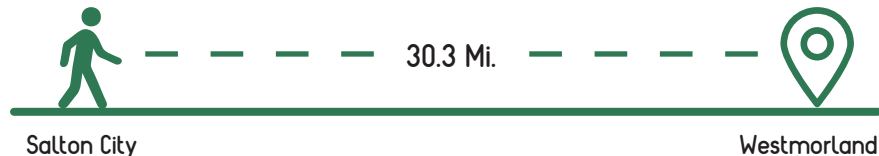
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



2.9.7 COMMUNITY OF SALTON CITY

Salton City is a community that is located along State Route 86 and the Salton Sea. Salton City is the largest CDP in the County with a population of 6,250 as of 2019. Salton City serves its community with commercial uses, lodging, a community center, a park, elementary school, high school, and a fire department. The community's active transportation efforts have been identified in the plans listed below:

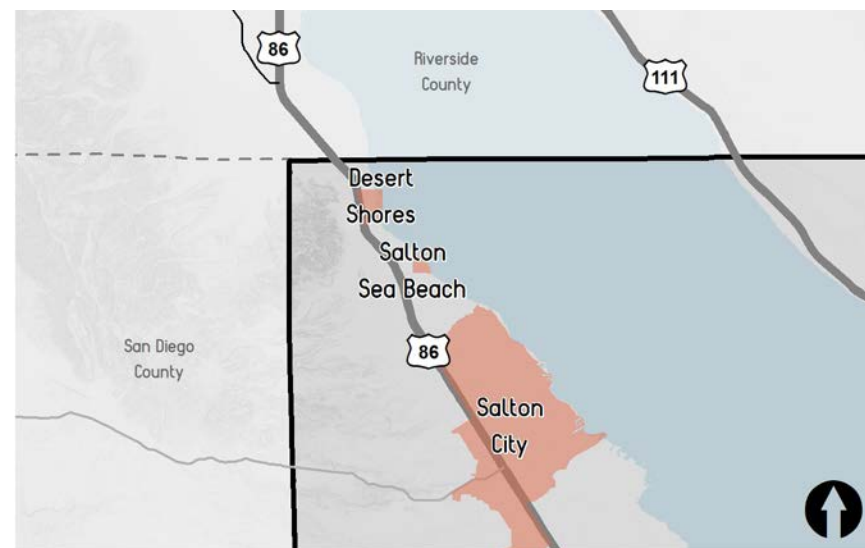
- » Imperial County Active Transportation Plan (2018)
- » Imperial County Pedestrian Master Plan (2021)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



2.9.8 COMMUNITY OF SALTON SEA BEACH

Salton Sea Beach is a community located along State Route 86 and the Salton Sea. Salton Sea Beach has a population of 261 as of 2019. The nearest city to Salton Sea Beach is Coachella in Riverside County and the nearest city in the County is Westmorland, approximately 37 miles to the south. The community's active transportation efforts have been identified in the plan listed below:

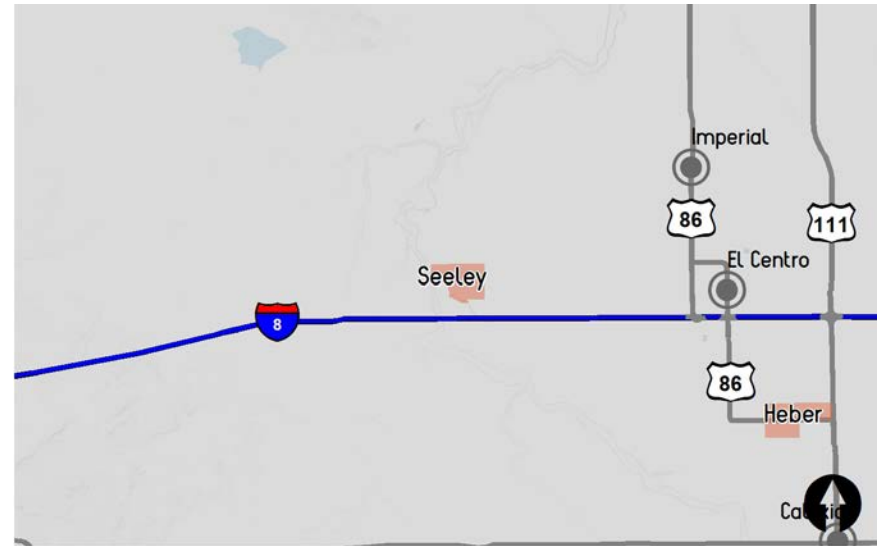
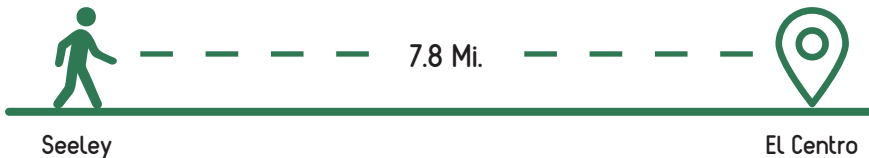
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



2.9.9 COMMUNITY OF SEELEY

Seeley is a community located approximately 8 miles west of El Centro. As of 2019, the population in Seeley was 2,010. Seeley serves its community with commercial uses, two parks, an elementary school, and a post office. The community's active transportation efforts have been identified in the plans listed below:

- » Imperial County Active Transportation Plan (2018)
- » Imperial County Pedestrian Master Plan (2021)
- » Imperial County Safe Routes to School Regional Master Plan (2016)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



2.9.10 COMMUNITY OF WINTERHAVEN

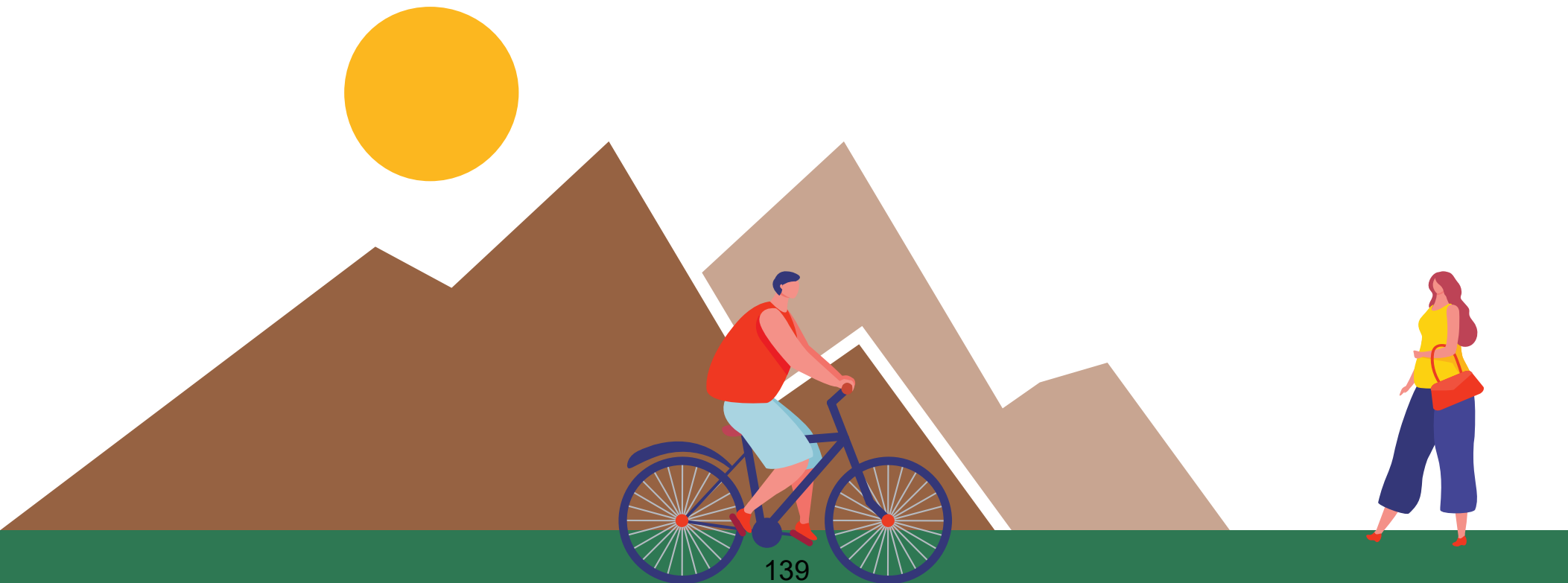
Winterhaven is a community located along Interstate 8 near the Arizona border. The nearest city to Winterhaven is Yuma and the nearest city in the County is Calexico, approximately 53 miles east. As of 2019, the population of Winterhaven was 192. Winterhaven serves its community with limited commercial uses, lodging, and a post office. The community's active transportation efforts have been identified in the plans listed below:

- » Imperial County Active Transportation Plan (2018)
- » Imperial County Pedestrian Master Plan (2021)
- » Imperial County Safe Routes to School Regional Master Plan (2016)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



Chapter 3

Community Outreach



3.1 COMMUNITY OUTREACH OVERVIEW

The ATP team committed to meaningful and authentic community engagement to lay the groundwork for forming partnerships, building trust, and developing a community-supported plan. The team went to nearly every community in Imperial County to connect with the county's diverse population, translating transportation speak into everyday English, and connecting with community members in a way that was comfortable and convenient for them. Our team, with help from ICTC staff, went to the community rather than expecting the community to come to us, visiting popular locations such as libraries, parks, city pool events, Imperial Valley College (IVC) and community festivals. This approach allowed us to hear from residents of all ages and backgrounds.

The five primary community engagement strategies that were utilized for the ATP were:

- » Technical Advisory Committee (TAC)
- » Community workshops
- » Online survey and project website
- » Social media & media relations
- » Other key stakeholders such as Imperial Valley College and the Imperial Valley Velo Club

3.2 TECHNICAL ADVISORY COMMITTEE

The Technical Advisory Committee (TAC) was critical to the engagement process to ensure that diverse feedback was considered. TAC meetings allowed the project team to leverage the expertise of the group regarding ATP-related projects, discuss challenges and opportunities, and to enlist TAC member resources for planning and promoting all outreach strategies such as workshops and the online survey.

The TAC was comprised of 17 members representing the cities of Brawley, Calexico, Calipatria, El Centro, Holtville, Imperial and Westmorland as well as the County of Imperial, SCAG, and Caltrans. The TAC was steadily involved throughout the entire planning process, having attended seven TAC meetings between May 2021 and January 2022.

TAC Meeting #1

- » Wednesday, May 19, 2021, 10-11:30 a.m.
- » Topics: Team introductions, project overview and project goals.

TAC Meeting #2

Wednesday, June 30, 2021, 10:30-11:30 a.m.

Topics: Community outreach update regarding project website, survey, summer pop-up events.

TAC Meeting #3

- » Wednesday, August 4, 2021, 1:30-2:30 p.m.
- » Community engagement update for July pop-up events, overview survey results, August pop-up event discussions; and next steps.



TAC Meeting #4

- » Wednesday, September 8, 2021, 1:30-2:30 p.m.
- » Topics: Community engagement update regarding pop-up events, survey and final outreach events; project timeline and milestones overview for September 2021 through February 2022; and overview of prioritization process.

TAC Meeting #5

- » Tuesday, October 19, 2021, 1:30-3 p.m.
- » Topics: Community engagement update regarding recommendations workshops; small group and full group discussions on potential regional projects; and next steps.

TAC Meeting #6

- » Wednesday, December 1, 2021, 1:30-3 p.m.
- » Topics: Community engagement update; discussion and prioritization of top regional projects: Imperial-El Centro and El Centro-Heber-Calexico; city bikeway project discussion; and next steps.

TAC Meeting #7

- » Thursday, January 13, 2022, 1:30-2:30 p.m.
- » Topics: Draft ATP report review and Top Two Projects Review and upcoming ATP report presentations.

OUTREACH BY THE NUMBERS

4+ Local news articles and radio announcements

11 Existing Conditions Workshops

5 Recommendations Workshops

10+ SCAG Education Campaigns

197 Completed surveys

#4

**TAC Meeting #5****Workshop
#12 & 13****Workshop #14 & 15****TAC Meeting #6****TAC Meeting #7**

October

November

141

RECOMMENDATIONS WORKSHOPS - FALL 2021

December

January

WINTER 2021/22

3.3 COMMUNITY WORKSHOPS

A total of 15 community workshops were conducted throughout the ATP planning process. The team committed to distributing the workshops equitably throughout the county while also attending larger-scale community events, such as the Brawley Cattle Call Chilli Cookoff, that had a regional appeal. TAC members also provided valuable feedback on community workshop locations.

Eleven data collection workshops were held between July 16 and August 26, 2021, and an additional four workshops were held October 28 through November 6, 2021. All workshops were conducted “pop-up style” to allow project team members to set up a booth at existing events, such as community festivals or family nights at the pools and libraries. This resulted in the team connecting with more people than would have attended online community meetings, due to the digital divide and Zoom fatigue.

At each data collection workshop, the project team provided hard copy, bilingual (English/Spanish) versions of the online survey as well as maps of the area for attendees to mark areas of concern for walking, biking and taking transit. At the recommendations workshops, local maps with recommendations and future ATP projects were shared, with additional input collected on recommendations and areas of concern.

The project team was able to draw participants to the ICTC booth with a prize wheel, giveaways and snacks/drinks. It is estimated that the project team spoke with more than 215 people at the data collection workshops and just over 200 at the recommendations workshops, reaching more than 400 people total. See below for a list of workshops.

Overall, most interactions were with multi-generational families. At all events, parents, children and even occasionally grandparents expressing interest and gratitude to ICTC for planning safe, attractive bike paths to go on recreational rides together as a family and additional efforts to make communities safer for people walking, biking and taking transit.

3.3.1 POP UP WORKSHOPS

Existing Conditions Workshops

Workshop #1

- » Friday, July 16, 10 a.m. to 12 p.m.
- » Brawley Public Library

Workshop #2

- » Friday, July 16, 5 to 7 p.m.
- » El Centro Aquatic Center

Workshop #3

- » Saturday, July 17, 8:30 to 10 a.m.
- » Sunbeam Lake, Seeley

Workshop #4

- » August 12, 10 a.m. to 12 p.m.
- » Calipatria Branch Library

Workshop #5

- » August 12, 10 a.m. to 12 p.m.
- » Salton City Branch Library

Workshop #6

- » August 12, 3 to 5 p.m.
- » Holtville Branch Library

Workshop #7

- » August 13, 2 to 4 p.m.
- » City of Imperial Library

Workshop #8

- » August 13, 7 to 8 p.m.
- » City of Imperial Pool “Dive In Movie” Event

Workshop #9

- » Saturday, August 14, 9-11 a.m.
- » City of Westmorland Water Days Event

Workshop #10

- » Thursday, August 26, 3-5 p.m.
- » Calexico Library (Camarena Memorial Library)

Workshop #11

- » Thursday, August 26, 5-8 p.m.
- » Imperial Valley College Back to School Bash

Recommendations Workshops

Workshop #12

- » Thursday, October 28, 5 to 7 p.m.
- » Camarena Memorial Library Halloween Family Night

Workshop #13

- » Saturday, October 30, 4-7 p.m.
- » Heber Fall Festival, Tito Huerta Park

Workshop #14

- » Saturday, November 6, 10 am-2 p.m.
- » Brawley Cattle Call Chilli Cookoff

Workshop #15

- » Saturday, November 6, 10 am -2 p.m.
- » Imperial County Veterans Parade & Holtville Farmers Market & Street Fair



Creating more regional connections where feasible, specially to areas such as IVC and SDSU Imperial Valley Campuses.



Additional/more accessible bus stops would be helpful for families.



Running/walking trails would be good for students.



3.3.2 ATP SURVEY

A total of 197 people participated in the project survey. The results were analyzed and used to help determine potential pedestrian and bikeway projects. According to the survey results, 24 percent of respondents indicated that they walk daily, 28 percent indicated that they do it 3 to 4 days per week, and only 6 percent indicated that they never walked in their community. On the other hand, about 8 percent bike daily, 15 percent do it 3 to 4 days per week, and 35 percent indicated they never bike in their community. About 71 percent of respondents indicated that they drive to get to work or to school while only 12 percent bike and 13 percent walk. However, 49 percent of respondents indicated that they walk or bike when going to a park.

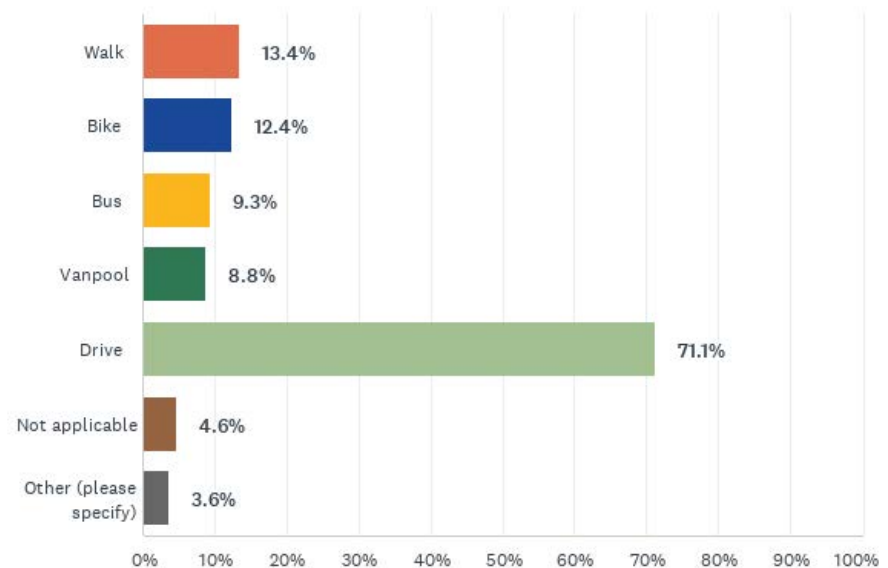
Respondents indicated that they would like to see more pedestrian and bicycle routes to parks (71 percent), schools (67 percent), and community centers (37 percent). A majority of respondents said street lighting (56 percent) and continuous sidewalks (50 percent) would make it easier for them to walk in their local community. In comparison, the majority consider bike lanes on streets (69 percent) and bike paths away from the street (50 percent) as their preferred method to biking around their community.

When asked what would make it easier to reach transit stops, respondents' top answer was street lighting (43 percent), followed by bike lanes on street (42 percent), and sidewalk improvements (40 percent). When asked about their main reasons for walking, biking and rolling, 61 percent of respondents said they do it for recreation or for health reasons, 18 percent do it for necessity, and eight percent for commuting.

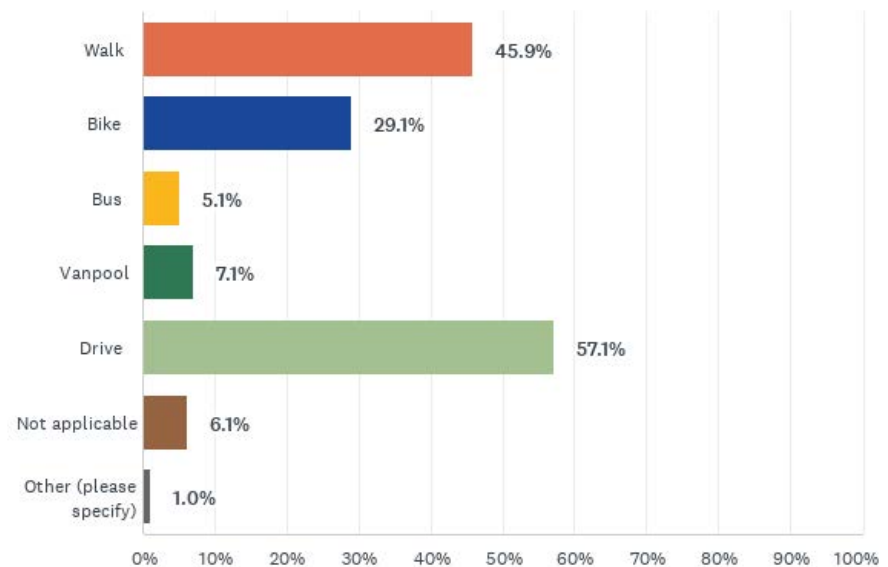
The complete survey summary with all questions can be viewed in Appendix B of this document.

Note: For questions that allow multiple answers, the total number of answer choices selected for a question can be greater than the number of respondents that answered the question. This can cause the total response percentages to exceed 100 percent.

How do you get to work or school? (Check all that apply)



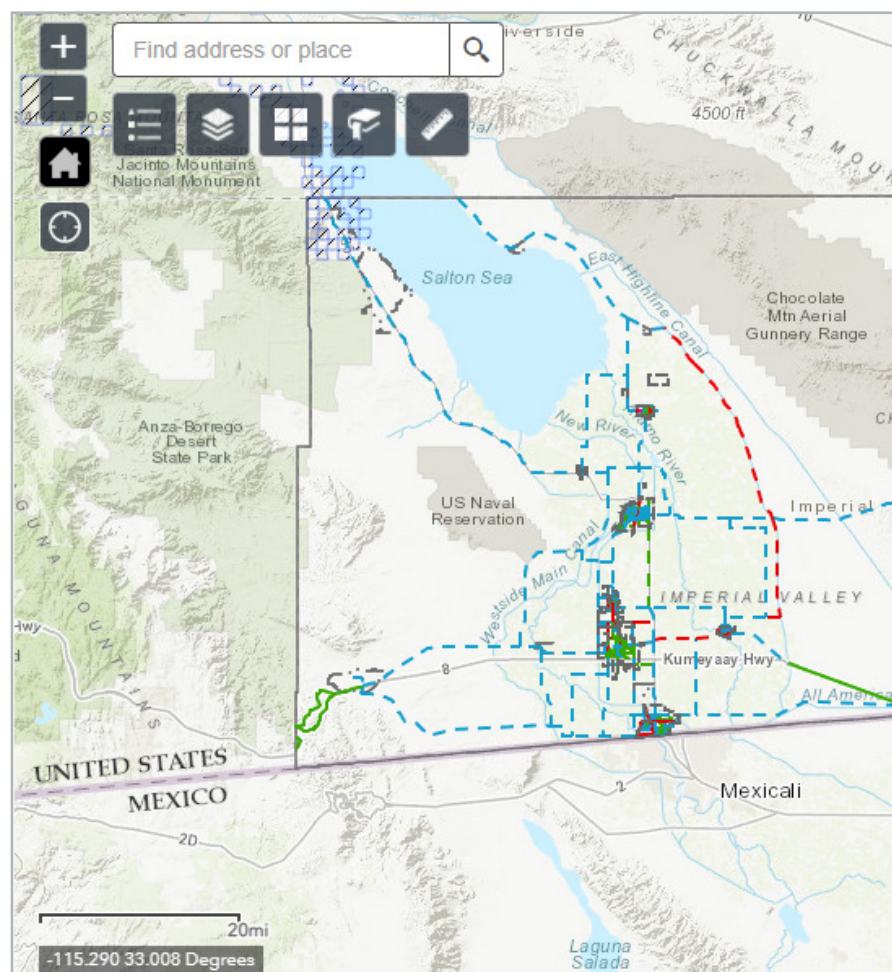
Do you visit city parks or recreation facilities? If so, how do you get there? (Check all that apply)



3.3.3 ONLINE PROJECT WEBSITE

An online project website was created as a supplemental method for community engagement for Imperial County residents. The project website also provided the option for users to choose their preferred language. The project website was made available for all devices to ensure a broader public reach, and was also made available through a scannable QR code and website link. The project website provided vital project information such as community workshop announcements, a link to the online project surveys, and access to the online interactive map survey.

The interactive map survey gave residents the opportunity to highlight and add location-specific comments. Comments related to constraints and opportunities were encouraged.



Screenshot from the interactive online map



Project website homepage

3.3.4 SOCIAL MEDIA

The outreach team developed social media messages and flyers to promote the project website, online survey, and all scheduled workshops. Social media messages were posted to the following accounts: ICTC's Imperial Valley Transit, City of Brawley, Carmen Durazo Cultural Arts Center, City of Calexico, Salton Sea Local News, and GoHuman SoCal, among others. The TAC were also encouraged to disseminate these social media announcement to their constituents via their online platforms.



Facebook post for outreach events



3.3.5 MEDIA RELATIONS

During the course of the ATP process, two news stories ran about the plan and input opportunities. The first was on KYMA Fox News on July 13, 2021:

<https://kyma.com/news/top-stories/2021/07/13/drivers-pre-pare-to-share-transportation-officials-pedal-towards-safer-roads/>

The KYMA news story led to a feature article in the Desert Review on July 19, 2021:

https://www.thedesertreview.com/news/ictc-to-improve-county-%20routes/article_f0db9f88-e8a3-11eb-b98c-0b4e25b51225.html

ICTC to improve county routes

By Joselito N. Villero Jul 19, 2021 Updated Jul 23, 2021 0



El Centro resident Ninfa Vega fills out an Imperial County Transportation Commission survey questionnaire at Sunbeam Lake in Seeley with her son Miguel Vega, 14, and his friend, Joseph Rosas, 13, Saturday, July 17.

Article written on project

3.3.6 OUTREACH TO KEY STAKEHOLDERS

Outreach team members met with TAC member Gil Rebollar on June 2, 2021, to brainstorm outreach ideas. Mr. Rebollar helped the team connect with KYMA News as well as Imperial Valley College Public Information Officer Elizabeth Espinoza. Ms. Espinoza offered to share the ATP survey information via email with the campus community and offered the team the opportunity to make a project announcement at an Associated Students Government meeting and attend the August 26 Back to School event.

Jacob Leon and Jorge Nozot attended the August 23 Associated Students Government meeting to let the students know about the project and survey opportunity. The team's attendance at IVC's August 26 Back to School Bash was one of its most successful, reaching more than 60 students who shared valuable feedback about their experience getting to IVC and around their various communities.



Example zoom meeting

In addition, the outreach team reached out to the Imperial Valley Velo Club to seek their input for the plan. On July 23, Velo Club leader Brian McNeece sent the ATP survey link and project fact sheet to the Velo Club members. On August 25, the outreach team met with Velo Club leaders Brian McNeece, Roland Pritchard and Nikki Wegener for a discussion on Velo Club observations of cycling successes and challenges throughout the County.

3.4 SCAG EDUCATION CAMPAIGN & GOHUMAN

As part of the ATP, ICTC teamed up with the Southern California Association of Governments (SCAG) and the California Office of Traffic Safety (OTS) for the GoHuman component to support ICTC with a campaign that included signage and ads in multiple languages. The banners and lawn signs promoted safe walking and bicycling while also reminding drivers to pay attention to pedestrians and bicyclists.

Banners, lawn signs, and decals were placed at the following locations across the county:

City of Calexico

- » Andrade Avenue and SR-98 (Lift station): Banner
- » SR-98 and SR-111 (Chamber of Commerce): Banner
- » Kloke Avenue and SR-98 (Willie Moreno): Banners
- » Lawn signs across the parks where kids walk to school

City of El Centro

- » 4th Street and Lenrey Road (park): Banner
- » Corner of N. 4th Street and W. Euclid Avenue: Two banners and lawn signs
- » Corner of Ross Avenue and Eight Street (Bucklin Park): Banner and lawn signs

City of Holtville

- » Library corner: Lawn sign

Meadows Union School District

- » School entrance of buses as well as pick-up areas

City of Imperial

- » Corner of Barioni Boulevard and Imperial Avenue: 2 Banners
- » City of Imperial Public Library: Lawn signs
- » School District schools: Banners and lawn signs

City of Heber

- » Heber Apartments: Banner and lawn signs

IVT Transit Buses

- » Three high volume transit buses: Bus wrap decals



SCAG Go Human advertising at Bucklin Park in El Centro



SCAG Go Human advertising at Meadows School



SCAG Go Human advertising in Imperial

Chapter 4

Recommendations



4.1 RECOMMENDATIONS OVERVIEW

This chapter addresses infrastructure and programmatic improvements recommended to enhance bicycling and walking in Imperial County. The recommendations include both short-term and long-term improvements and are meant to help the city allocate funds as they become available through various sources. The chapter contains maps, tables, and infographics that communicate improvement location, type, and extent.

It is important to note that the success of recommended projects is closely tied to programs and adopted standards, codes, and policies. The Six E's (Engineering, Education, Encouragement, Enforcement, Equity and Evaluation) can be used to leverage investments in these projects. Similarly, the effectiveness of bicycle and pedestrian programs is maximized by actual project implementation. Changes to city standards, codes, and policies may be needed to implement bicycle and pedestrian improvements. Project implementation may, in turn, facilitate changes to city standards, codes, and policies.

4.2 ACTIVE TRANSPORTATION INFRASTRUCTURE

Suggested active transportation infrastructure addresses a variety of issues identified in the analysis and community engagement process. They are aimed to enhance connectivity to transit, school zones, senior zones, activity centers, parks, and other community destinations. Pedestrian improvements help ensure equitable multi-modal transportation because they serve populations that may not be able to afford a bicycle, are not likely to ride a bicycle, or simply rely on walking to access transit services. Newer innovations like all-way pedestrian crossings, modified signal timing, and flashing beacons, are described in this chapter.

Providing safer and less stressful bicycle infrastructure is a major focus across the nation. Significant transformation in the state of practice for bicycle travel has occurred over the last five years. Much of this may

be attributed to bicycling's changing role in the overall transportation system. No longer viewed as an "alternative" mode, it is increasingly considered as conventional transportation that should be actively promoted as a means of achieving community environmental, social, and economic goals. While connectivity and convenience remain essential bicycle travel quality indicators, recent research indicates the increased acceptance and practice of daily bicycling will require "low-stress" bicycle routes, which are typically understood to be those that provide bicyclists with separation from high volume and high-speed vehicular traffic. The route types recommended in this plan, and described in the following section, are consistent with this evolving state of practice.

Conventional Bicycle treatments

There are four conventional bikeway types recognized by the California Department of Transportation. Details of their design, associated wayfinding, and pavement markings can be found in the CA MUTCD and CA Highway Design Manual.

Class I: Multi-Use Paths

Class I multi-use paths (frequently referred to as "bicycle paths") are physically separated from motor vehicle travel routes, with exclusive rights-of-way for non-motorized users like bicyclists and pedestrians. They require physical buffers to ensure safety and comfort of the user.

Class II: Bicycle Lanes

Bicycle lanes are one-way facilities that carry bicycle traffic in the same direction as the adjacent motor vehicle traffic. They are typically located along the right side of the street (although can be on the left side) and are between the adjacent travel lane and curb, road edge, or parking lane. They are not physically separated from motor vehicle traffic.

Class III: Bicycle Routes

A bicycle route is a suggested bicycle corridor marked by signs designating a preferred street between destinations. They are recommended where traffic volumes and roadway speeds are low (35 mph or less).

Class IV: Separated Bikeways (Cycle Tracks)

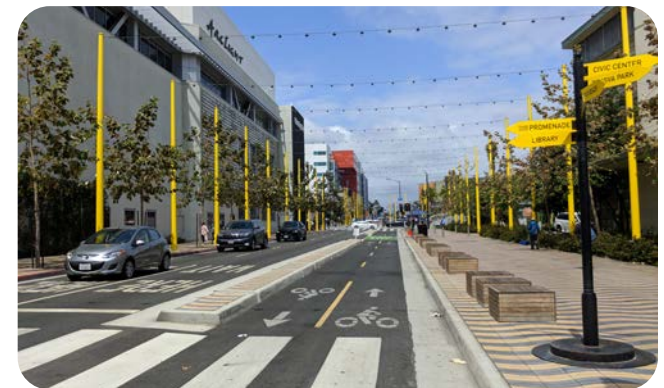
Separated bikeways are bicycle-specific facilities that combine the user experience of a multi-use path with the on-street infrastructure of a conventional bicycle lane. Separated bikeways are physically separated from motor vehicle traffic and are designed to be distinct from any adjoining sidewalk. Physical protection measures can include raised curbs, parkway strips, reflective bollards, or parked vehicles. Separated bikeways can be either one-way or two-way, depending on the street network, available right-of-way, and adjacent land use. The safety of two-way separated bikeways must be carefully evaluated because few motor vehicle drivers are accustomed to two-way separated bikeways and they may tend to look only to the left when deciding whether it is safe to proceed across the separated bikeways.



Class II bicycle lanes



Class III bicycle route



Class IV separated bikeway



Class I multi-use path

4.2.1 ENHANCED BICYCLE TREATMENTS

While conventional bicycle facility types can be found throughout the United States, there has been a distinct shift towards further enhancement. For example, the CA MUTCD approved the installation of buffered bicycle lanes, while Shared Lane Markings or “Sharrows” have been in use since 2004 throughout the State.

These enhancements are low cost, easy to install, and provide additional awareness about the likely presence of bicyclists. In many instances, installation of these bicycle route enhancements can be coordinated as part of street resurfacing projects. The use of green markings has also become a simple and effective way to communicate the likely presence of bicyclists. It is also used to denote potential conflict zones between bicyclists and vehicles.

Buffered Bicycle Lanes

Buffered bicycle lanes provide additional space between the bicycle lane and traffic lane, parking lane, or both, to provide a more protected and comfortable space for bicyclists than a conventional bicycle lane. The buffering also encourages bicyclists to avoid riding too close to parked vehicles, keeping them out of the “door zone” where there is the potential danger of drivers or passengers suddenly opening doors into the bicyclists’ path.

Shared Lane Markings (“Sharrows”)

The shared lane marking is commonly used where parking is allowed adjacent to the travel lane. It is now common practice to center them within the typical vehicular travel route in the rightmost travel lane to ensure adequate separation between bicyclists and parked vehicles. Many cities install sharrows over a green background to enhance visibility.

Bike Boxes

A bike box is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists a safe and visible way to wait ahead of queuing traffic during the red signal phase. This positioning helps encourage bicyclists traveling straight through not to wait against the curb for the signal change.

Advisory Bike Lanes

An advisory bike lane is a preferred space for bicyclists and motorists to operate on narrow streets that would otherwise be a shared roadway. Roads with advisory bike lanes accommodate low to moderate volumes of two-way motor vehicle traffic and provide a safer space for bicyclists with little or no widening of the paved roadway surface. Due to their reduced cross section requirements, advisory bike lanes have the potential to open up more roadways to accommodate comfortable bicycle travel.



Buffered bike lanes



Shared lane markings



Bike boxes



Advisory bike lanes

Bicycle Boulevards

Bicycle boulevards provide a convenient, low stress cycling environment for people of all ages and abilities. They are installed on streets with low vehicular volumes and speeds and often parallel higher volume, higher speed arterials. Bicycle boulevard treatments use a combination of signs, pavement markings, traffic diverters, and traffic calming measures that help to discourage through trips by motor vehicle drivers and create safe, convenient bicycle crossings of busy arterial streets. They are similar to class III bicycle routes but tend to include more traffic calming and diversion infrastructure.

Signage and Wayfinding

Signage and wayfinding on all streets and bicycle routes are intended to identify routes to both bicyclists and drivers, provide destination information and branding, and to inform all users of changes in roadway conditions.

Colored Bicycle Lanes

Colored pavement increases the visibility of bicycle routes, identifying potential areas of conflict or transition, and reinforces bicyclists' priority in these areas. Colored pavement can be used as a corridor treatment, along the length of a bicycle lane or within a protected bikeway. Additionally, it can be used as a spot treatment, such as crossing markings at particularly complex intersections where the bicycle path may be unclear. Consistent application of color across a bikeway corridor is important to promote clear understanding for all roadway users.

Green Colored Transition Striping

Intersection or mid-block crossing markings indicate the intended path of bicyclists. Colored striping can be used to highlight conflict areas between bicyclists and vehicles, such as where bicycle lanes merge across motor vehicle turn lanes.

Protected Intersections

Protected intersections maintain the integrity (low stress experience) of their adjoining separated bicycle lanes by fully separating bicyclists from motor vehicles at intersections. Hallmark features of these protected intersections include two-stage crossings supported by an advance queuing space, protective concrete islands, special bicycle-cross markings (parallel with crosswalks), and special signal phasing.

Two-Stage Left Turn Queue Box

Two-stage turn queue boxes can provide a more comfortable left-turn crossing for many bicyclists because they entail two low stress crossings, rather than one potentially high stress one. They also provide a degree of separation from vehicular traffic because they do not require merging with vehicle traffic to make left turns. Bicyclists wanting to make a left turn can continue into the intersection when they have a green light and pull into the green queue box. Bicyclists then turn 90 degrees to face their intended direction and wait for the green light of a new signal phase to continue through.



Bicycle boulevard



Signage and wayfinding



Colored bicycle lane



Green colored transition striping

Bicycle Signals

This category includes all types of traffic signals directed at bicyclists. These can include typical green/yellow/red signals with signage explaining the signal controls, or special bikeway icons displayed within the signage lights themselves. Near-side bicycle signals may incorporate a “countdown to green” display, as well as a “countdown to red.”

Bicycle Detection

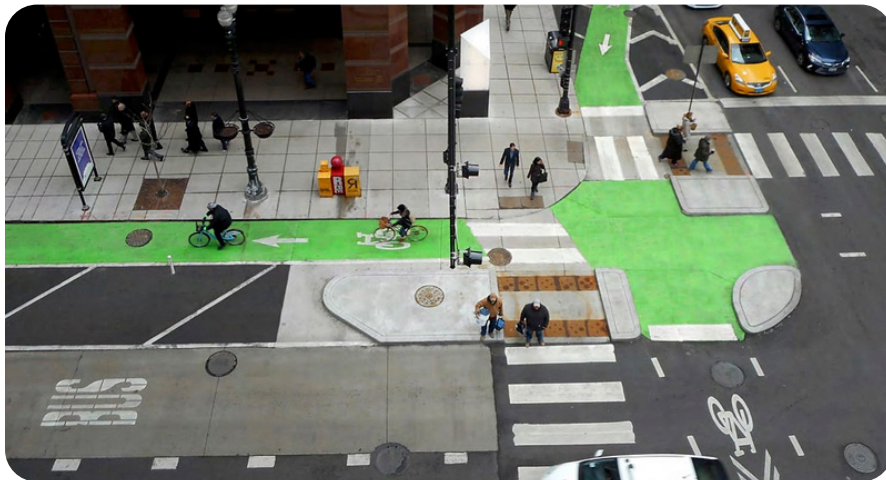
Bicycle detection is used at intersections with traffic signals to alert the signal controller that a bicycle crossing event has been requested. Bicycle detection can occur either through the use of push buttons or by automated means and are marked by standard pavement symbols.

4.2.2 TRAFFIC CALMING

Traffic calming involves changes in street alignment, installation of barriers, and other physical measures to reduce traffic speeds and/or cut-through motor vehicle traffic volumes. The intent of traffic calming is to alter driver behavior and to improve street safety, livability, and other public purposes. Other techniques consist of operational measures such as police enforcement and speed displays. The following examples provided are traffic calming measures that may apply to Imperial County.



Two-stage left turn queue box



Protected intersection



Bicycle signals



Bicycle detection

Roundabouts/Traffic Circles

A roundabout is a circular intersection with yield control at its entry that allows a driver to proceed at controlled speeds in a counter-clockwise direction around a central island. Roundabouts are designed to maximize motorized and non-motorized traffic through their innovative design that includes reconfigured sidewalks, bikeway bypasses, high-visibility crosswalks, pedestrian flashing beacons, and other traffic measures. Roundabouts can be implemented on most streets but may require additional right-of-way.

A traffic circle is a small-scale traffic calming measure commonly applied at uncontrolled intersections on low volume, local residential streets. They lower traffic speeds on each approach and typically avoid or reduce right-of-way conflicts because the overall footprint is smaller compared to roundabouts. Traffic circles may be installed using simple markings or raised islands.

Signals and Warning Devices

Traditional pedestrian signals with countdown timers remain the gold standard for high quality pedestrian crossings, although some cases warrant new signal technologies. Pedestrian Hybrid Beacons (PHBs)

and Rectangular Rapid Flashing Beacons (RRFBs) are special signals used to warn and control traffic at unsignalized locations to assist pedestrians in crossing a street via a marked crosswalk. PHBs include a “red phase” requiring vehicles to come to a full stop while RRFBs are yield stops. Either of these devices should be installed at locations that have pedestrian desire lines and that connect people to popular destinations such as schools, parks, and retail. Research has shown that PHBs tend to have a 90 percent motorist compliance rate versus RRFBs, which tend to have an 80 percent motorist compliance rate. Traditional pedestrian signals with countdown timers at signalized intersections tend to have a near 100 percent compliance rate.

Signals and warning devices should be paired with additional pedestrian improvements, where appropriate, such as curb extensions, enhanced crosswalk marking, lighting, median refuge islands, corresponding signage, and advanced yield markings to mitigate multiple threat crashes on multi-lane roadways.

Speed Tables/Raised Crosswalks

Speed tables are flat-topped road humps, often constructed with textured surfacing on the flat section. Speed tables and raised crosswalks help to reduce vehicle speeds and enhance pedestrian safety.



Traffic circle



Signal and warning devices



Speed table

Speed Displays

Speed displays measure the speed of approaching vehicles by radar and inform drivers of their speeds using an LED display. Speed displays contribute to increased traffic safety because they are particularly effective in getting drivers traveling ten or more miles per hour over the speed limit to reduce their speed.

Chicanes

Chicanes are a series of narrowings or curb extensions that alternate from one side of the street to the other forming an S-shaped path. Chicanes reduce drivers' speeds by causing them to shift their horizontal path of travel.

Traffic Diverters

A traffic diverter is a roadway design feature placed in a roadway to prohibit vehicular traffic from entering into or exiting from the street, or both.

On-Street Edge Friction

Edge friction is a combination of vertical elements such as on-street parking, bicycle routes, chicanes, site furnishings, street trees, and shrubs that reduce the perceived street width, which has been shown to reduce motor vehicle speeds.

4.2.3 PEDESTRIAN TREATMENTS

The pedestrian network was evaluated to determine if major corridors, such as those along commercial corridors, school, and parks, had sidewalks and curb ramps. The following pedestrian treatments can be explored to enhance the safety and comfort for those traveling on foot.

Enhanced Crosswalk Markings

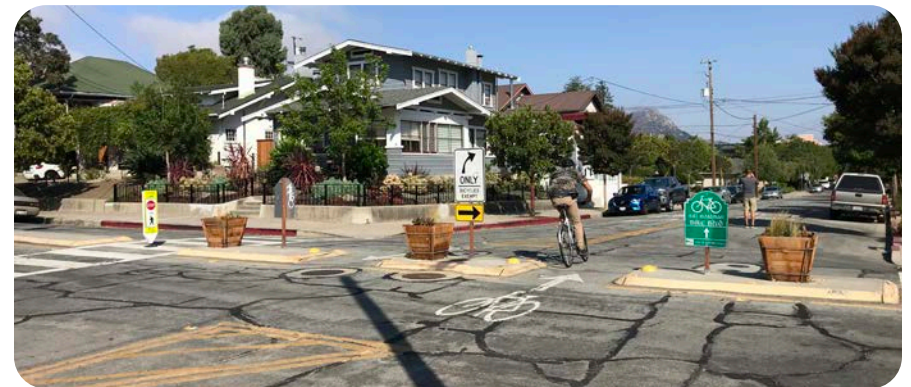
Enhanced crosswalk markings with perpendicular striping in addition to parallel stripes can be installed at existing or proposed crosswalk locations. They are designed to both guide pedestrians and to alert drivers of a crossing location. The bold pattern is intended to enhance visual awareness.



Speed display



Chicanes



Traffic diverter

Curb Extensions

Also called bulb-outs or neck-downs, curb extensions extend the curb line outward into the travel way, reducing the pedestrian crossing distance. Typically occurring at intersections, they increase pedestrian visibility, reduce the distance a pedestrian must cross, and reduce vehicular delay. Curb extensions must be installed in locations where they will not interfere with bicycle lanes or separated bikeways. If both treatments are needed, additional design features such as ramps, or half-sized curb extensions should be considered.

Refuge Island

Refuge islands provide pedestrians and bicyclists a relatively safe place within an intersection and midblock crossing to pause and observe before crossing the next lane of traffic.

Mid-block Crossings

Mid-block crossings provide convenient locations for pedestrians and bicyclists to cross thoroughfares in areas with infrequent intersection crossings or where the nearest intersection creates substantial out-of-direction travel. Mid-block crossings should be paired with additional traffic-control devices such as traditional Pedestrian Signals, PHBs, RRFBs, LED enhanced flashing signs, and/or refuge islands.

Leading Pedestrian Intervals (LPIs)

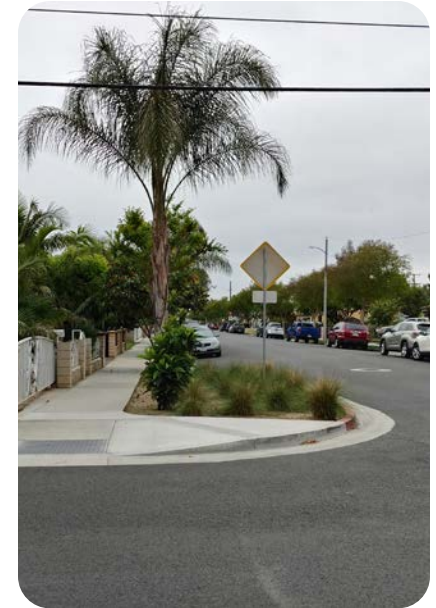
A Leading Pedestrian Interval (LPI) is a signal timing technique that typically gives pedestrians a three to seven second head start when entering a crosswalk with a corresponding green signal in the same direction of travel. LPIs enhance the visibility of pedestrians in the intersection and reinforce their right-of-way overturning vehicles, especially in locations with a history of conflict. Generally, this leads to a greater likelihood of vehicles yielding. Depending on intersection volume and safety history, a normal right-turn-on-red (RTOR) might be explicitly prohibited during the LPI phase.

Modified Traffic Signal Timing

Adjusting the time, phasing, and actuation needed to cross high-volume and wide streets, provides additional safety and comfort for pedestrians and bicyclists.



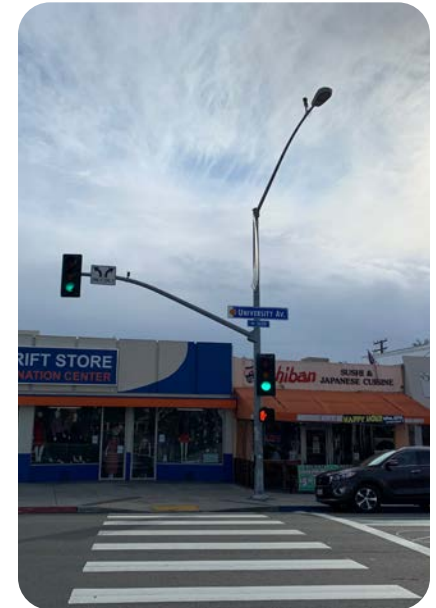
Enhanced crosswalk markings



Curb extensions



Refuge island



Mid-block crossing

Lighting

Pedestrian-scale lighting provides many practical and safety benefits, such as illuminating the path and making crossing walkers and bicyclists more visible to drivers. Lighting can also be designed to be fun, artistic, and interactive.

Pedestrian Scramble

Pedestrian scrambles, also known as all-way pedestrian phases, stop vehicular traffic flow simultaneously in all directions to allow pedestrians to cross the intersection in any direction. They are used at intersections with particularly heavy pedestrian crossing levels. Unless cycle lengths can be kept under 90 seconds, Leading Pedestrian Intervals (LPIs) are generally preferred over pedestrian scrambles.

Transit Stop Amenities

Transit stop amenities such as shelters with overhead protection, seating, trash receptacles, and lighting are essential for encouraging people to make use of public transit.



Lighting



Bus stop with shelter



Pedestrian scramble

4.2.4 PLACEMAKING

The inclusion of placemaking urban elements such as parklets encourages walking and provides usable space for all ages. In many cities, these elements have helped transform urban villages and downtowns into walkable destinations. Continued coordination with local Imperial County businesses and organizations may provide collaborative design and funding opportunities between the cities, communities, its businesses, residents, and visitors.

Parklets

Parklets are conversions of one or two parking spaces for outdoor seating and other amenities, improving the urban environment's aesthetics and streetscape.

Community Art

Displaying community art is a great way to display the context of the city and for its residents to participate in the community. Community art projects can range from a mural to an exhibit or sidewalk chalk.

Special Intersection Paving and Crosswalk Art

Special intersection paving and crosswalk art provide unique opportunities at intersections to highlight crossings, key civic or commercial locations, while breaking the visual monotony of asphalt. Intersection paving treatments and crosswalk art can integrate context-sensitive colors, textures, and scoring patterns.

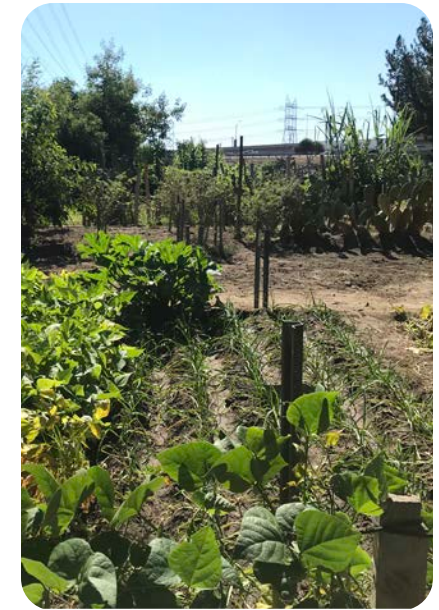
Paving treatments and crosswalk art do not define a crosswalk and should not be seen as a safety measure. Standard transverse or longitudinal high visibility crosswalk markings are still required.

Furnishings and Public Art

Transit shelters, bicycle racks, seating, and public art provide important amenities for functionality, design and vitality of the urban environment. They announce that the street is a safe and comfortable place to be and provide visual detail and interest.



Parklets



Community garden



Crosswalk art



Public art

4.2.5 NEW MOBILITY / CURB MANAGEMENT

The following section highlights several clean and shared mobility options that complement a comprehensive transportation network. These forms of transportation can provide alternatives to gas-powered, single occupancy cars for travel and help reduce air pollution and greenhouse gas emissions. Clean mobility and shared options also help address transportation equity by providing affordable transportation choices for lower-income households and those who are unable to drive or own a car.

Electric Shuttles

Electric shuttles can help address gaps within a community by supplementing the existing transit network or by creating new transit routes where they currently don't exist. Depending on the make and model, electric-powered shuttles can be used to offer transit services within a specified radius. Zero emission models reduce the carbon footprint by eliminating greenhouse gas emissions.

Electric Vanpool/Carpool

Vanpool and carpool programs have existed for several decades, but these services have evolved with the “electrification” the transportation industry is experiencing. Electric version of typical 12 and 18-passenger vans are being welcomed as clean mobility options for communities.

Electric Carsharing Service

An electric carsharing service could include purchasing a fleet of electric cars. These cars could be rented by residents to address their transportation needs such as commuting to work, running errands, or getting to medical appointments. The city would have its own EV charging infrastructure which can be combined with other electric mobility options such as electric shuttles and electric vanpool/carpool services.



Electric shuttles



Electric vanpool/carpool



Electric carsharing services



Docked bikeshare

Docked Bikeshare

Docked bikeshare is a shared transport service in which bicycles or e-bicycles are made available for shared use to individuals on a short term basis for a price or free. Docked bikeshare systems typically include electric-assist bicycles that provide extra comfort for users. Docked bikeshare systems allow people to borrow a bike from a “dock” or station and return it to another dock belonging to the same system.

E-Scootershare

Scootershare programs are popular forms of shared transportation services that involve the rental of electric motorized scooters for short trips. These programs involve the use of a mobile app to look for, rent, pay, and park the rented scooter. Scootershare programs provide a high degree of flexibility for the individual user and can be an effective method for closing mobility gaps. Short trips to visit family members, access to school, parks, commercial areas, or to a transit stop can all be done with a scootershare program.



Scootershare

4.3 PRIORITIZATION PROCESS

Regional routes were identified throughout the County that would provide connectivity and improved access for transit ridership. The regional routes underwent a data-driven and interactive prioritization process consisting of cumulative scores derived from various criteria. The goal of project prioritization is to provide ICTC guidance on which projects to pursue future design and funding endeavors.

The prioritization process for this regional plan was approached in two phases. The first phase used the criteria listed below to determine the regional infrastructure priorities voted on by the members of the TAC. The selected corridors were then included in the data-driven prioritization process. The following criteria used in this process are consistent with state and regional best practices:

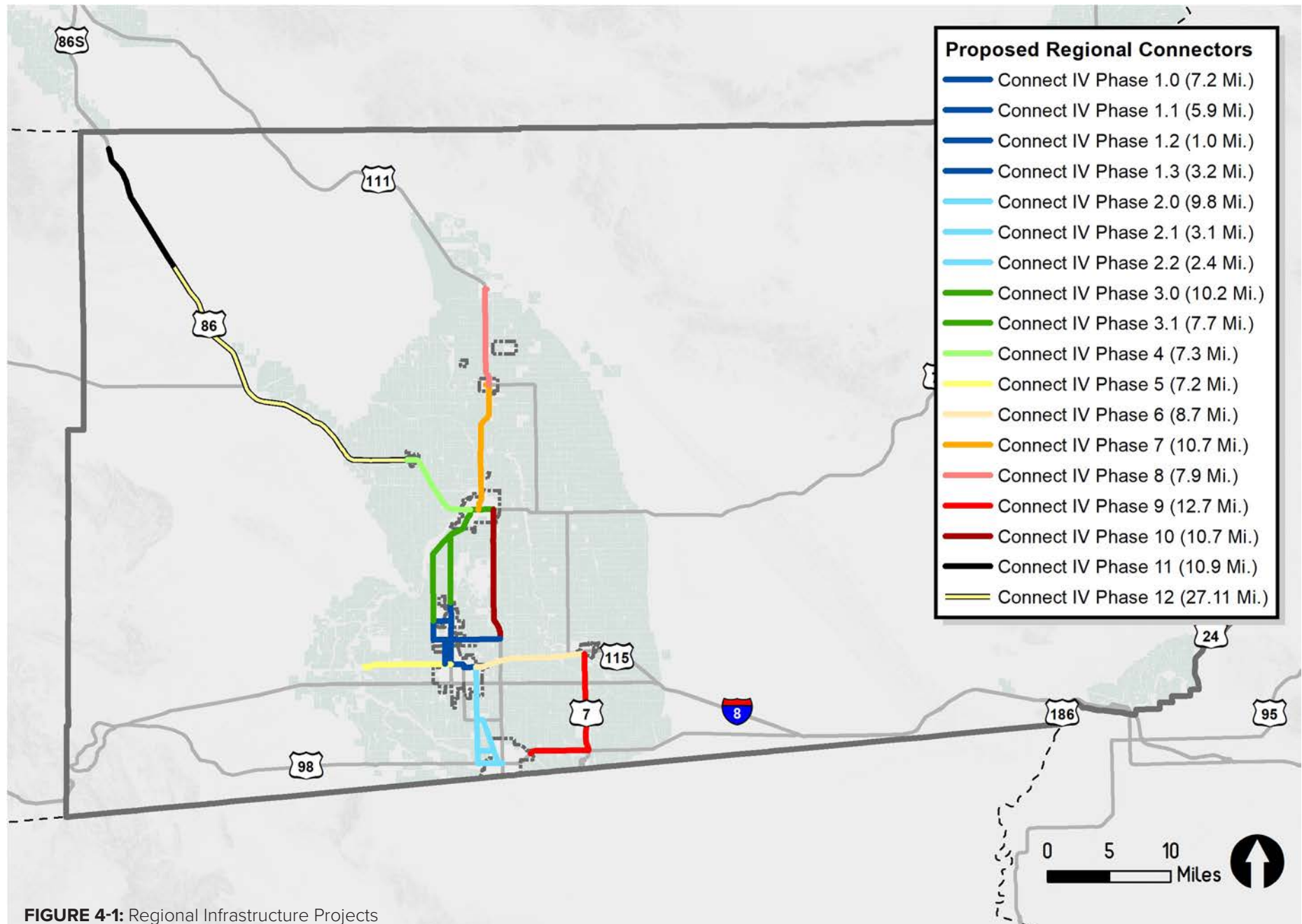
- » Proximity to schools, parks, commercial centers, and transit stops
- » Pedestrian and bicycle collisions
- » Census data such as population density
- » CalEnviroScreen 3.0

4.4 REGIONAL INFRASTRUCTURE PRIORITIES

The team identified 12 potential regional projects based on existing conditions analysis, community engagement, and the project development process. These regional projects, as depicted in Figure 4-1 are the bikeway projects that have the potential to connect several cities and communities to each other via corridors that provide convenient and safe access. Most of the regional projects are proposed Class 1 multi-use paths and Class 4 separated bikeways. These facilities correspond with the excess right-of-way found along these corridors, such as wide shoulders and open space, as well as along service roads for the numerous irrigation channels found in Imperial Valley. The 12 projects will need to be phased due to limited funding for planning, design, and construction, but the prioritization process will help ICTC determine which projects to pursue in the first phases.

TABLE 4-1: Corridor Rank

| RANK | BETWEEN | | LENGTH |
|------|--------------------|-------------------------|------------|
| 1 | City of Imperial | City of El Centro | 17.3 miles |
| 2 | City of El Centro | City of Calexico | 15.3 miles |
| 3 | City of Brawley | City of Imperial | 17.9 miles |
| 4 | City of Brawley | City of Westmorland | 7.3 miles |
| 5 | Seeley | City of El Centro | 7.2 miles |
| 6 | City of El Centro | City of Holtville | 8.7 miles |
| 7 | City of Calipatria | City of Brawley | 10.7 miles |
| 8 | Niland | City of Calipatria | 7.9 miles |
| 9 | City of Holtville | City of Calexico | 12.7 miles |
| 10 | City of Brawley | Imperial Valley College | 10.7 miles |
| 11 | Desert Shores | Salton City | 10.9 miles |
| 12 | Salton City | City of Westmorland | 27.1 miles |



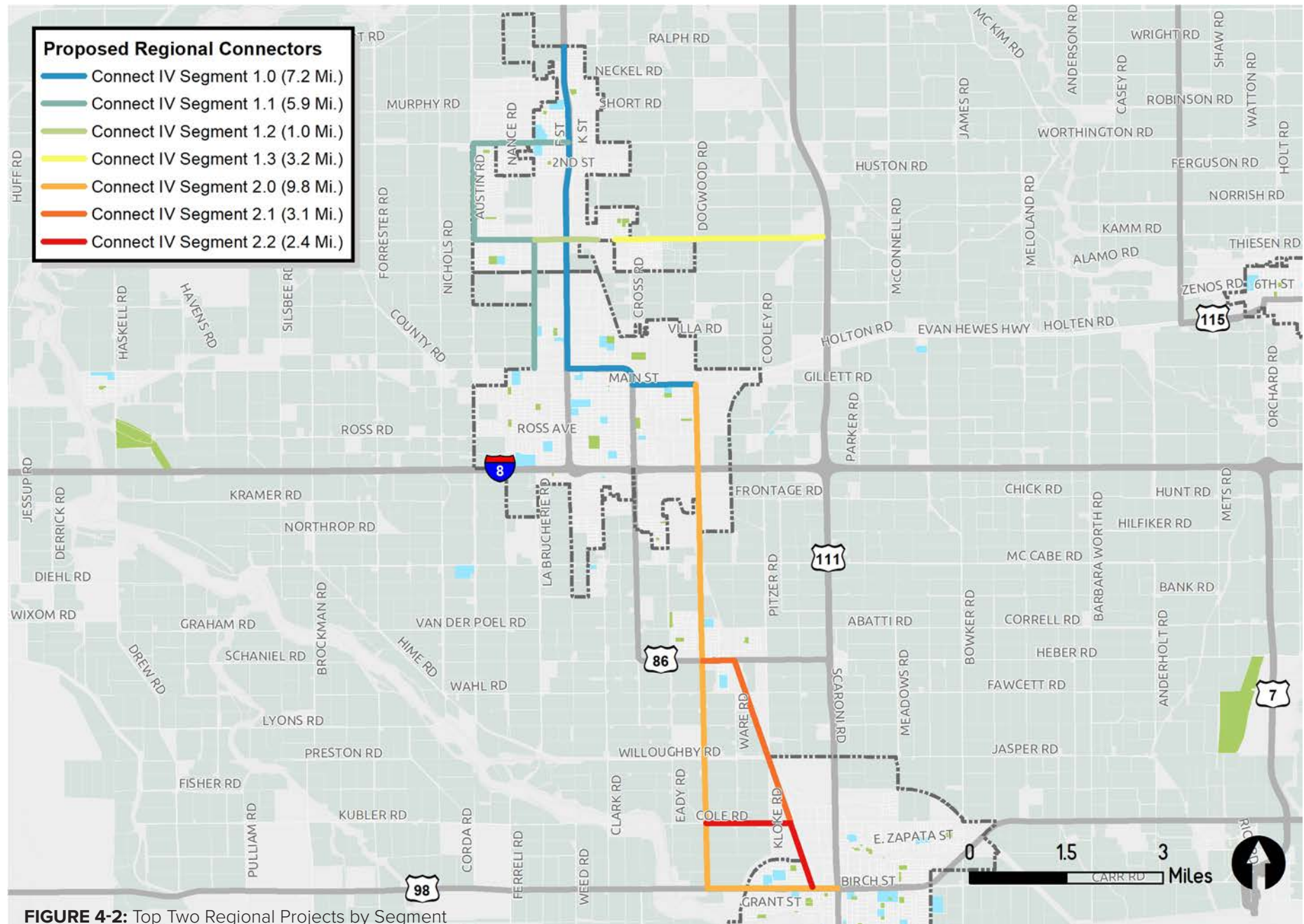
4.5 TOP TWO PRIORITY PROJECTS

The prioritization process identified the top two regional projects based on the criteria explained in the previous section. Figure 4-2 depicts the top two projects organized by segments to better understand which corridor improvements can be made to enhance active transportation safety and comfort. The top two priority projects span three major cities and unincorporated areas of the County. The TAC reviewed the top two priority projects segment by segment and provided valuable input such as ongoing planning and engineering efforts that overlapped with the proposed projects. These discussions helped the team concentrate on segments that were not already being evaluated by the respective cities and County. Specific segments of the top two priority projects were finalized and included in the assessment and development of planning-level recommendations.

The following section describes the planning-level recommendations which are organized as cutsheets to assist ICTC and partner agencies to pursue future planning, design, engineering, and funding opportunities. These cutsheets include information such as 2021 high-resolution aerial imagery, location of specific active transportation improvements, and infographics that support each segment.

TABLE 4-2: Priority Segments

| SEGMENT | BETWEEN | | LENGTH | CLASS TYPE | NOTES |
|---------|-------------------|-------------------------|-----------|------------|---|
| 1.0 | City of Imperial | City of El Centro | 7.2 miles | Class 1 | Coordination with ongoing State Route 86/Imperial Avenue design projects in Imperial |
| 1.1 | City of Imperial | City of El Centro | 5.9 miles | Class 1/4 | Coordination between the City of Imperial, City of El Centro, and the County of Imperial |
| 1.2 | City of Imperial | City of Imperial | 1.0 miles | Class 4 | Class 4 to provide connection to existing multi-use path on Aten Road towards Imperial Valley College |
| 1.3 | City of Imperial | Imperial Valley College | 3.2 miles | Class 1/4 | Class 1/4 to provide connection to existing multi-use path on Aten Road towards Imperial Valley College |
| 2.0 | City of El Centro | City of Calexico | 9.8 miles | Class 1 | Coordination between the City of Calexico, City of El Centro, and the County of Imperial |
| 2.1 | Heber | City of Calexico | 3.1 miles | Class 1 | Coordination with railroad company needed to determine right-of-way and setbacks needed |
| 2.2 | Imperial County | City of Calexico | 2.4 miles | Class 1 | Coordination between the City of Calexico, and the County of Imperial |



PROJECT 1

SEGMENT 1: WORTHINGTON RD

Existing Conditions

The Worthington Road corridor is major arterial located in north Imperial and runs east to west from Austin Road to North Imperial Avenue (Route 86). The corridor passes through commercial, retail, and residential land uses, as well as Imperial High School.

Recommendations

Install Class IV one-way bike lanes in both directions along this segment through lane reduction, widening, or restriping for the addition of a 5' bike lane and 2' buffer. Pedestrian improvements should include installing pedestrian countdown timers, ADA curb ramps, APS push buttons, continental high-visibility crosswalks, yellow continental high-visibility crosswalks, and pedestrian refuge islands where appropriate. Additional recommendations include reducing two-way left-turn lanes, removing parking, and adding back-in parking (Figure 4-3).



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Pedestrian Collisions



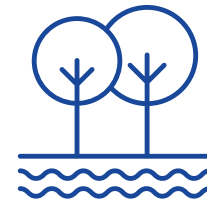
1

Bicycle Collisions



2

Schools



0

Parks



View facing west at the intersection of Worthington Road and H Street



View facing east on Worthington Road

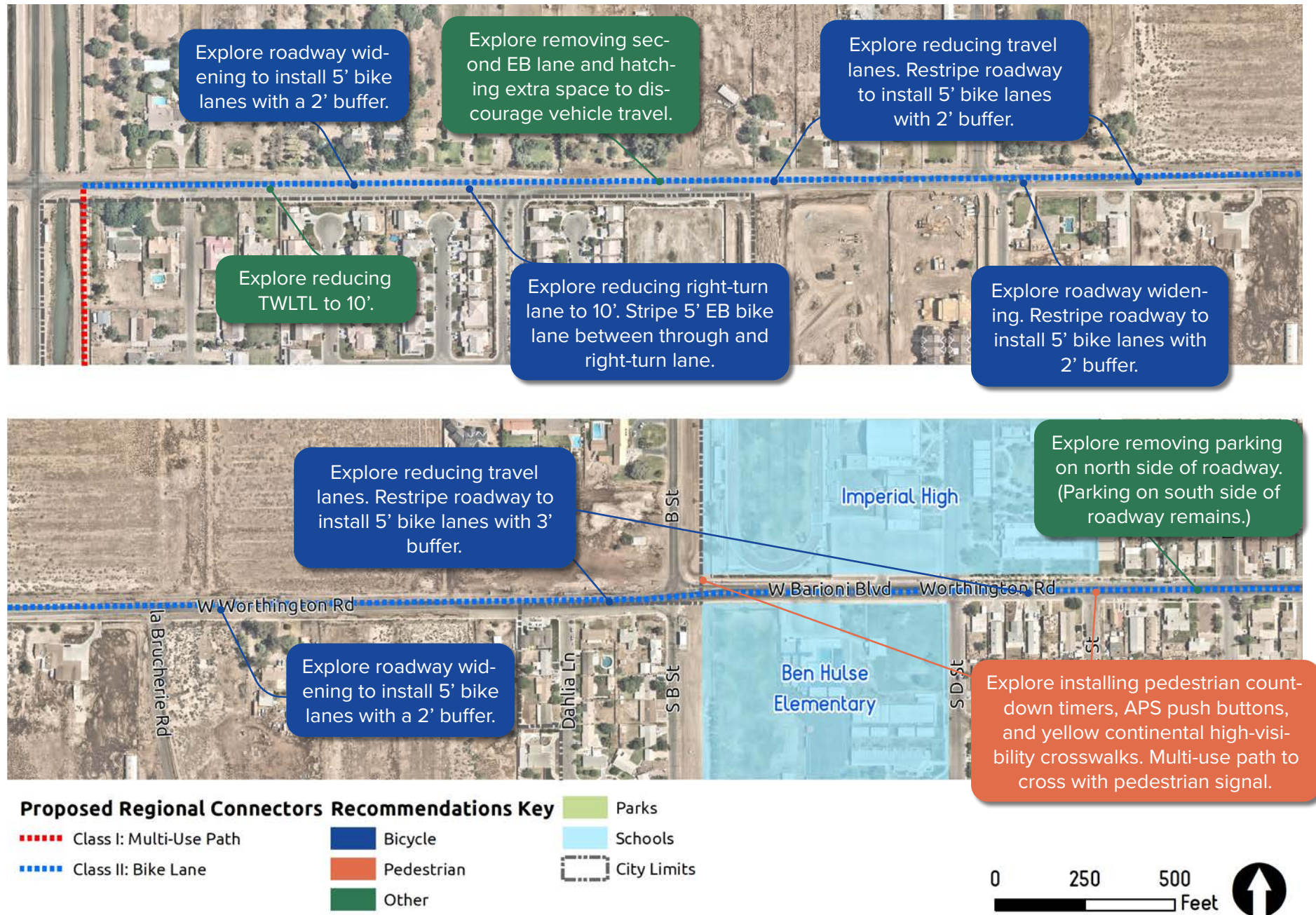
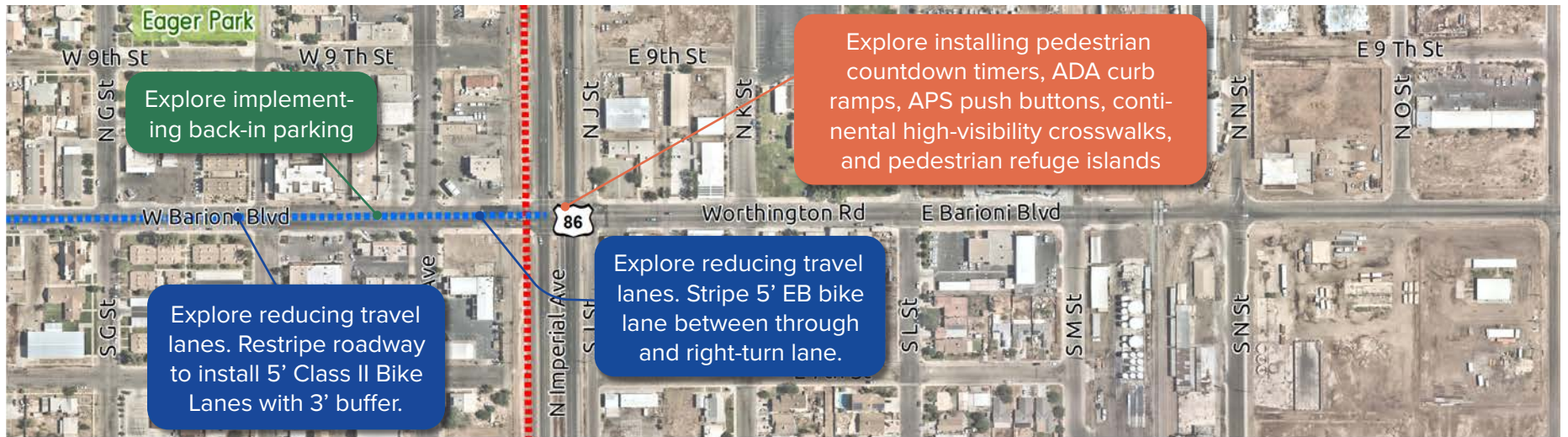


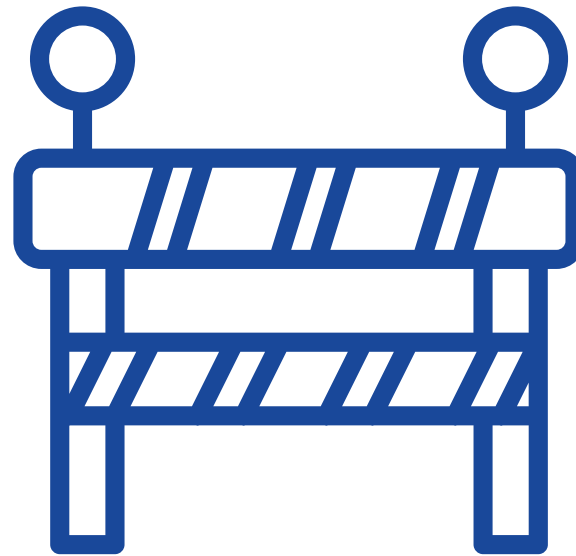
FIGURE 4-3: Worthington Road Proposed Improvements



Proposed Regional Connectors Recommendations Key

| | | |
|--|--|---|
| Class I: Multi-Use Path | Bicycle | Parks |
| Class II: Bike Lane | Pedestrian | Schools |
| | Other | City Limits |





END OF CORRIDOR

PROJECT 1

SEGMENT 2: AUSTIN RD

Existing Conditions

The Austin Road corridor is classified as a collector roadway located in west Imperial and runs north to south from Worthington Road to Aten Road. The corridor passes through rural areas and borders the central main canal.

Recommendations

Install a 12' Class I multi-use path with a 3' buffer along the eastern most portion of the canal and include warning signage and striping at intersections. Pedestrian improvements should include installing ADA curb ramps and continental high-visibility crosswalks. Additional recommendations include direct access to the park (Figure 4-4).



0

Pedestrian Collisions



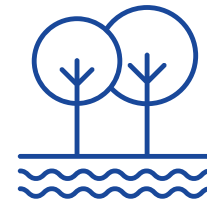
0

Bicycle Collisions



0

Schools



1

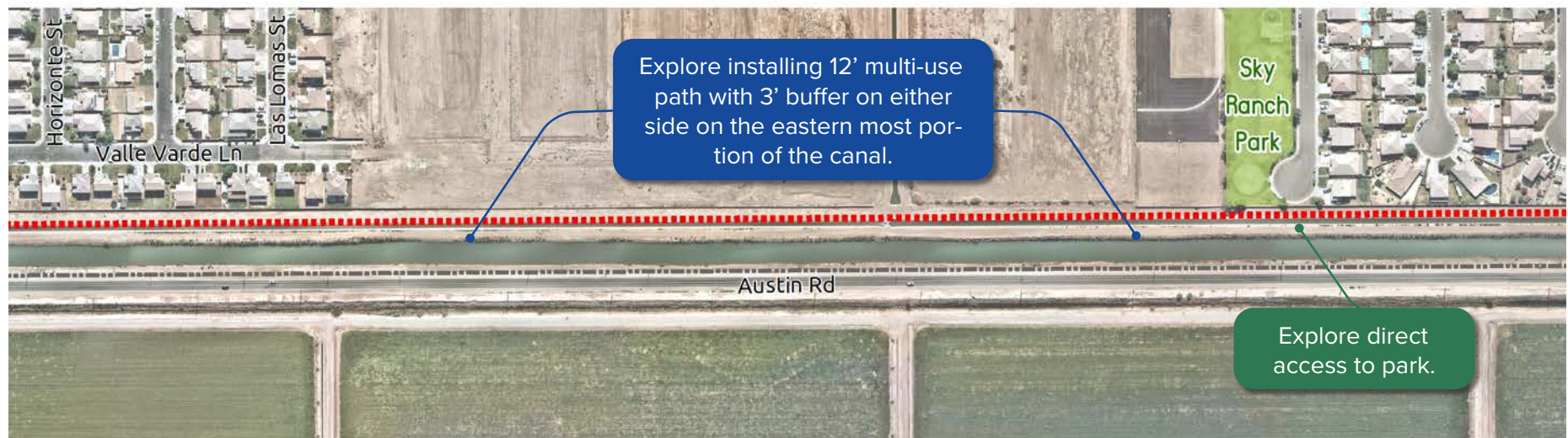
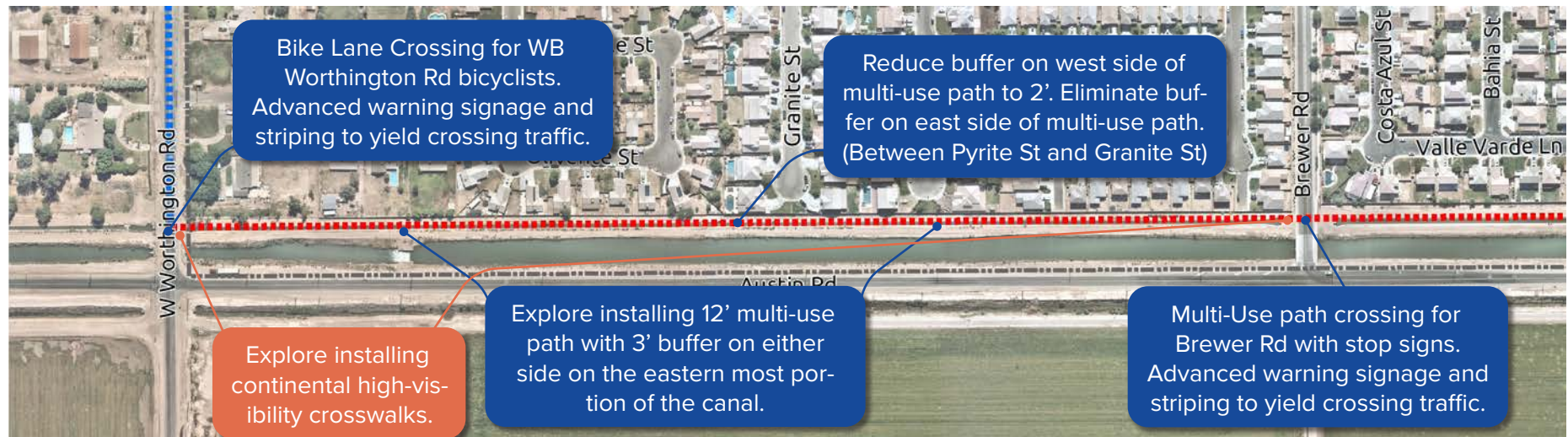
Parks



View facing north on Austin Road



View facing south on Austin Road



Proposed Regional Connectors Recommendations Key

Class I: Multi-Use Path

Class II: Bike Lane

Bicycle

Pedestrian

Other

City Limits

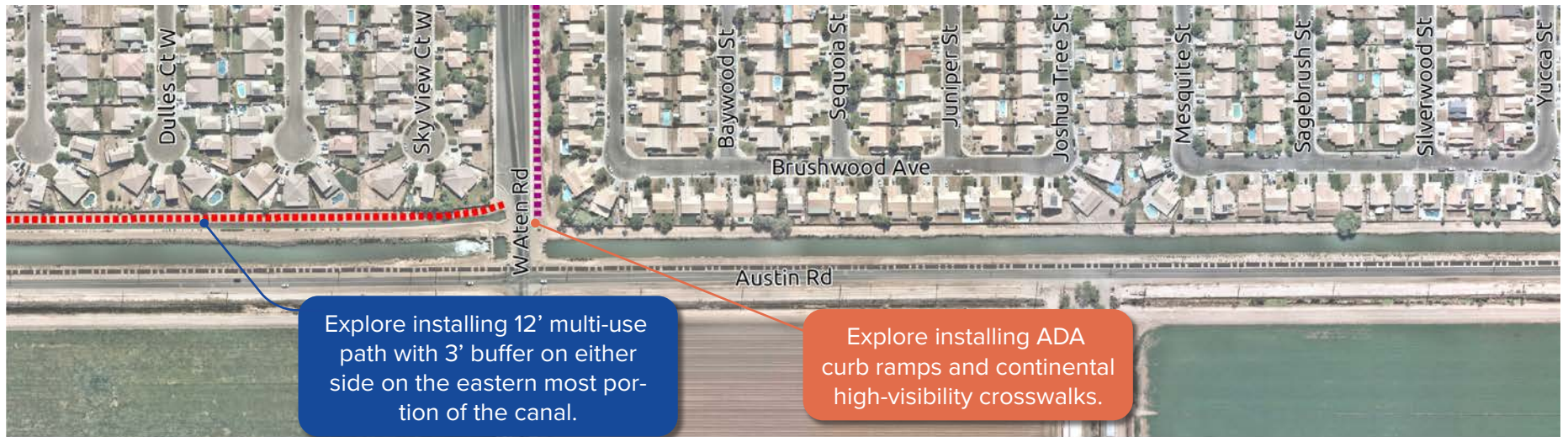
Parks

Schools

0 250 500 Feet



FIGURE 4-4: Austin Road Proposed Improvements



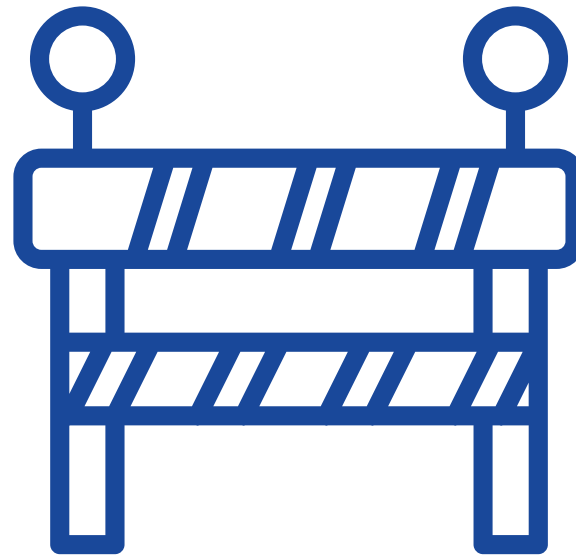
Proposed Regional Connectors Recommendations Key

- Class I: Multi-Use Path
- Class IV: Separated Bike Lane

- Bicycle
- Pedestrian
- Other

- Parks
- Schools
- City Limits





END OF CORRIDOR

PROJECT 1

SEGMENT 3: ATEN RD

Existing Conditions

The Aten Road corridor is classified as a major arterial roadway located in south Imperial and runs east to west from Austin Road to North Imperial Avenue (Route 86). The corridor passes through residential and commercial land uses.

Recommendations

Install a 12' Class IV two-way cycle track with 3' buffer between Austin Road and La Brucherie Road. Install a 5' Class IV one-way cycle track with a 3' in both directions between La Brucherie Road and North Imperial Avenue (Route 86). Pedestrian improvements should include installing pedestrian countdown timers, ADA curb ramps, APS push buttons, continental high-visibility crosswalks, and pedestrian refuge islands where appropriate. Additional recommendations include reducing the width of two-way left-turn lanes and travel lanes (Figure 4-5).



0

Pedestrian Collisions



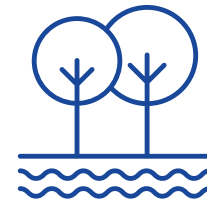
0

Bicycle Collisions



0

Schools



0

Parks



View facing east on Aten Road



View facing west at the intersection of Aten Road and Imperial Avenue

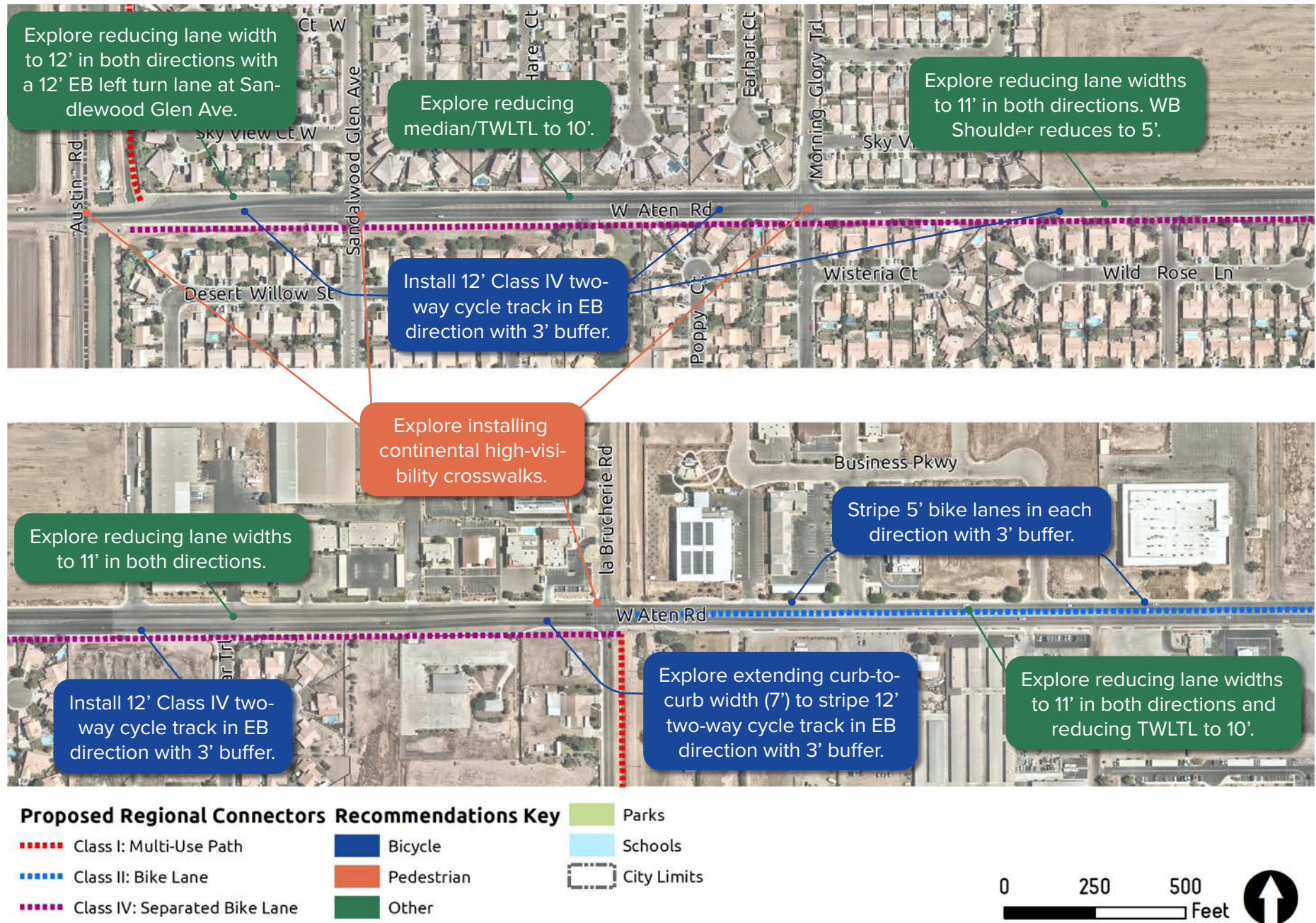


FIGURE 4-5: Aten Road Proposed Improvements



Proposed Regional Connectors

Class I: Multi-Use Path

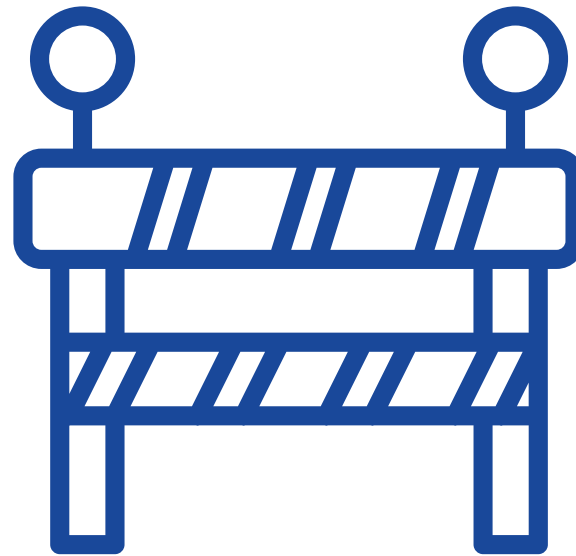
Recommendations Key

- Bicycle
- Pedestrian
- Other

- Parks
- Schools
- City Limits

0 250 500 Feet





END OF CORRIDOR

PROJECT 1

SEGMENT 4: LA BRUCHERIE RD

Existing Conditions

The La Brucherie Road corridor is classified as a major arterial roadway located in west Imperial and El Centro. The corridor runs north to south from Aten Road to Adams Avenue. The corridor passes through residential and commercial land uses.

Recommendations

Install a 12' Class I multi-use path on eastern most portion of roadway/canal from Aten Road to the railroad tracks and include warning signage and striping at intersections. Install Class IV one-way cycle track in both directions between the railroad tracks and Adams Avenue. Pedestrian improvements should include installing pedestrian countdown timers, ADA curb ramps, APS push buttons, continental high-visibility crosswalks, yellow continental high-visibility crosswalks, and pedestrian refuge islands where appropriate (Figure 4-6).



0

Pedestrian Collisions



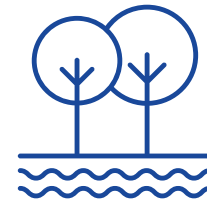
1

Bicycle Collisions



1

Schools



0

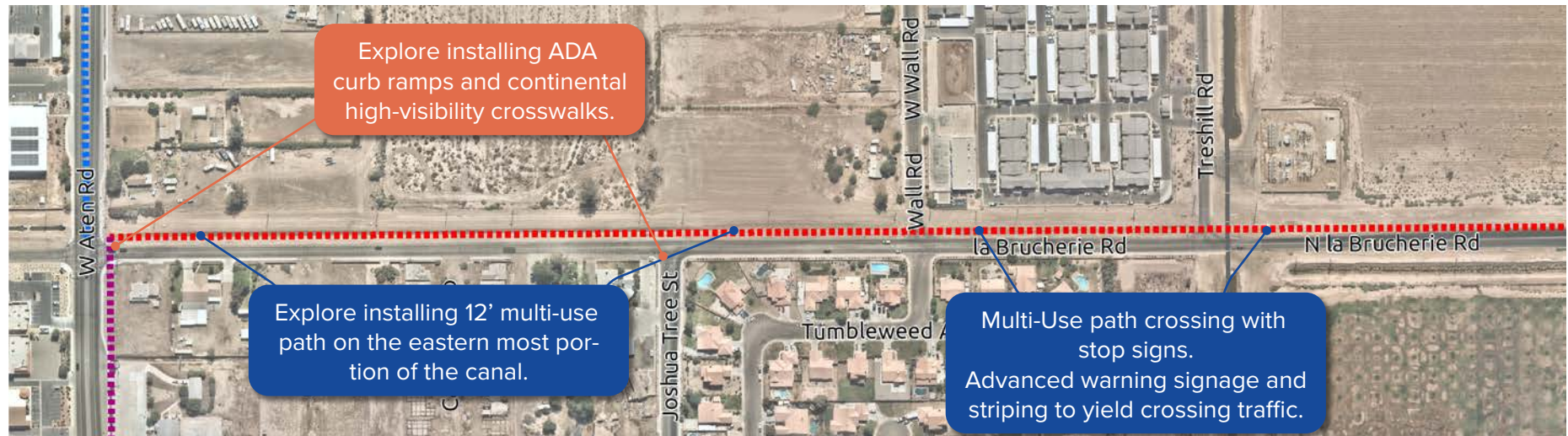
Parks



View facing north on La Brucherie Road



View facing south on La Brucherie Road

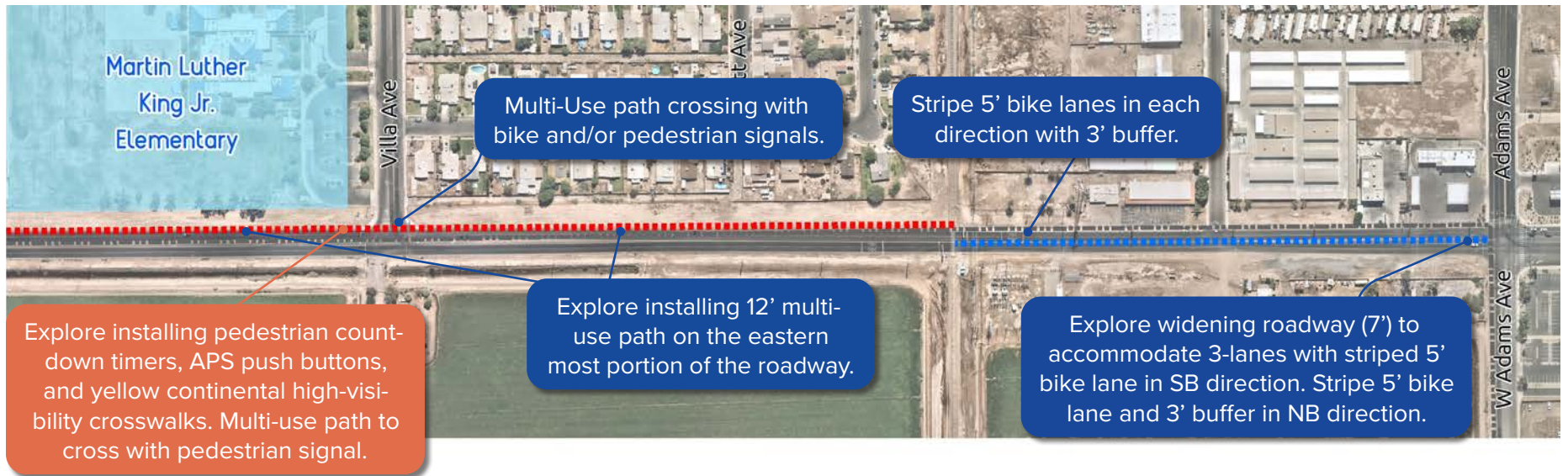


Proposed Regional Connectors Recommendations Key

| | | |
|-------------------------------|------------|---------|
| Class I: Multi-Use Path | Bicycle | Parks |
| Class II: Bike Lane | Pedestrian | Schools |
| Class IV: Separated Bike Lane | Other | City |



FIGURE 4-6: La Brucherie Road Proposed Improvements



Proposed Regional Connectors Recommendations Key

Class I: Multi-Use Path

Class II: Bike Lane

Bicycle

Pedestrian

Other

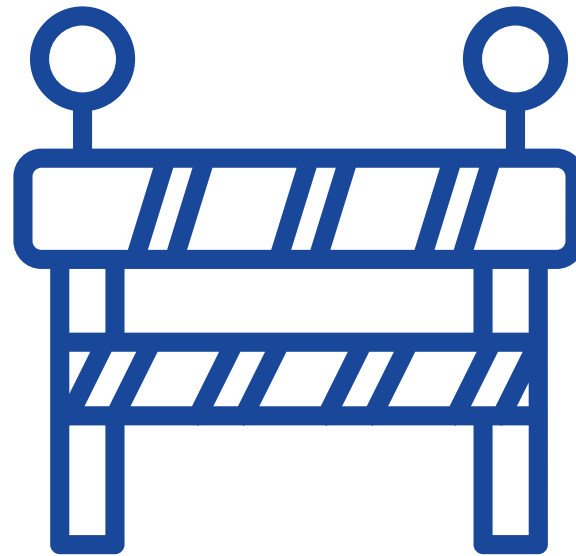
Parks

Schools

City Limits

0 250 500 Feet





END OF CORRIDOR

PROJECT 1

SEGMENT 5: MAIN STREET

Existing Conditions

The Main Street corridor is classified as a 4-lane arterial roadway located in north El Central. The corridor runs east to west from South 4th Street to Dogwood Road. The corridor passes through commercial and retail land uses.

Recommendations

Install a 5' Class IV one-way cycle track with buffer in both directions where feasible. Pedestrian improvements should include installing pedestrian countdown timers, ADA curb ramps, APS push buttons, continental high-visibility crosswalks, and pedestrian refuge islands where appropriate. Additional recommendations include reducing lane widths and reducing parking (Figure 4-7).



1

Pedestrian Collisions



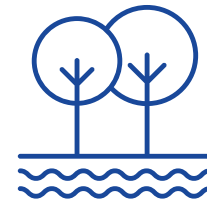
2

Bicycle Collisions



1

Schools



0

Parks



View facing east on Main Street



View facing west on Main Street

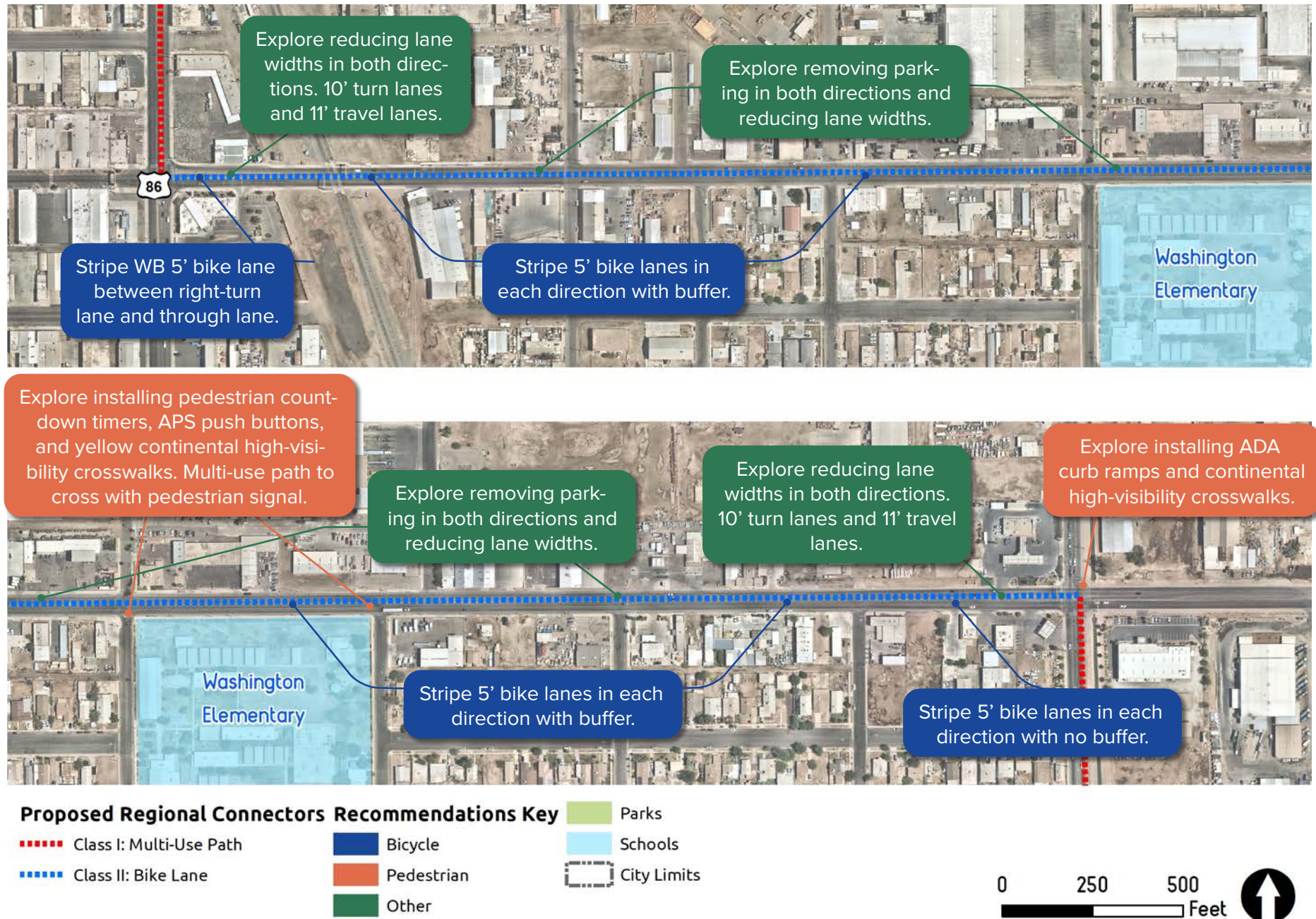


FIGURE 4-7: Main Street Proposed Improvements

PROJECT 2

SEGMENT 1: DOGWOOD RD - BIRCH ST

Existing Conditions

The Dogwood Road corridor is classified as an arterial roadway that travels through El Centro, Heber, and Calexico. The corridor runs north to south from Main Street in El Centro to Birch Street in Calexico and ranges from 2 lanes to 4 lanes. The corridor passes through commercial, retail, and farmland land uses.

The Birch Street corridor is classified as an arterial roadway located in Calexico. The corridor runs east to west from Dogwood Road to Imperial Avenue and ranges from 2 lanes to 4 lanes. Birch Street passes through farmland, residential, and retail land uses.

Recommendations

Install a 12' Class I multi-use path along the east side of Dogwood Road where feasible and include warning signage and striping at intersections. A mix of class II and class III bike routes will be needed to connect to and from the class I multi-use path through road widening. Pedestrian improvements should include installing pedestrian countdown timers, ADA curb ramps, APS push buttons, continental high-visibility crosswalks, sidewalk extensions, and pedestrian refuge islands where appropriate. Additional recommendations include a multi-use path bridge over the canal and yield controlled crossings (Figure 4-8).



View facing south on Dogwood Road



2

Pedestrian Collisions



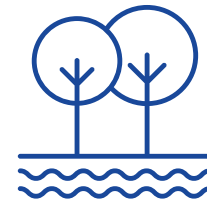
4

Bicycle Collisions



4

Schools



1

Parks



View facing east on Birch Street

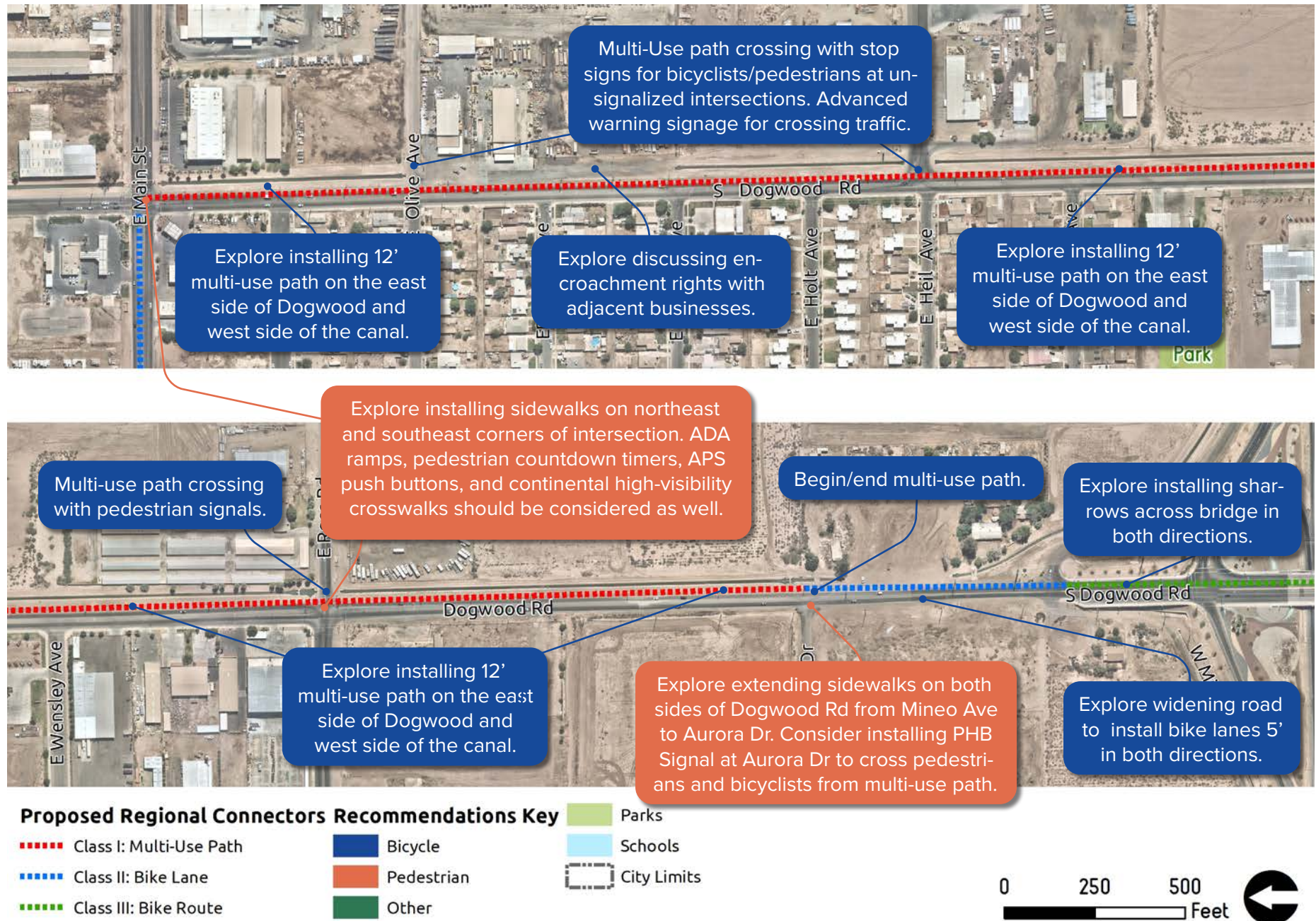
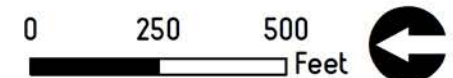
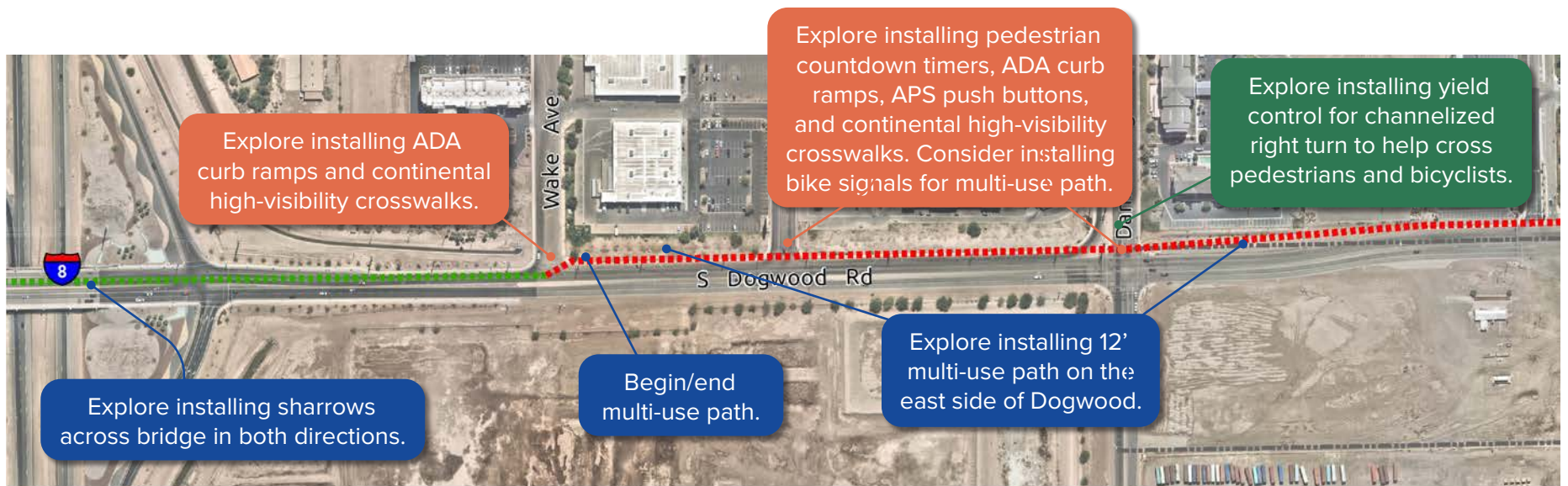


FIGURE 4-8: Dogwood Road - Birch Street Proposed Improvements





Proposed Regional Connectors Recommendations Key

- Class I: Multi-Use Path
- Class III: Bike Route

- Bicycle
- Pedestrian
- Other

- Parks
- Schools
- City Limits





Proposed Regional Connectors Recommendations Key

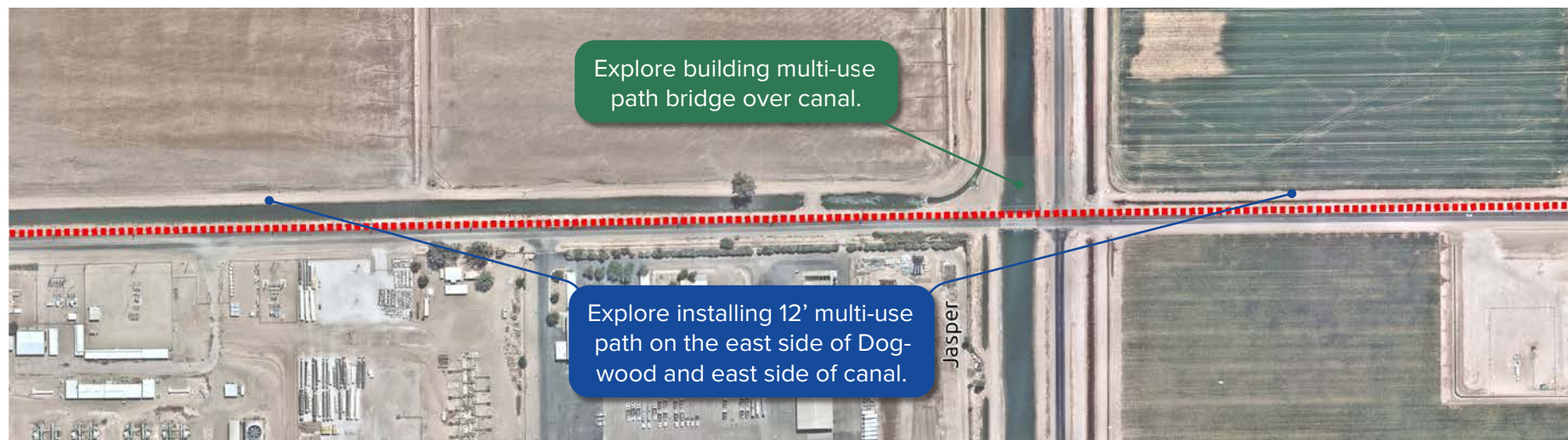
- Class I: Multi-Use Path
- Class II: Bike Lane

- Bicycle
- Pedestrian
- Other

- Parks
- Schools
- City Limits

0 250 500 Feet





Proposed Regional Connectors Recommendations Key

..... Class I: Multi-Use Path

■ Bicycle

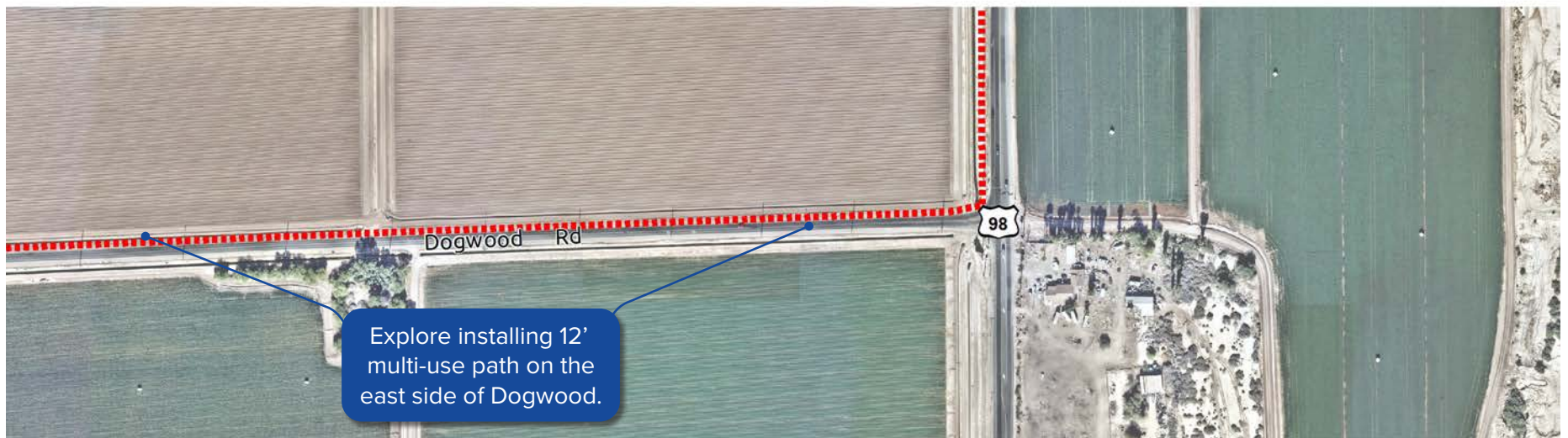
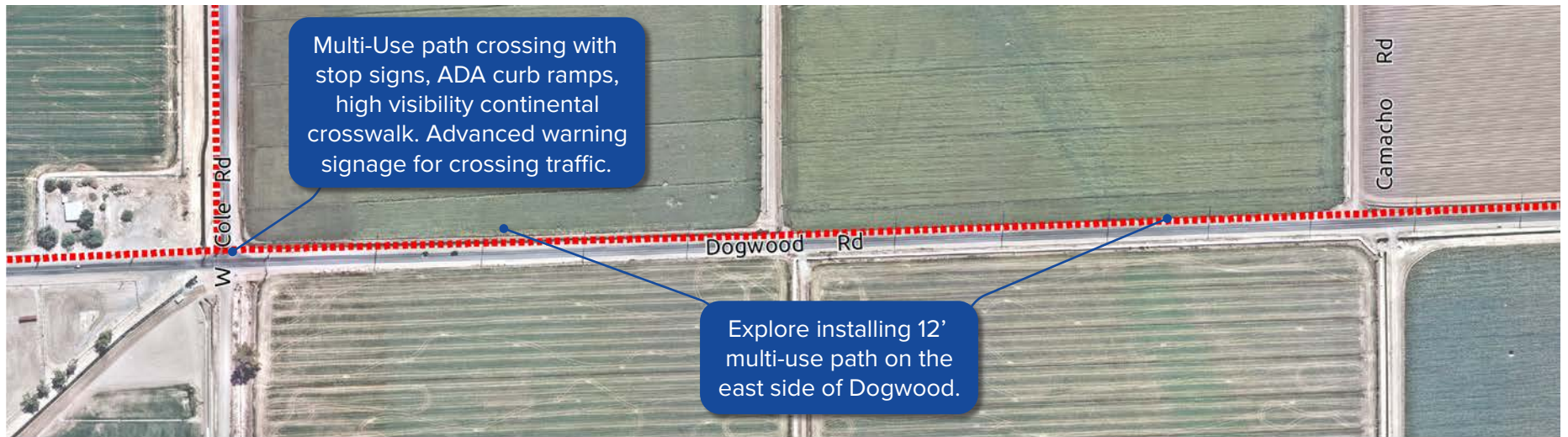
■ Pedestrian

■ Other

■ Parks
■ Schools
■ City Limits

0 250 500
Feet





Proposed Regional Connectors Recommendations Key

..... Class I: Multi-Use Path

■ Bicycle

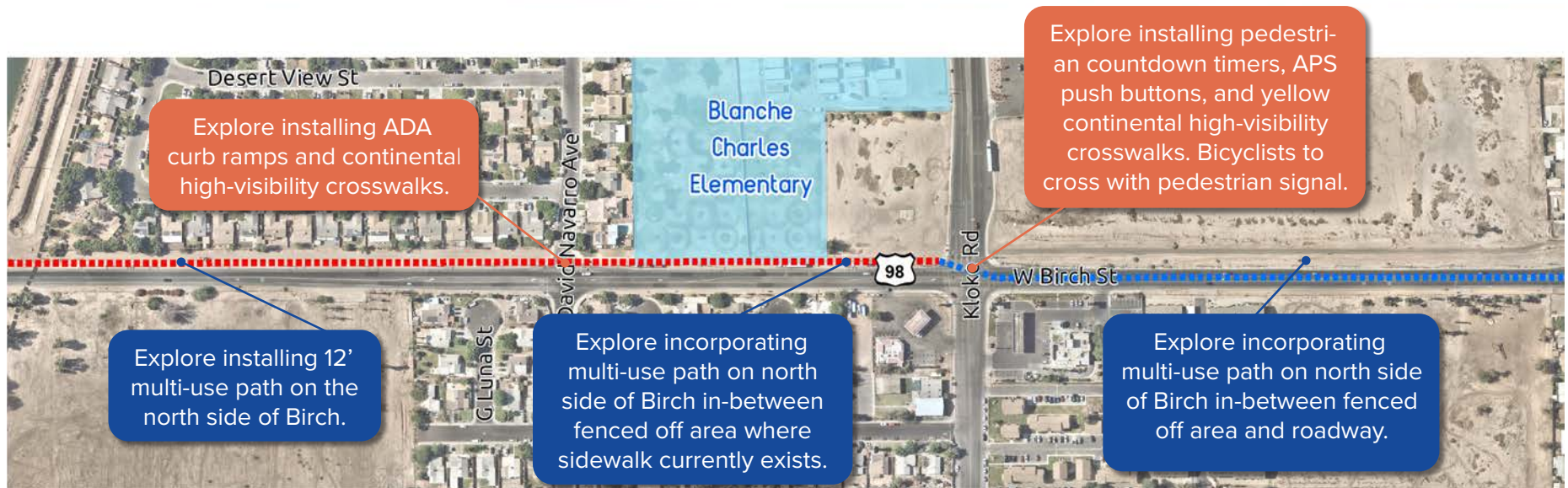
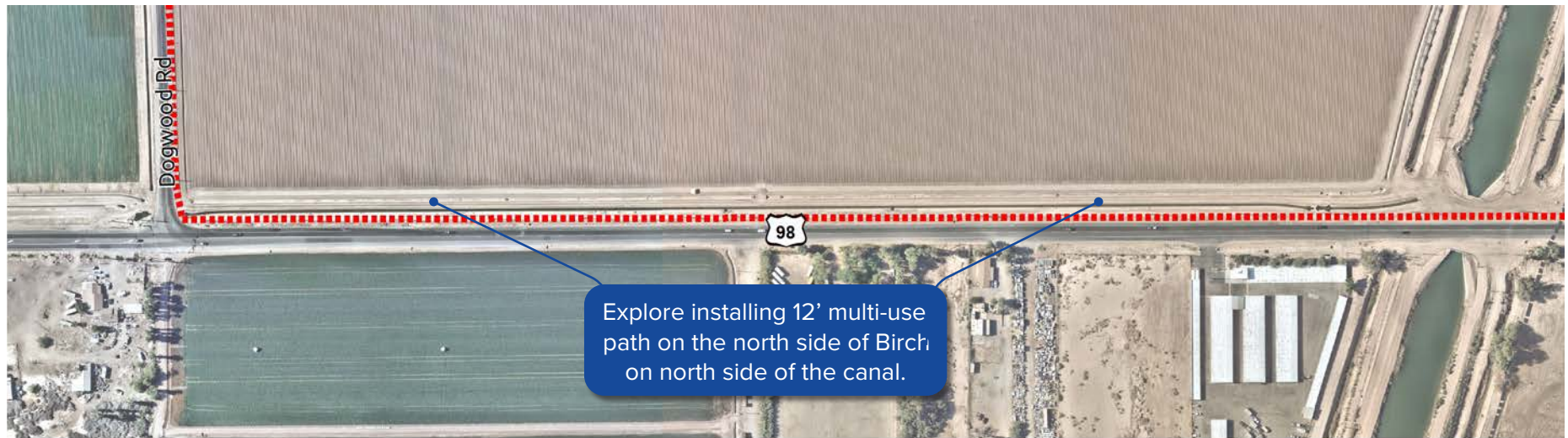
■ Pedestrian

■ Other

■ Parks
■ Schools
□ City Limits

0 250 500 Feet





Proposed Regional Connectors Recommendations Key

Class I: Multi-Use Path

Class II: Bike Lane

Bicycle

Pedestrian

Other

Parks
Schools
City Limits

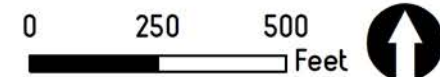
0 250 500 Feet

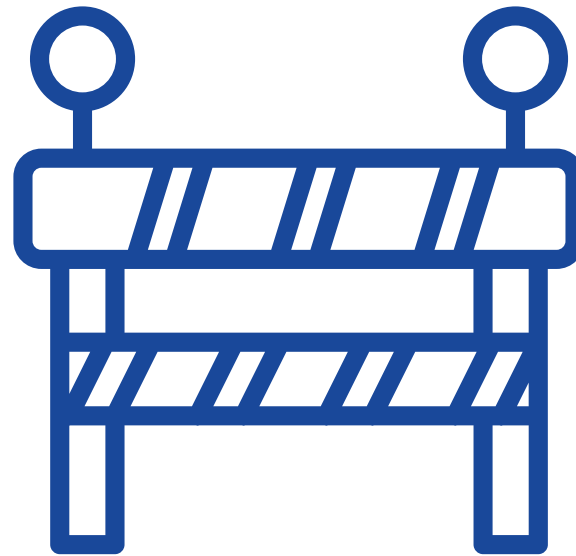




Proposed Regional Connectors Recommendations Key

| | | |
|---|--|---|
| ---- Class I: Multi-Use Path | Bicycle | Parks |
| ---- Class II: Bike Lane | Pedestrian | Schools |
| | Other | City Limits |





END OF CORRIDOR

PROJECT 2

SEGMENT 2: HEBER RD - RAILROAD

Existing Conditions

The Heber Road (Route 86) corridor is classified as a 2-lane arterial roadway located in Heber. The corridor runs east to west from Dogwood Road to the railroad tracks. The corridor passes through residential and retail land uses.

The railroad between Birch Road (Route 98) and Heber Road (Route 86) is primarily operated by Union Pacific Railroad Company (UPRR). According to the U.S DOT Crossing Inventory, only 1 freight train operates on these tracks between 6AM and 6PM, typically traveling between 5-10 MPH.

Recommendations

Install Class II bike lanes with buffers along Heber Road and a Class I multi-use path along the east side of the railroad tracks. Pedestrian improvements should include installing ADA curb ramps, continental high-visibility crosswalks, and warning signage near the railroad tracks. Additional recommendations include installing barrier such as a fence in between active rail and rail trail and building a multi-use path bridge (Figure 4-9).



0

Pedestrian Collisions



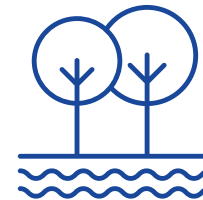
0

Bicycle Collisions



0

Schools



1

Parks



View facing east on Heber Road



Railroad along Heber Road

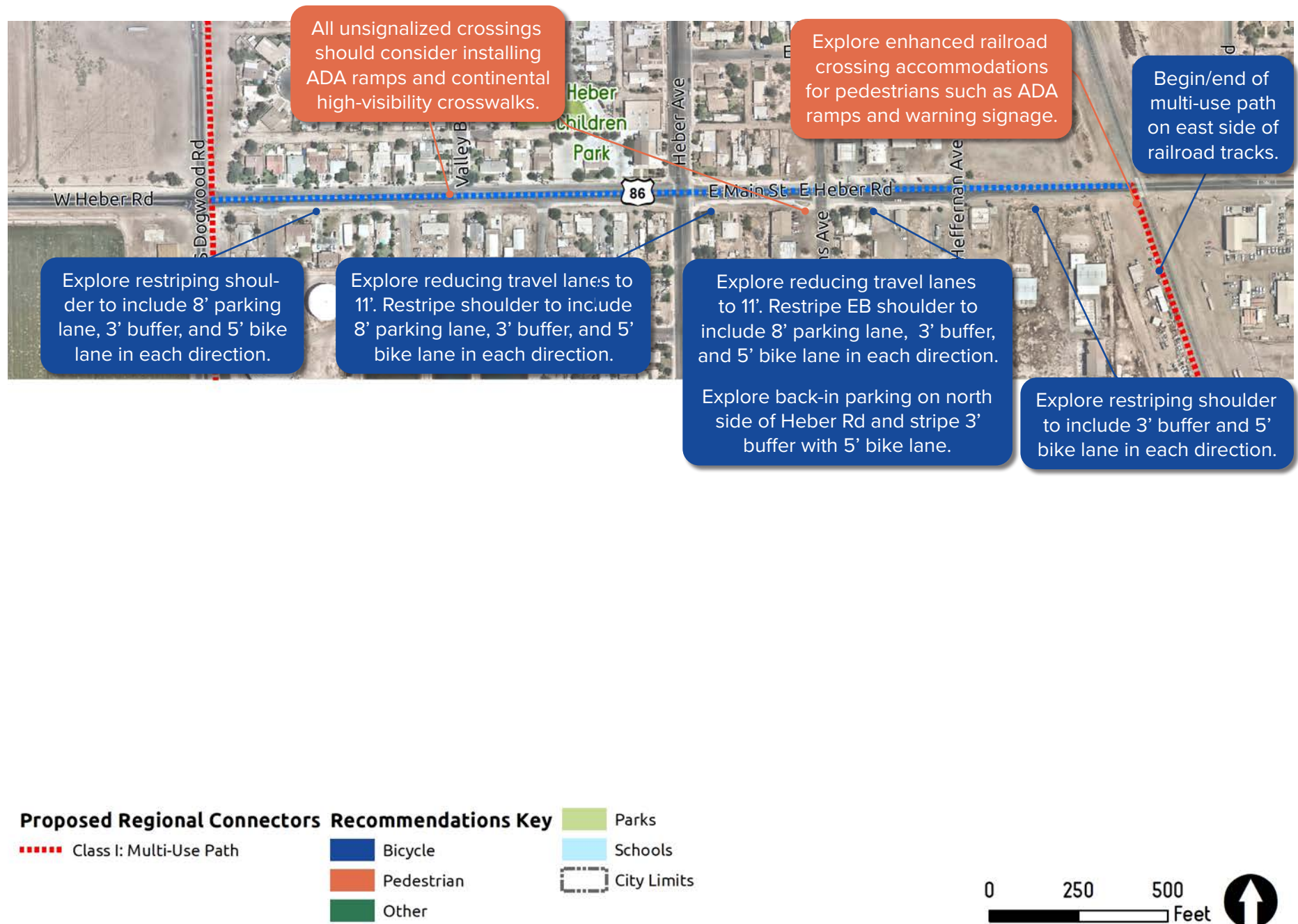


FIGURE 4-9: Heber Road - Railroad Proposed Improvements



Proposed Regional Connectors Recommendations Key

- Class I: Multi-Use Path
- Class II: Bike Lane

- Bicycle
- Pedestrian
- Other

- Parks
- Schools
- City Limits

0 250 500 Feet





Proposed Regional Connectors Recommendations Key

----- Class I: Multi-Use Path

Bicycle

Pedestrian

Other

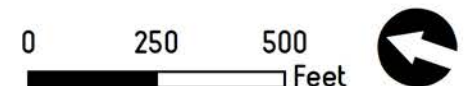
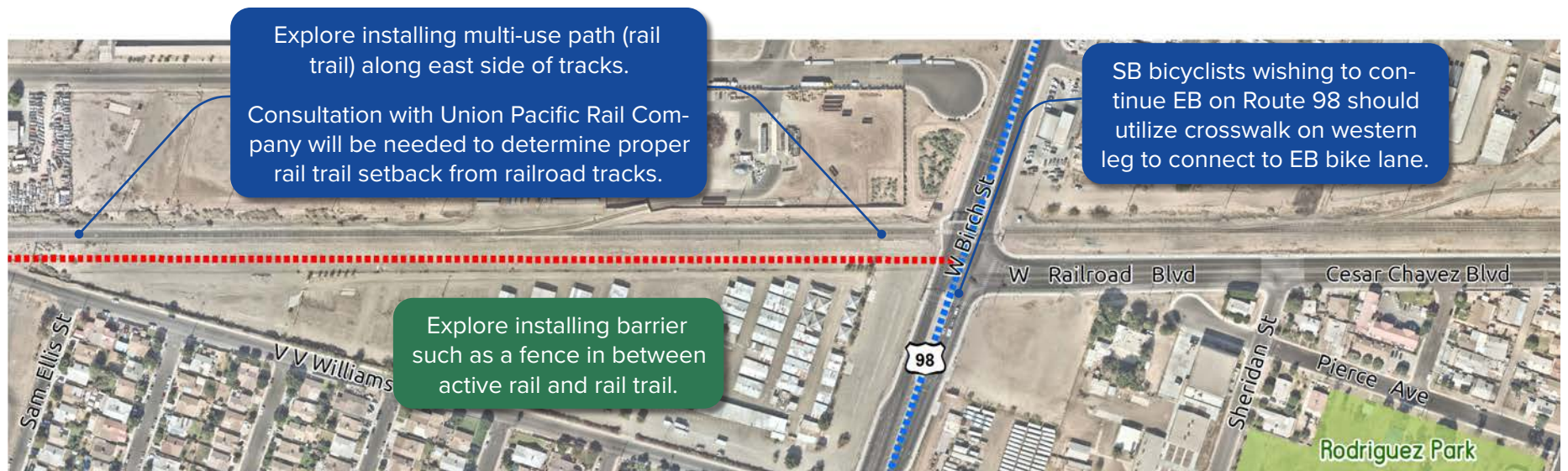
City Limits

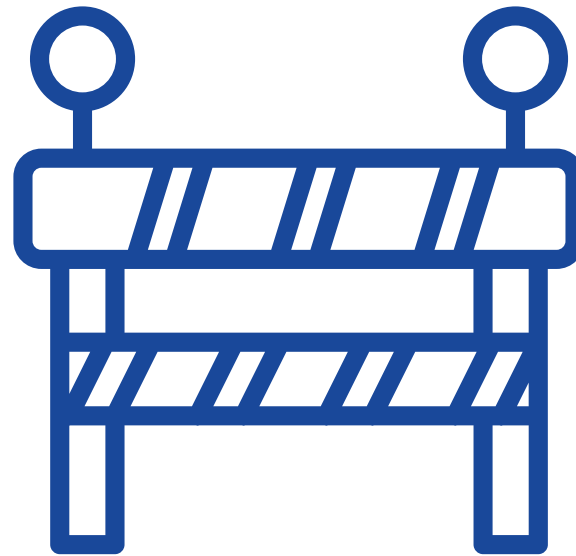
Parks

Schools

0 250 500 Feet







END OF CORRIDOR

PROJECT 2

SEGMENT 3: COLE RD

Existing Conditions

The Cole Road corridor is classified as a 2-lane collector roadway located in Calexico. The corridor runs east to west from Dogwood Road to the railroad. The corridor passes through farmland and residential land uses.

Recommendations

Install a 12' Class I multi-use path along the north side of Cole Road and include stop signs, ADA curb ramps, high visibility continental crosswalk, and advanced warning signage at roads that intersect the trail. Pedestrian improvements should include installing ADA ramps and warning signage near the railroad tracks (Figure 4-10).



0

Pedestrian Collisions



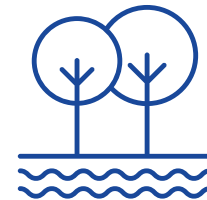
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Bicycle Collisions



0

Schools



0

Parks



View facing east on Cole Road



View facing west on Cole Road at the railroad

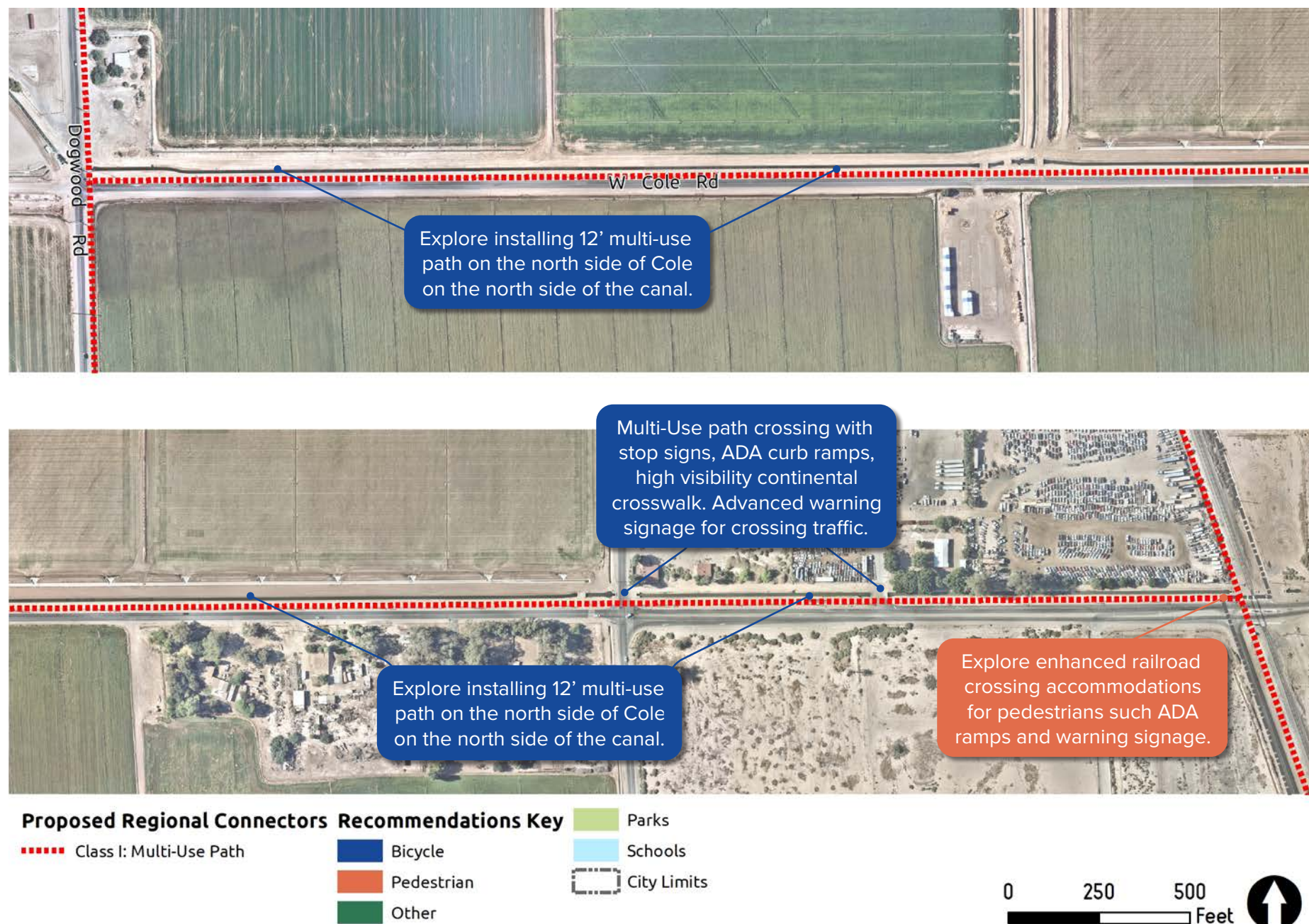


FIGURE 4-10: Cole Road Proposed Improvements

4.6 CLASS I MULTI-USE PATH AND LINEAR PARK OPPORTUNITIES

Imperial County residents indicated throughout the outreach process that they value linear recreation such as walking, jogging, and bicycling. Residents explained that access to outdoor spaces such as sidewalks, paths around a park, or the unpaved maintenance roads of irrigation channels addressed some of the mental and physical needs brought on by the pandemic. These personal experiences, either of easy access or lack of access to safe and comfortable linear amenities, were considered during the recommendations phase of the planning process.

The regional connectors and local recommendations in this chapter identify several opportunities for improving access to linear recreation. Opportunities to install class 1 multi-use paths or linear parks along streets that have excess to right-of-way on shoulders, along maintenance/service roads adjacent to irrigation channels, or along rail corridors should be explored in earnest. Enhancements to these underutilized spaces provide new opportunities for recreation, exercise, or comfortable connections to and from parks and other local destinations.

Communities throughout Southern California have been successful in designing and implementing trails and multi-use paths along linear corridors that require coordination between two or more agencies. Elements

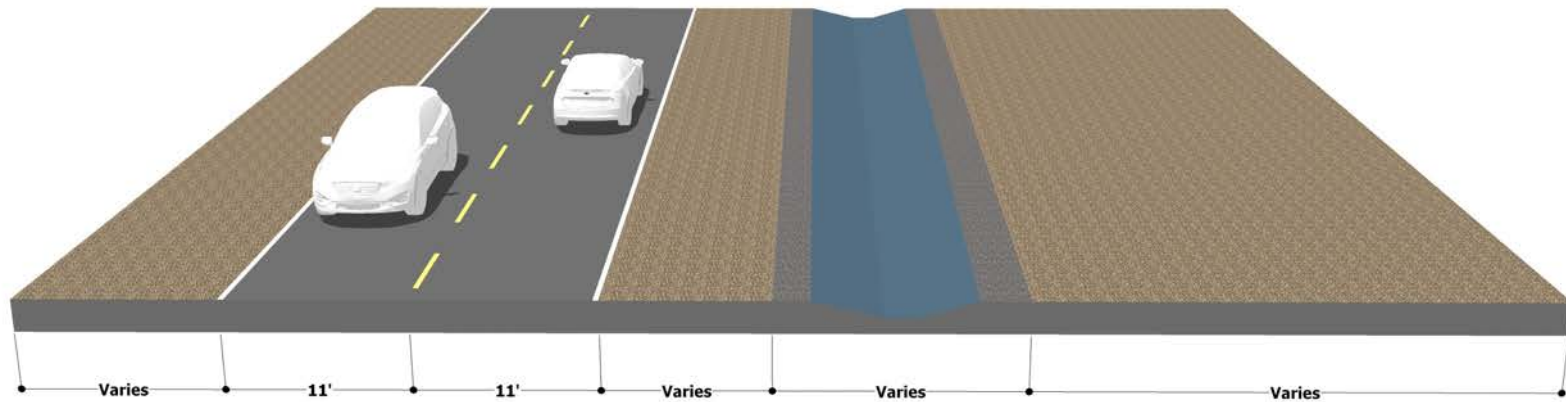
such as property rights, easements, maintenance, liability, public safety, funding, or monitoring are items that need to be considered in detail, but should not be barriers to implementation. ICTC and partner agencies can refer to examples such as the Twentynine Palms Flood Control Channel Trail Development project, the Salt Creek Trail project, the Santa Maria Levee Trail project, to better understand design, engineering, policies, and regional standards that made these projects a success. These examples showcase how multi-disciplinary efforts between planners, engineers, landscape architects, grassroots organizations, and residents can help transform linear spaces throughout their communities.

Policies and regional standards that provide both flexibility and direction will help Imperial County agencies implement these kinds of recommendations. Highlighting items such as buffers or setbacks, path dimensions, required amenities, and optional amenities are important. Similarly, policies need to acknowledge the unique landscapes and land uses of Imperial County. For example, policies should recognize that public uses near farmland have to be sensitive to vegetation, agricultural operations, and the privacy of the land owners. The 3D sections to the right show how design standards can be communicated to the public and partner agencies.



Class I multi-use path with soft-surface side trail

Existing



Proposed

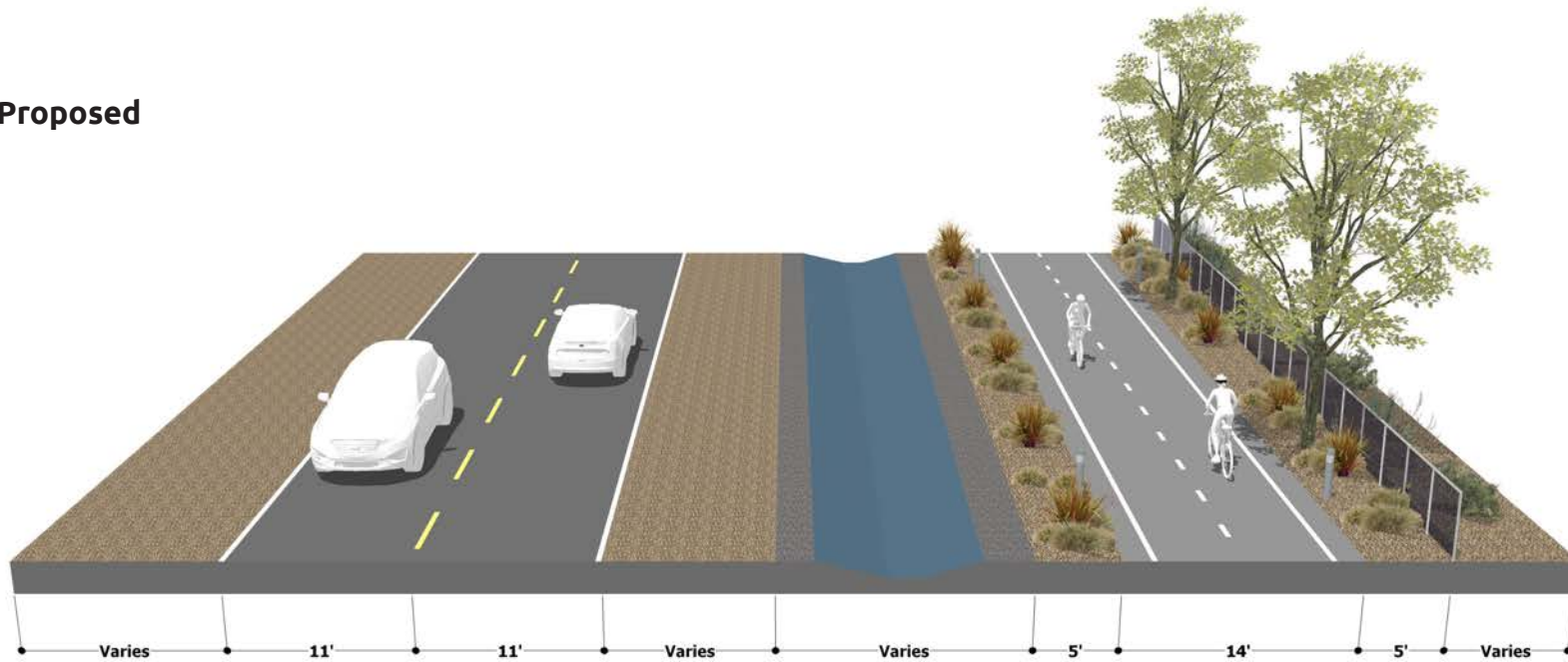
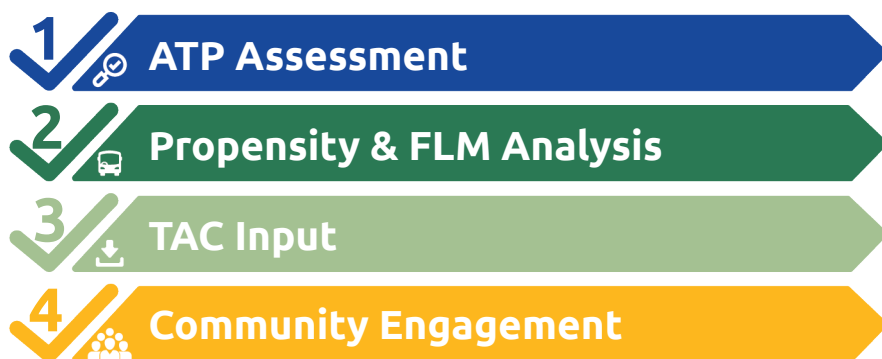


FIGURE 4-11: Example of a Class I multi-use path along an irrigation channel

4.7 PRIORITIZED COMMUNITIES AND RECOMMENDATIONS

Prioritized active transportation recommendations are meant to provide cities and communities guidance on which projects to pursue future design and funding opportunities. The prioritization process for the city and community - specific recommendations were similar to the regional infrastructure prioritization process. All cities and communities went through a thorough selection process as seen below for further assessment. A literature review of previous planning efforts for all cities and communities was conducted to determine the need for further assessment and recommendations. Cities and communities with missing or outdated ATP-related plans were given priority.

The Bicycle-Pedestrian Priority Model (BPPM) developed in Chapter 2 established where bicyclists and pedestrians are most likely to be. This helped identify study areas with the most critical need. Cities and communities with transit stops or in close proximity to a transit stop were given priority in the selection process as well. The Technical Advisory Committee (TAC) and the community engagement process also provided insightful feedback as to which communities to further assess in the selection process.

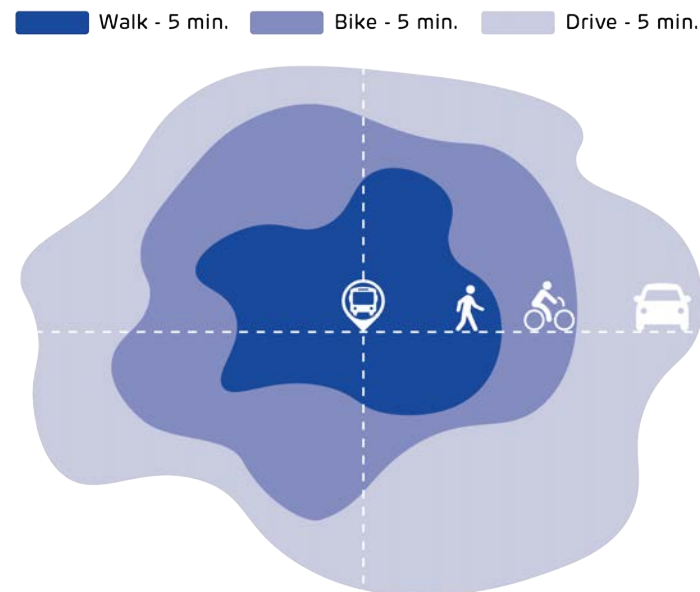


4.7.1 PRIORITIZED COMMUNITIES BICYCLE RECOMMENDATIONS

This process included reviewing ATP-related plans for existing and previously proposed bicycle projects and updating projects to reflect current status, based on TAC input, field work, street-view software, and the latest high-resolution aerial imagery. This ATP recommends new bicycle projects, updated classes, and more connections between existing and proposed bicycle projects.

4.7.2 PRIORITIZED COMMUNITIES PEDESTRIAN RECOMMENDATIONS

A focused approach was taken to develop pedestrian recommendations for the prioritized communities. A first-and-last-mile focus area was developed for each community. This entailed developing travelsheds for different modes of travel from each transit stop using the existing road network. These first-and-last-mile focus areas were utilized to verify existing conditions and identify locations in need of new pedestrian infrastructure such as missing sidewalks, curb ramps, and high-visibility crosswalks.



4.8 IMPLEMENTATION STRATEGIES

Plan implementation is a multi-faceted process. It often includes carrying out a variety of programs and pursuing project funding, either through the city's capital improvements project process or outside grant funding. This plan is meant to be used as a tool to inspire conversations on how projects can be implemented in short, mid, and long term approaches.

4.8.1 ATP PROJECT PHASING

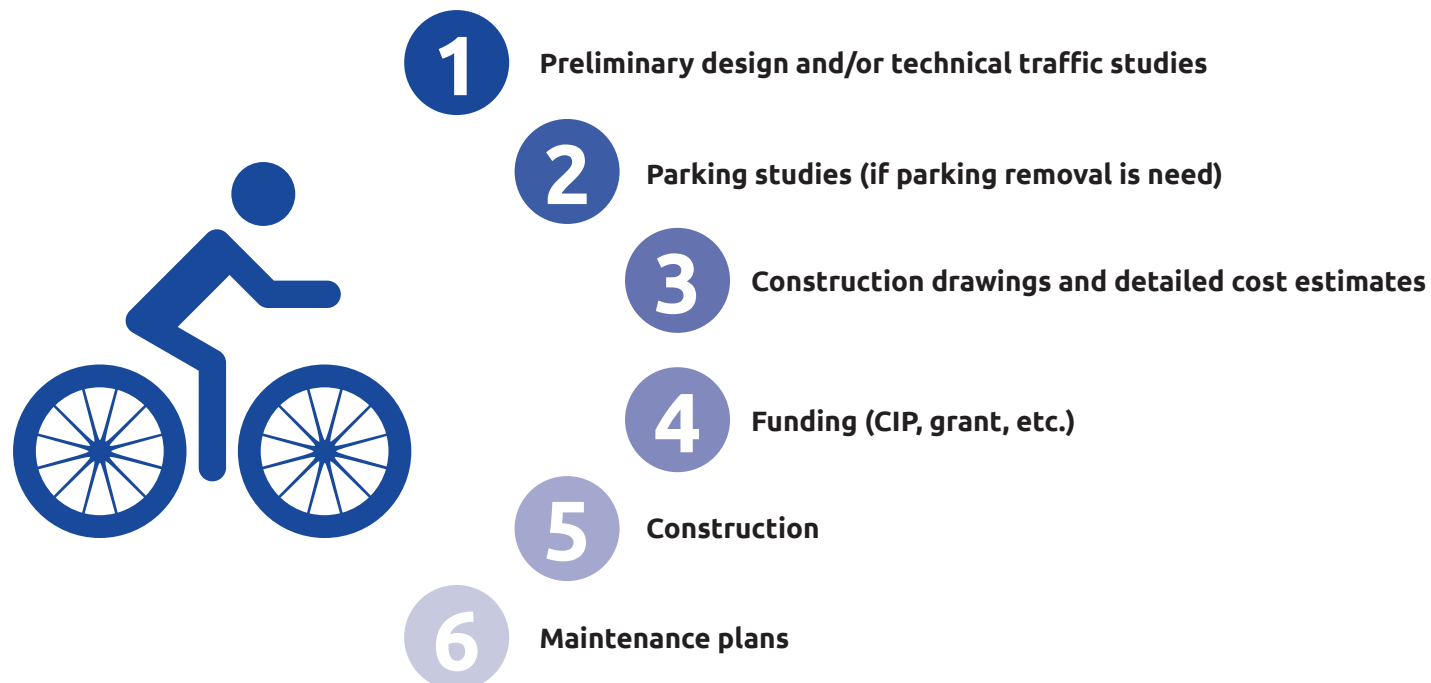
Implementation of certain bicycle facilities, such as multi-use paths, separated bikeways, and other innovative techniques described in this plan, will require a capital improvement project process, including iden-

tifying funding, a public and environmental review process, and plan preparation. These design and engineering-intensive projects may require a phased approach to address the time and cost needed to successfully implement these projects.

Other kinds of active transportation improvements can be integrated into planned construction projects "on the calendar" such as road resurfacing or utility work. Items such as shared lane marking for class 3 bikeway, striping lanes for class 2 bike lanes, or adding signage can be relatively simple to add onto planned construction projects.

Implementation strategies will need to be explored for the following prioritized city and community projects due to the varying degrees of design and engineering needed. ICTC and partner agencies are encouraged to identify both standard and creative ways to phase and implement projects.

Potential Implementation Steps



4.9 CITY OF BRAWLEY

The City of Brawley was selected for further assessment because the latest ATP-related plan was the City of Brawley Non-Motorized Transportation Plan in 2012.

Bicycle recommendations include a total of 44 bicycle projects. The top 10 projects were selected through the data-driven prioritization process as well as proximity to regional projects. The top bicycle project is Main Street due to the access to two regional connectors and its high connectivity to other bicycle projects in the City.

The City has the second-most transit stops in the County with 39. A total of 11 transit related improvements have been recommended throughout the first-and-last-mile focus areas such as bus shelters, transit information, and pedestrian amenities.

Pedestrian recommendations within the first-and-last-mile focus areas totalled 129 and include high-visibility crosswalks, ADA curb ramps, and sidewalks. Missing sidewalks in the focus areas resulted in a total of 19.56 miles of missing sidewalks.

QUICK FACTS

- 11 Transit Improvements
- 129 Pedestrian Improvements
- 38 Transit Stops
- 19.6 Miles of Missing Sidewalk

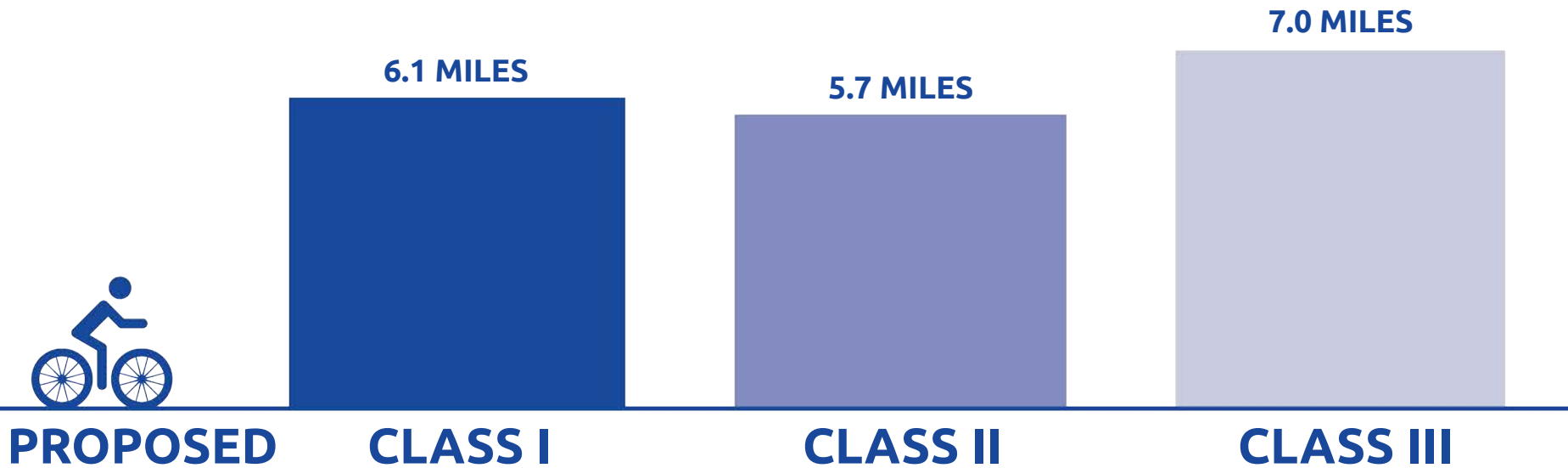


TABLE 4-3: City of Brawley Priority Segments

| RANK | STREET | MILEAGE | CLASS TYPE |
|------|---------------------|-----------|----------------------|
| 1 | Main Street | 3.1 miles | Class III (proposed) |
| 2 | 1st Street | 1.7 miles | Class II (proposed) |
| 3 | Railroad | 3.2 miles | Class I (proposed) |
| 4 | Old Highway 111 | 2.9 miles | Class I (proposed) |
| 5 | Rio Vista Avenue | 1.6 miles | Class III (proposed) |
| 6 | US Highway 111 | 2.3 miles | Class III (proposed) |
| 7 | 2nd Street | 1.4 miles | Class II (proposed) |
| 8 | River Drive | 1.1 miles | Class II (proposed) |
| 9 | Cesar Chavez Street | 0.9 miles | Class II (proposed) |
| 10 | C Street | 0.6 miles | Class II (proposed) |

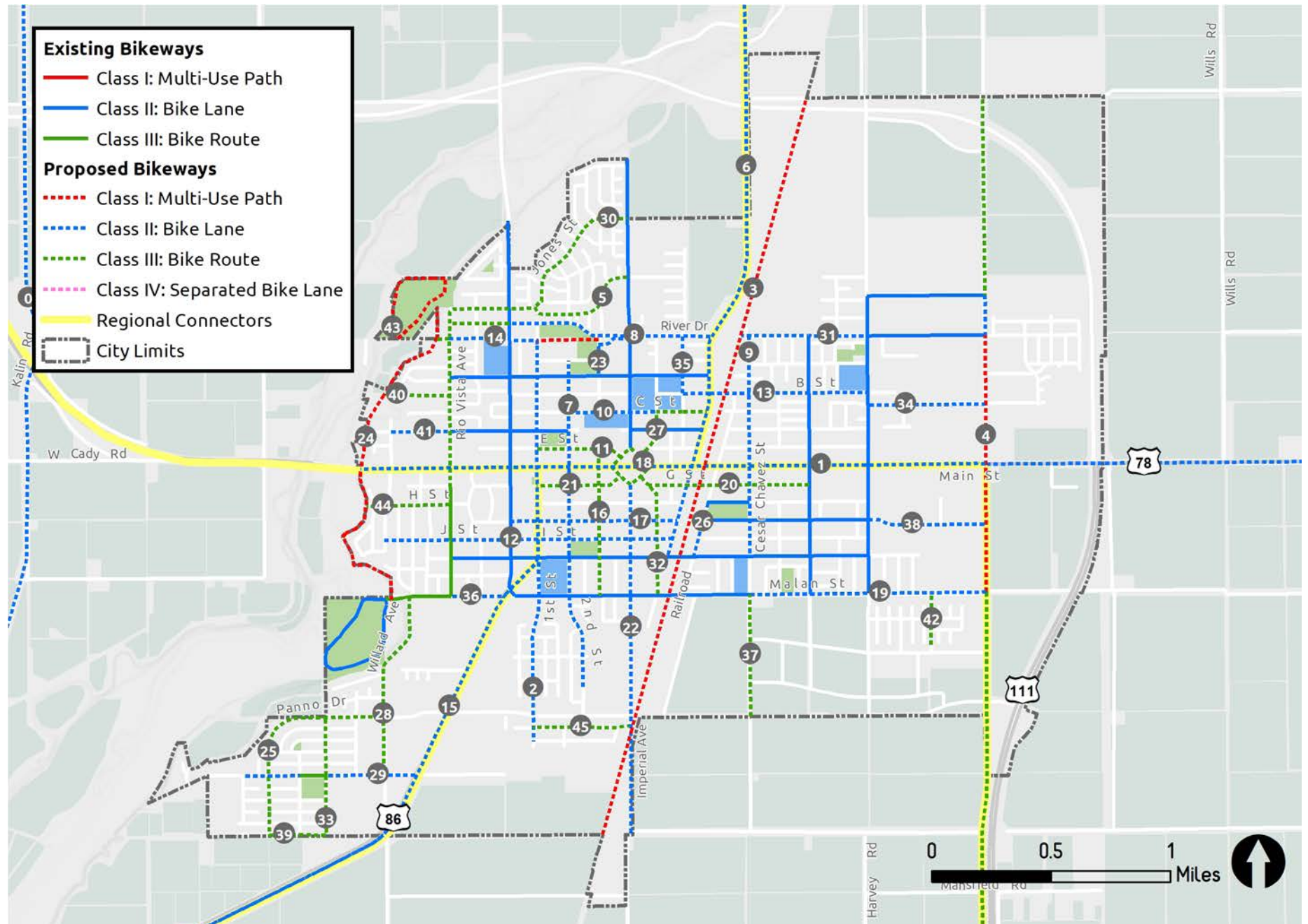


FIGURE 4-12: City of Brawley Proposed Bikeway Projects

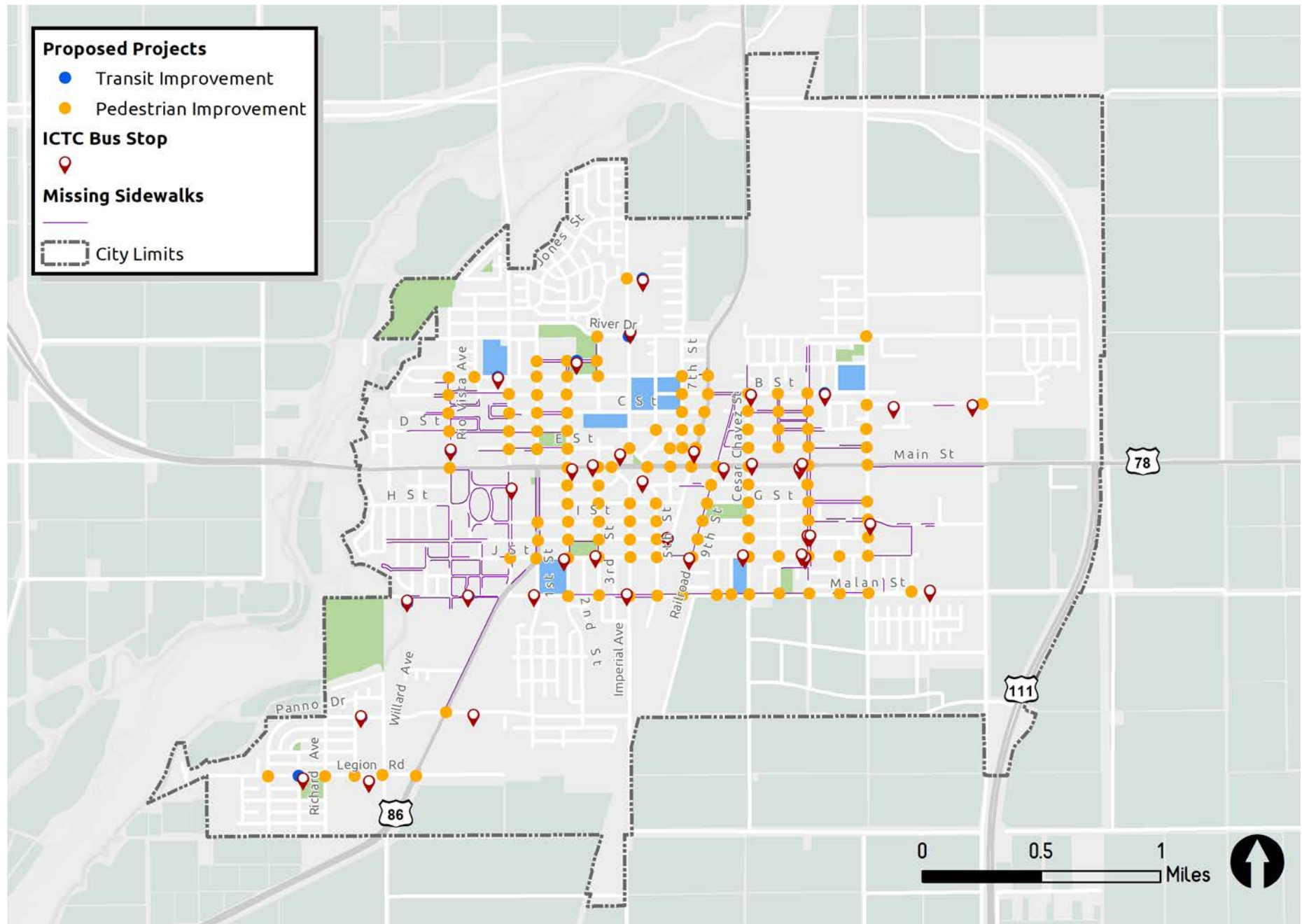


FIGURE 4-13: City of Brawley Proposed Pedestrian Projects

4.10 CITY OF CALEXICO

The City of Calexico was selected for further assessment due to TAC input and the community engagement process.

Bicycle recommendations include a total of 39 bicycle projects. The top 10 projects were selected through the data-driven prioritization process as well as proximity to regional projects. The top bicycle project is Birch Street due to the access to a regional connector and its high connectivity to other bicycle projects in the City.

Pedestrian recommendations within the first-and-last-mile focus areas include 138 items and include high-visibility crosswalks, ADA curb ramps, and sidewalks. Missing sidewalks in the focus areas resulted in a total of 0.89 miles of missing sidewalks.

QUICK FACTS

- 0 Transit Improvements
- 138 Pedestrian Improvements
- 12 Transit Stops
- 0.89 Miles of Missing Sidewalk

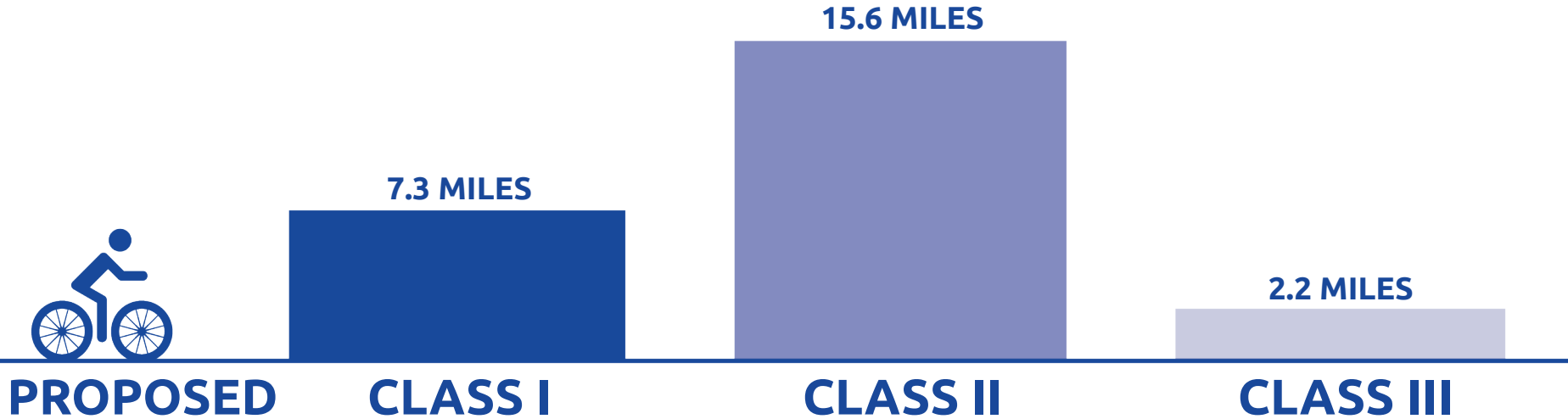


TABLE 4-4: City of Calexico Priority Segments

| RANK | STREET | MILEAGE | CLASS TYPE |
|------|-------------------|------------|----------------------|
| 1 | Birch Street | 4.6 miles | Class II (proposed) |
| 2 | State Highway 98 | 1.3 miles | Class I (proposed) |
| 3 | Railroad | 1.9 miles | Class I (proposed) |
| 4 | Canal Access Road | 4.1 miles | Class I (proposed) |
| 5 | Scaroni Road | 3.0 miles | Class II (proposed) |
| 6 | Rockwood Avenue | 2.2 miles | Class III (proposed) |
| 7 | 5th Street | 1.5 miles | Class II (proposed) |
| 8 | 7th Street | 1.5 miles | Class II (proposed) |
| 9 | Grant Street | 1.7 miles | Class II (proposed) |
| 10 | Cole Road | 3.3. miles | Class II (proposed) |

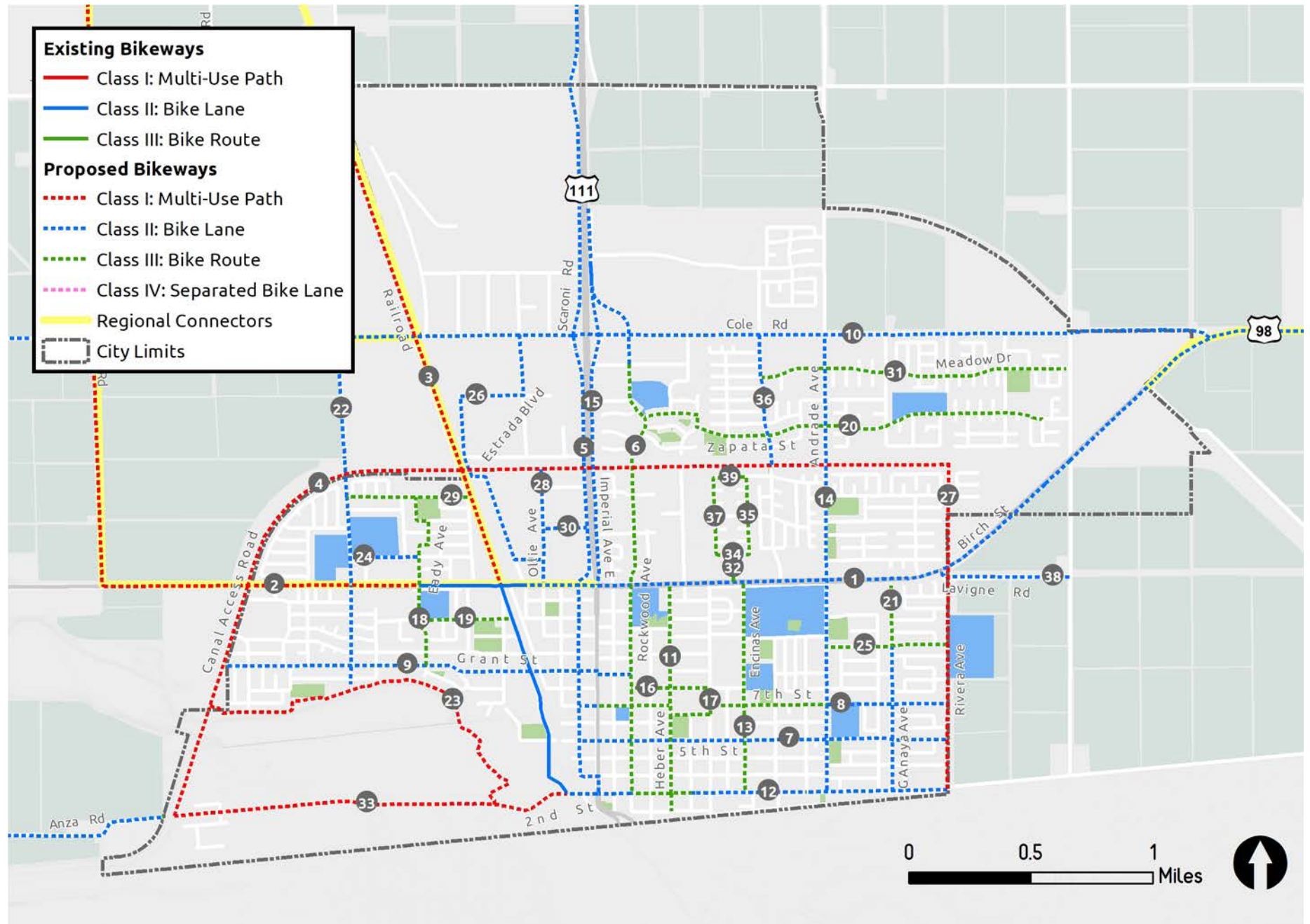


FIGURE 4-14: City of Calexico Proposed Bikeway Projects

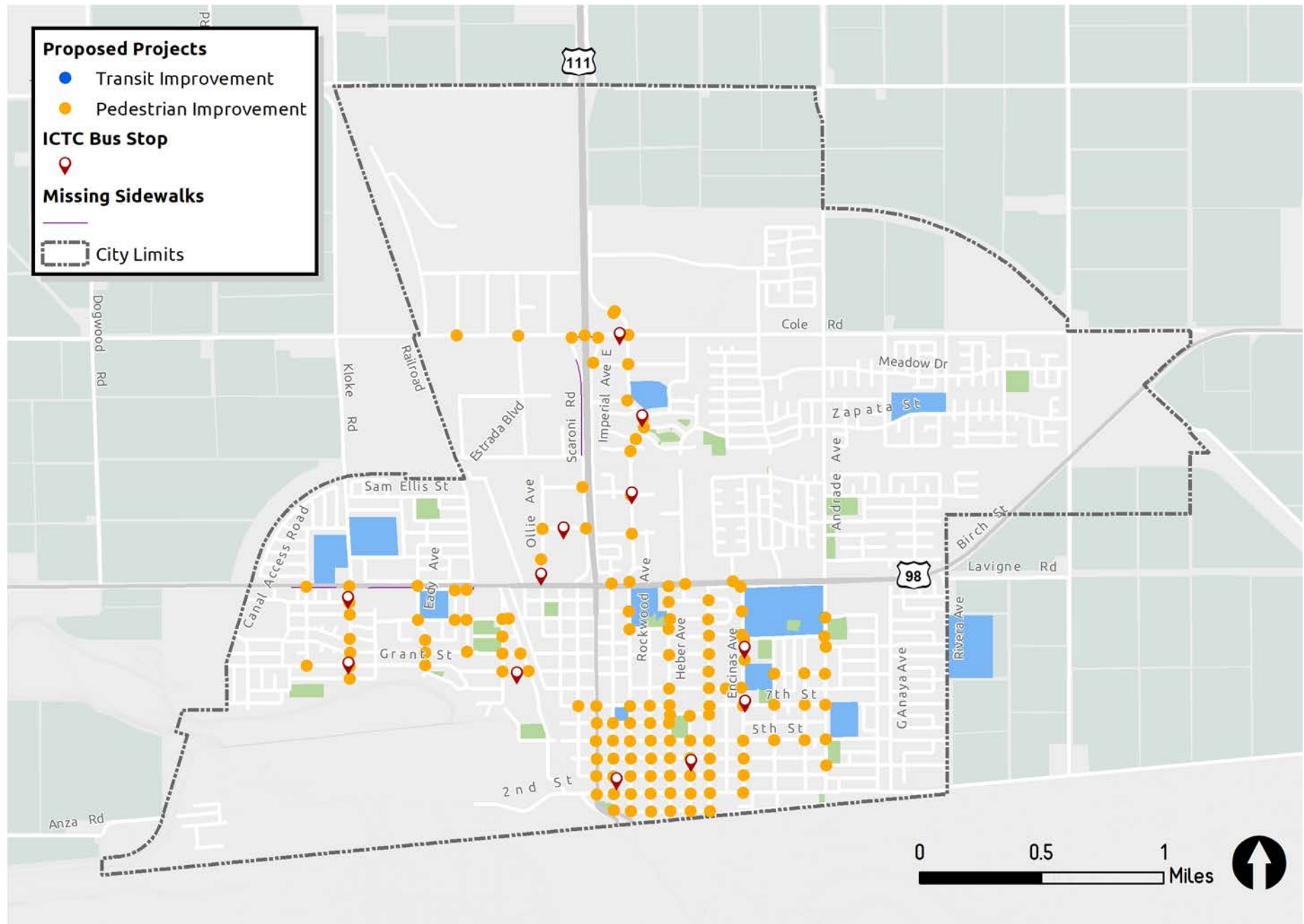


FIGURE 4-15: City of Calexico Proposed Pedestrian Projects

4.11 CITY OF CALIPATRIA

The City of Calipatria was selected for further assessment because of its high propensity score and FLM analysis. This plan does not detail pedestrian improvements because the latest ATP-related plan was adopted in 2020 and that plan goes into detail on transit improvements, pedestrian improvements, and missing sidewalks. The assessment for this plan only focused on the prioritization of bicycle projects.

Bicycle recommendations include a total of 16 bicycle projects. The top 10 projects were selected through the data-driven prioritization process as well as proximity to regional projects. The top bicycle project is Sorenson Avenue due to the access to a regional connector and its high connectivity to other bicycle projects in the City.

QUICK FACTS

- 0 Transit Improvements
- 0 Pedestrian Improvements
- 4 Transit Stops
- 0 Miles of Missing Sidewalk

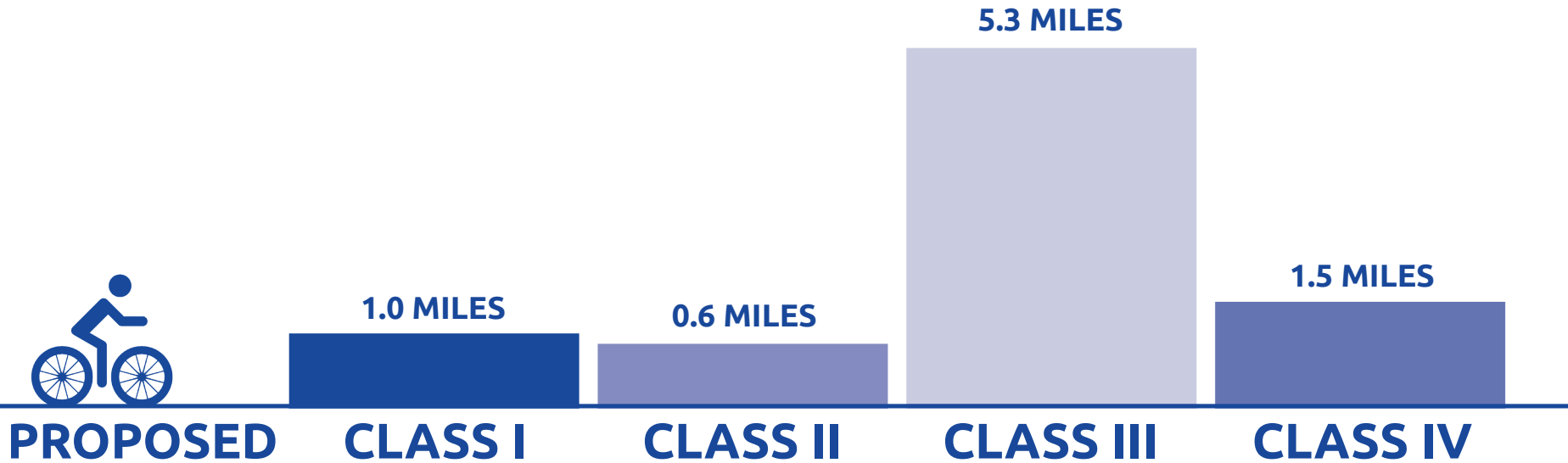


TABLE 4-5: City of Calipatria Priority Segments

| RANK | STREET | MILEAGE | CLASS TYPE |
|------|----------------------|-----------|----------------------|
| 1 | Sorenson Avenue | 1.0 miles | Class III (proposed) |
| 2 | Main Street | 1.5 miles | Class IV (proposed) |
| 3 | Lake Avenue | 0.8 miles | Class III (proposed) |
| 4 | Brown Avenue | 1.5 miles | Class III (proposed) |
| 5 | Railroad Avenue | 1.0 miles | Class I (proposed) |
| 6 | Imperial Avenue | 0.6 miles | Class III (proposed) |
| 7 | Barbara Street | 0.6 miles | Class III (proposed) |
| 8 | Bonita Street | 0.6 miles | Class II (proposed) |
| 9 | International Avenue | 0.8 miles | Class III (proposed) |
| 10 | Date Street | 0.8 miles | Class III (proposed) |

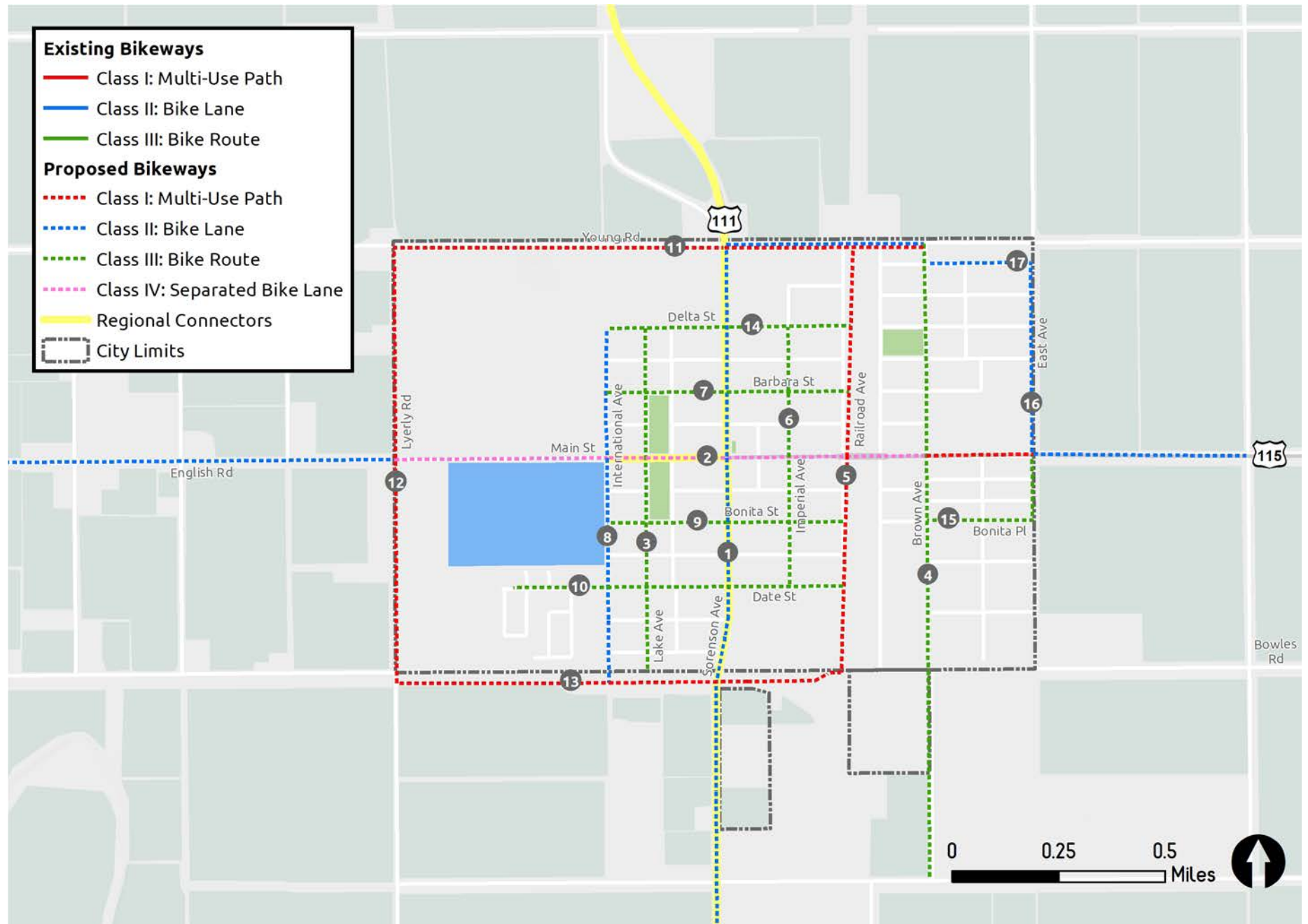
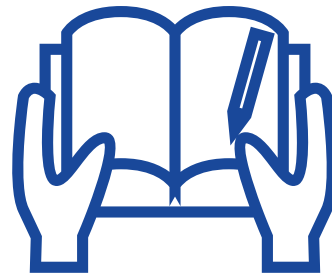


FIGURE 4-16: City of Calipatria Proposed Bikeway Projects



Please see the existing City of Calipatria Active Transportation Plan (2020) for transit and pedestrian improvements.

4.12 CITY OF EL CENTRO

The City of El Centro was selected for further assessment because of its high propensity score and FLM analysis. Since the latest ATP-related plan was adopted in 2018 and a Mobility Element was updated in 2021, the assessment only focused on prioritization of bicycle projects.

Bicycle recommendations include a total of 40 bicycle projects. The top 10 projects were selected through the data-driven prioritization process as well as proximity to regional projects. The top bicycle project is La Brucherie Road due to the access to two regional connectors and its high connectivity to other bicycle projects in the City.

QUICK FACTS

- 0 Transit Improvements
- 0 Pedestrian Improvements
- 56 Transit Stops
- 0 Miles of Missing Sidewalk

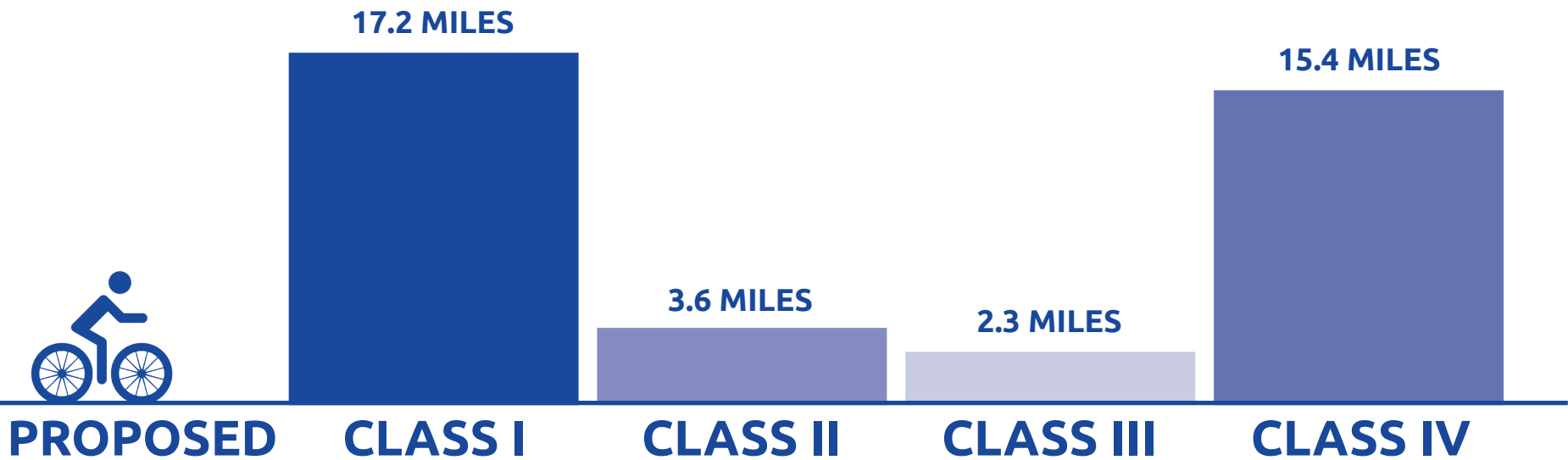


TABLE 4-6: City of El Centro Priority Segments

| RANK | STREET | MILEAGE | CLASS TYPE |
|------|-------------------|-----------|---|
| 1 | La Brucherie Road | 4.5 miles | Class I & IV (proposed) |
| 2 | Imperial Avenue | 2.0 miles | Class I (proposed) |
| 3 | Adams Avenue | 1.8 miles | Class IV (proposed) |
| 4 | Main Street | 2.4 miles | Class I & IV (proposed) |
| 5 | Dogwood Road | 3.0 miles | Class I & IV (proposed) |
| 6 | 8th Street | 3.7 miles | Class III (existing) Class IV (proposed) |
| 7 | Ross Avenue | 3.6 miles | Class III (existing) Class II (proposed) |
| 8 | 6th Street | 2.3 miles | Class III (proposed) |
| 9 | Railroad | 3.7 miles | Class I (proposed) |
| 10 | Orange Avenue | 1.6 miles | Class I (proposed) |

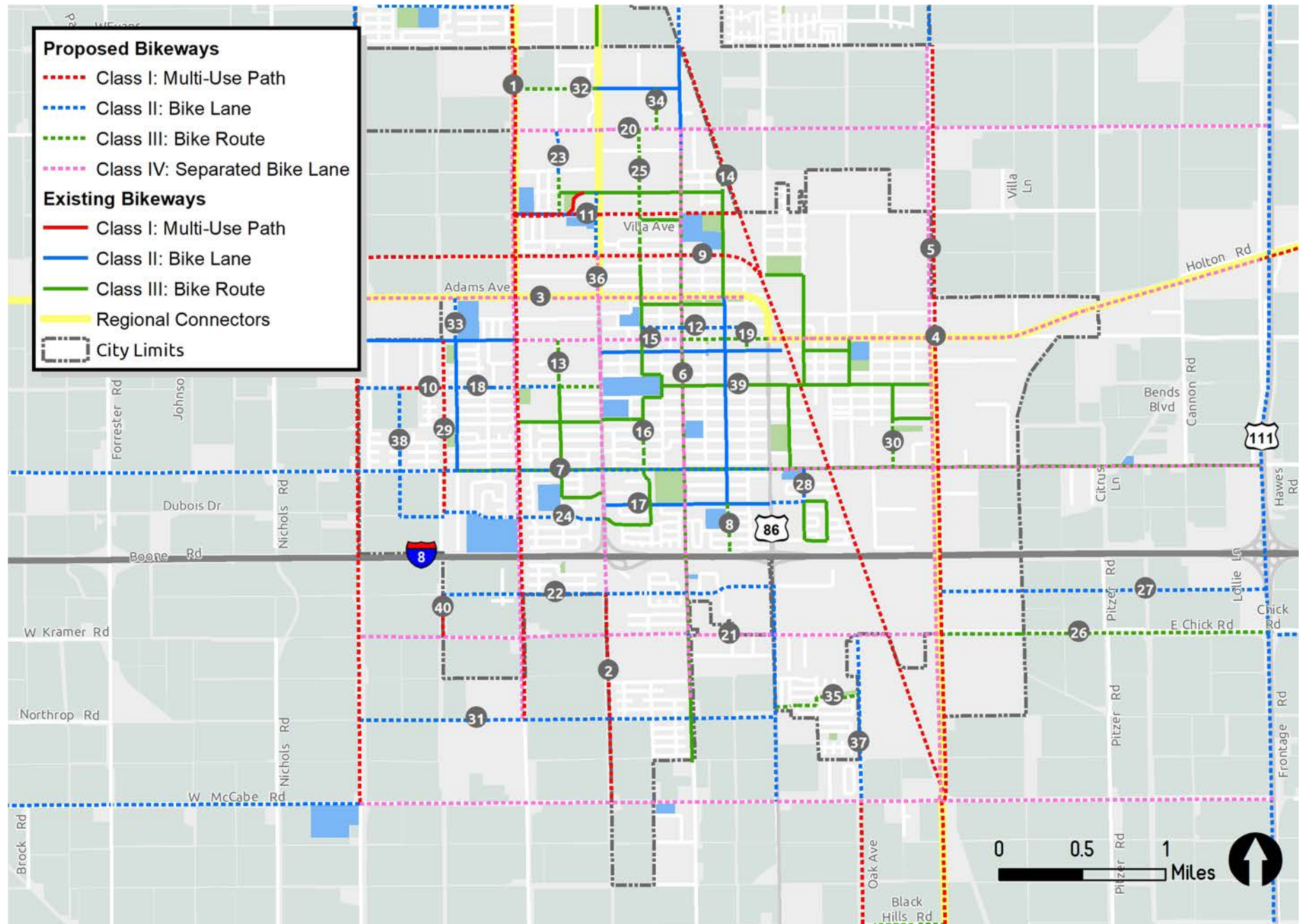
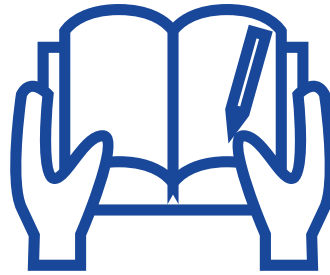


FIGURE 4-17: City of El Centro Proposed Bikeway Projects



Please see the existing City of El Centro Active Transportation & SRTS Plan (2019) for transit and pedestrian improvements.

4.13 CITY OF HOLTVILLE

The City of Holtville was selected for further assessment because the latest ATP-related plan was the City of Holtville Complete Streets Plan in 2016.

Bicycle recommendations include a total of 25 bicycle projects. The top 10 projects were selected through the data-driven prioritization process as well as proximity to regional projects. The top bicycle project is 5th Street due to the access to two regional connectors and its high connectivity to other bicycle projects in the City.

Pedestrian recommendations within the first-and-last-mile focus areas totaled 35 and include high-visibility crosswalks, ADA curb ramps, and sidewalks. Missing sidewalks in the focus area resulted in a total of 2.09 miles of missing sidewalks.

QUICK FACTS

0

Transit Improvements

35

Pedestrian Improvements

3

Transit Stops

2.09

Miles of Missing Sidewalk

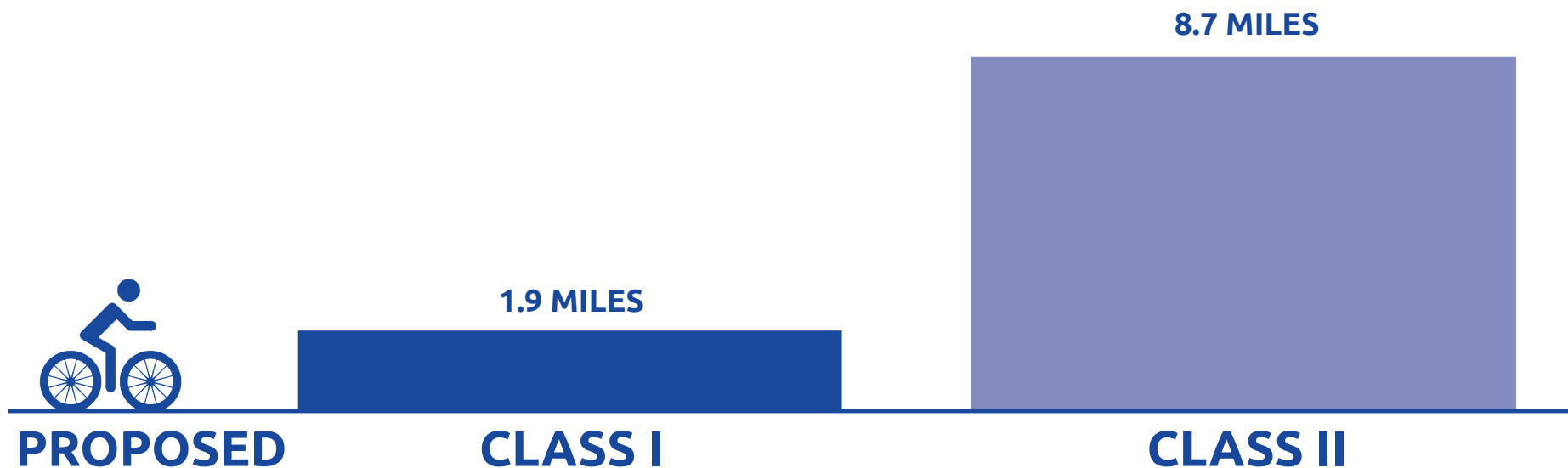


TABLE 4-7: City of Holtville Priority Segments

| RANK | STREET | MILEAGE | CLASS TYPE |
|------|---------------|-----------|---------------------|
| 1 | 5th Street | 1.0 miles | Class I (proposed) |
| 2 | Cedar Avenue | 1.0 miles | Class II (proposed) |
| 3 | 4th Street | 0.9 miles | Class I (proposed) |
| 4 | Olive Avenue | 0.8 miles | Class II (proposed) |
| 5 | 6th Street | 1.4 miles | Class II (proposed) |
| 6 | 7th Street | 1.4 miles | Class II (proposed) |
| 7 | 9th Street | 1.5 miles | Class II (proposed) |
| 8 | 8th Street | 1.1 miles | Class II (proposed) |
| 9 | Walnut Avenue | 0.9 miles | Class II (proposed) |
| 10 | Pine Avenue | 0.6 miles | Class II (proposed) |

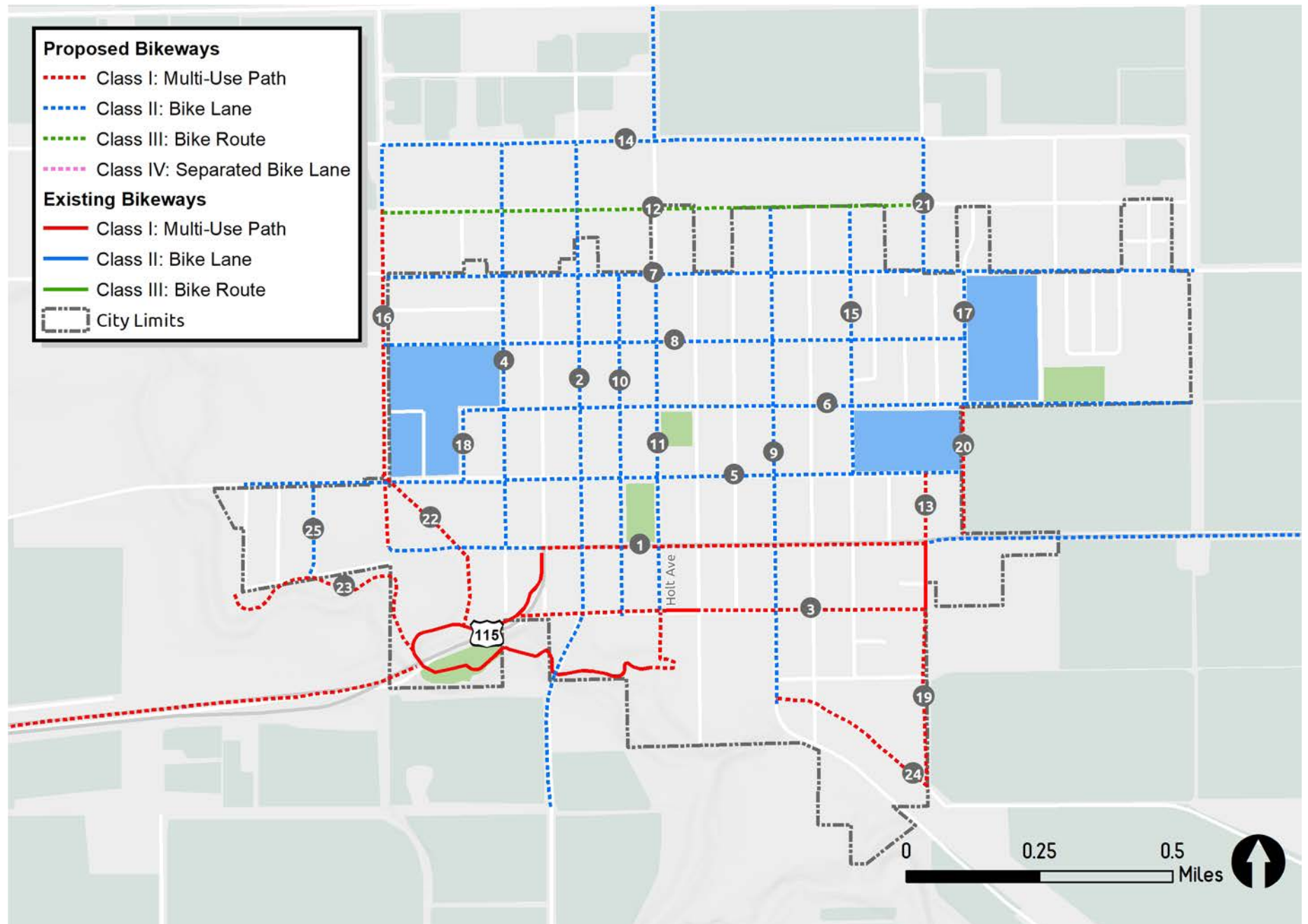


FIGURE 4-18: City of Holtville Proposed Bikeway Projects

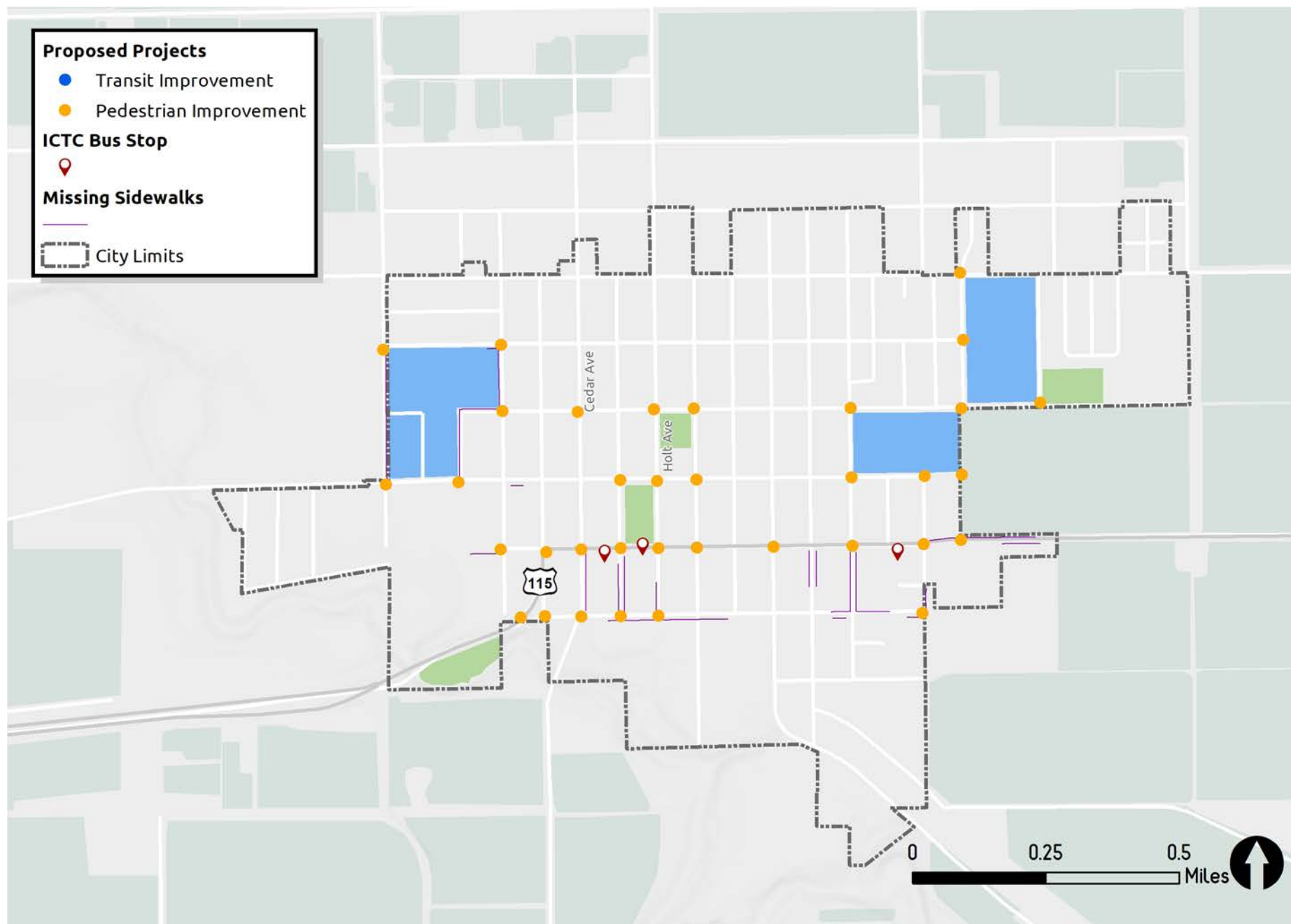


FIGURE 4-19: City of Holtville Proposed Pedestrian Projects

4.14 CITY OF IMPERIAL

The City of Imperial was selected for further assessment because the latest ATP-related plan was the City of Imperial Bicycle Master Plan in 2002.

Bicycle recommendations include a total of 25 bicycle projects. The top 10 projects were selected through the data-driven prioritization process as well as proximity to regional projects. The top bicycle project is Highway 86 due to the access to two regional connectors and its high connectivity to other bicycle projects in the City.

Pedestrian recommendations within the first-and-last-mile focus areas totaled 40 and include high-visibility crosswalks, ADA curb ramps, and sidewalks. Missing sidewalks in the focus area resulted in a total of 1.04 miles of missing sidewalks.

QUICK FACTS

- 0 Transit Improvements
- 40 Pedestrian Improvements
- 10 Transit Stops
- 1.04 Miles of Missing Sidewalk

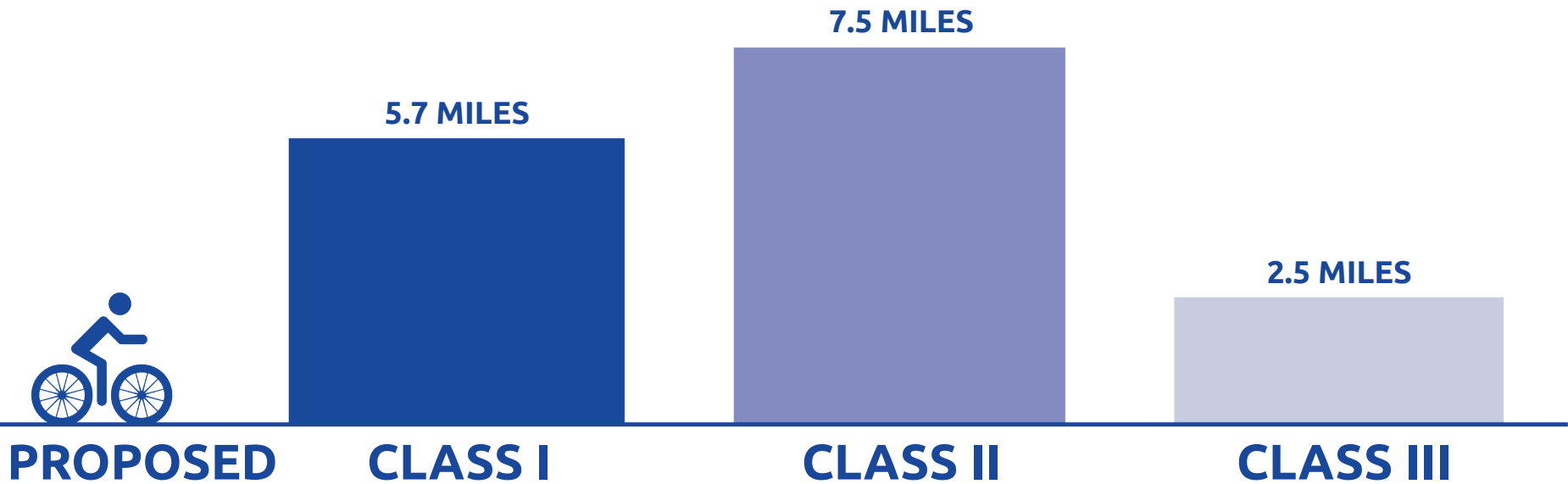


TABLE 4-8: City of Imperial Priority Segments

| RANK | STREET | MILEAGE | CLASS TYPE |
|------|-------------------|-----------|----------------------|
| 1 | Highway 86 | 2.0 miles | Class I (proposed) |
| 2 | Aten Road | 1.9 miles | Class II (proposed) |
| 3 | Imperial Avenue | 1.1 miles | Class II (proposed) |
| 4 | Aten Road | 1.0 miles | Class I (proposed) |
| 5 | Clark Road | 3.5 miles | Class II (proposed) |
| 6 | Barioni Road | 1.0 miles | Class II (proposed) |
| 7 | Imperial Avenue | 1.0 miles | Class III (proposed) |
| 8 | H Street | 0.8 miles | Class III (proposed) |
| 9 | K Street | 0.7 miles | Class III (proposed) |
| 10 | La Brucherie Road | 2.7 miles | Class I (proposed) |

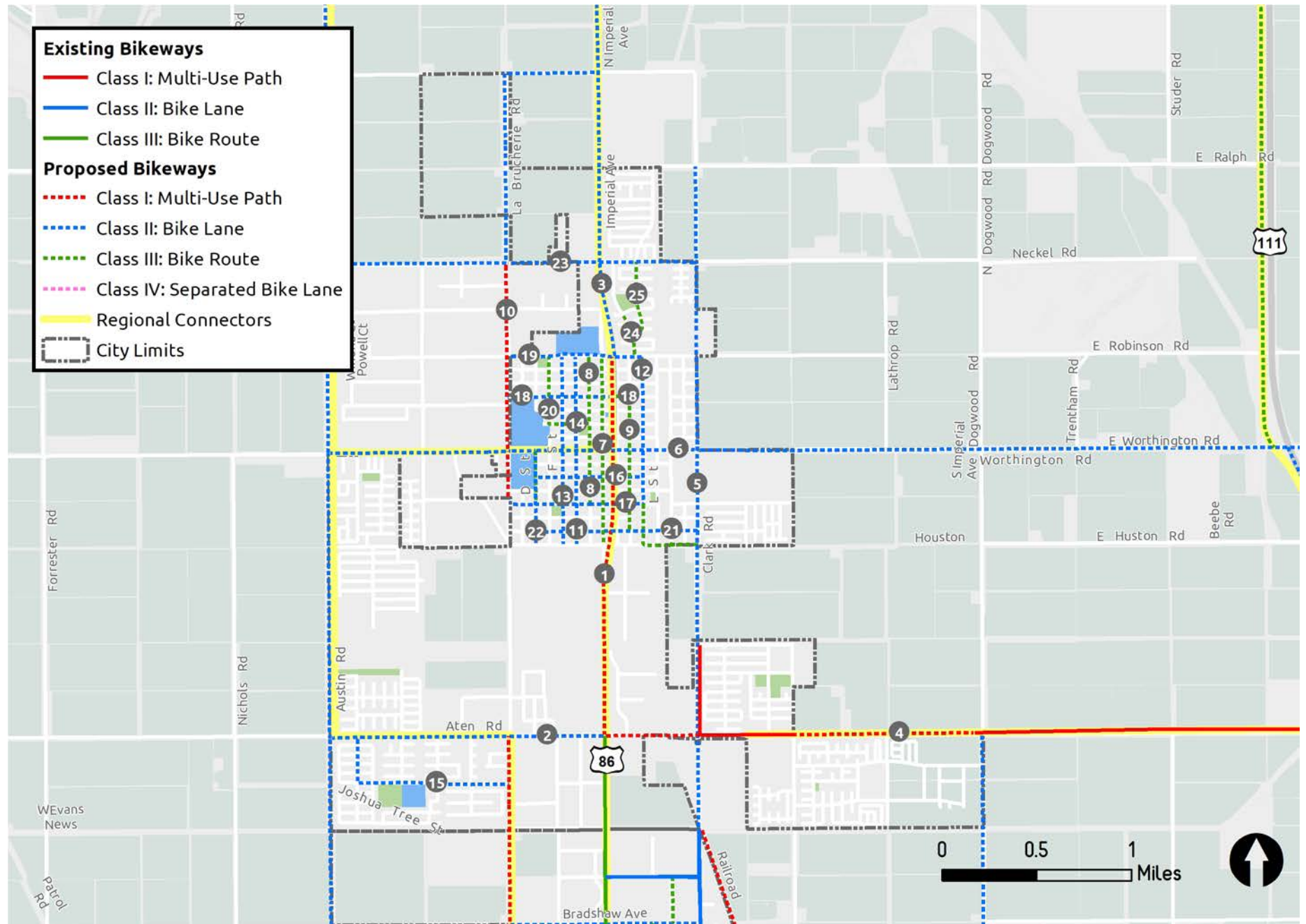


FIGURE 4-20: City of Imperial Proposed Bikeway Projects

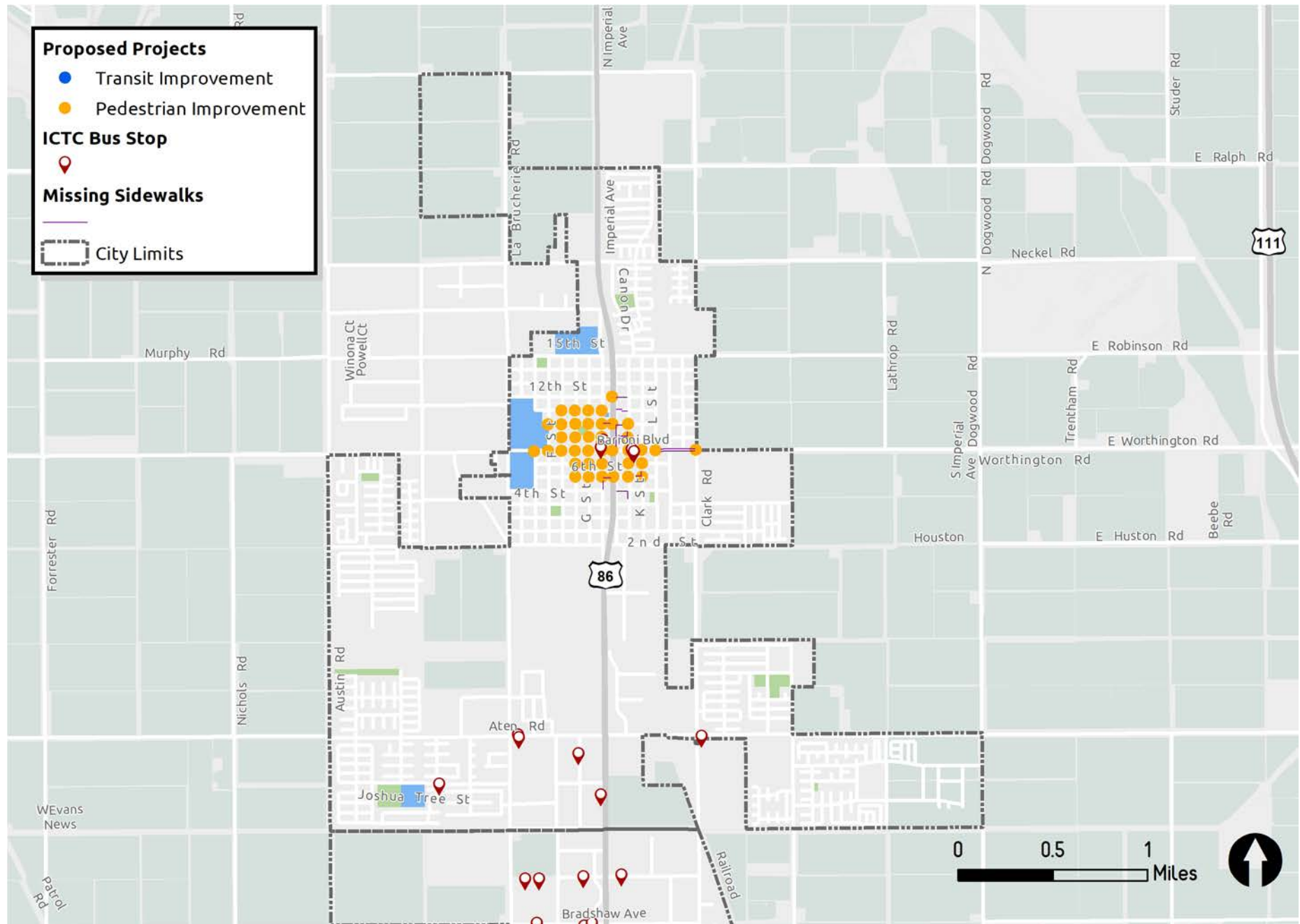


FIGURE 4-21: City of Imperial Proposed Pedestrian Projects

4.15 CITY OF WESTMORLAND

The City of Westmorland was selected for further assessment because the latest ATP-related plan was the Imperial County Safe Routes to School Regional Master Plan in 2016.

Bicycle recommendations include a total of 25 bicycle projects. The top 10 projects were selected through the data-driven prioritization process as well as proximity to regional projects. The top bicycle project is Main Street due to the access to a regional connector and its high connectivity to other bicycle projects in the City.

Pedestrian recommendations within the first-and-last-mile focus areas total 6 and include high-visibility crosswalks, ADA curb ramps, and sidewalks. Missing sidewalks in the focus area resulted in a total of 3.7 miles of missing sidewalks.

QUICK FACTS

| | |
|------|---------------------------|
| 0 | Transit Improvements |
| 6 | Pedestrian Improvements |
| 2 | Transit Stops |
| 3.70 | Miles of Missing Sidewalk |

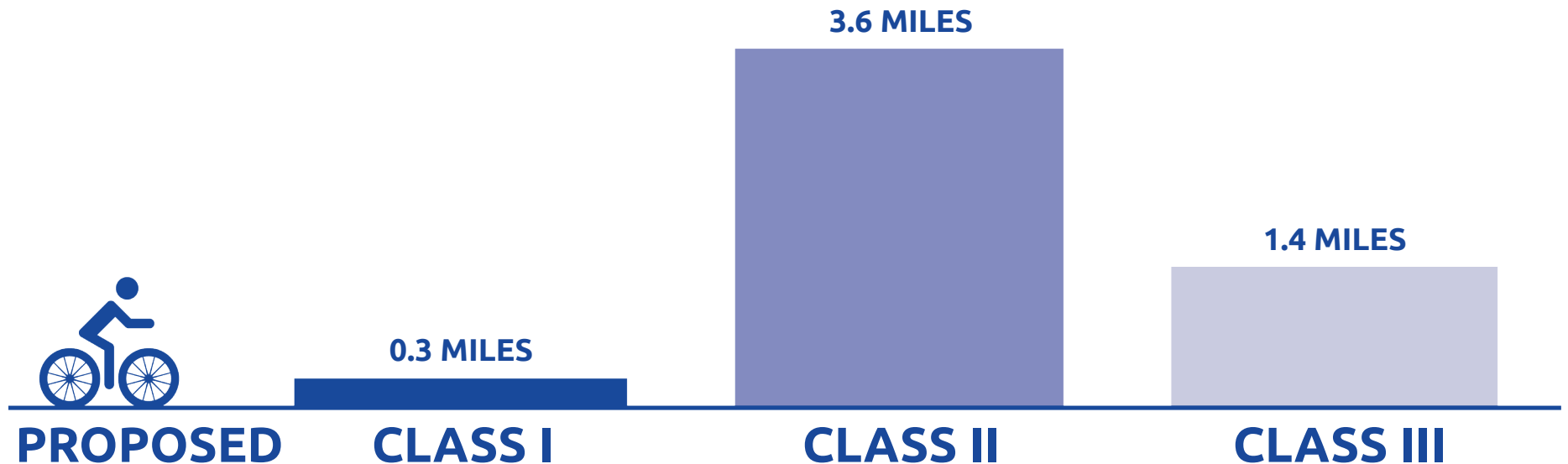


TABLE 4-9: City of Westmorland Priority Segments

| RANK | STREET | MILEAGE | CLASS TYPE |
|------|---------------|-----------|----------------------|
| 1 | Main Street | 1.1 miles | Class II (proposed) |
| 2 | Main Street | 0.3 miles | Class I (proposed) |
| 3 | D Street | 0.5 miles | Class III (proposed) |
| 4 | Center Street | 0.9 miles | Class III (proposed) |
| 5 | G Street | 0.5 miles | Class II (proposed) |
| 6 | C Street | 0.5 miles | Class II (proposed) |
| 7 | 2nd Street | 0.3 miles | Class II (proposed) |
| 8 | 1st Street | 0.4 miles | Class II (proposed) |
| 9 | 6th Street | 0.5 miles | Class II (proposed) |
| 10 | 5th Street | 0.3 miles | Class II (proposed) |

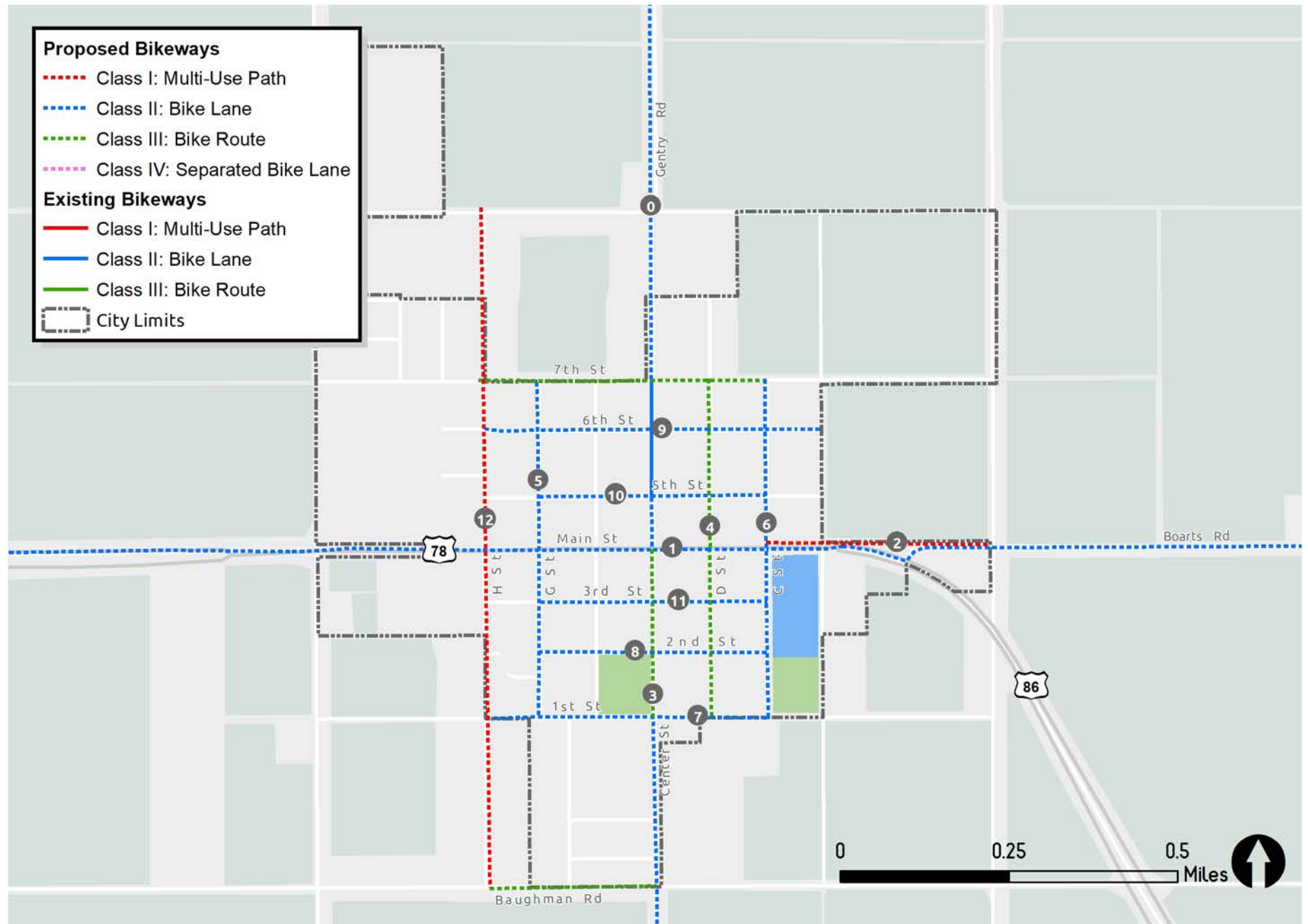


FIGURE 4-22: City of Westmorland Proposed Bikeway Projects

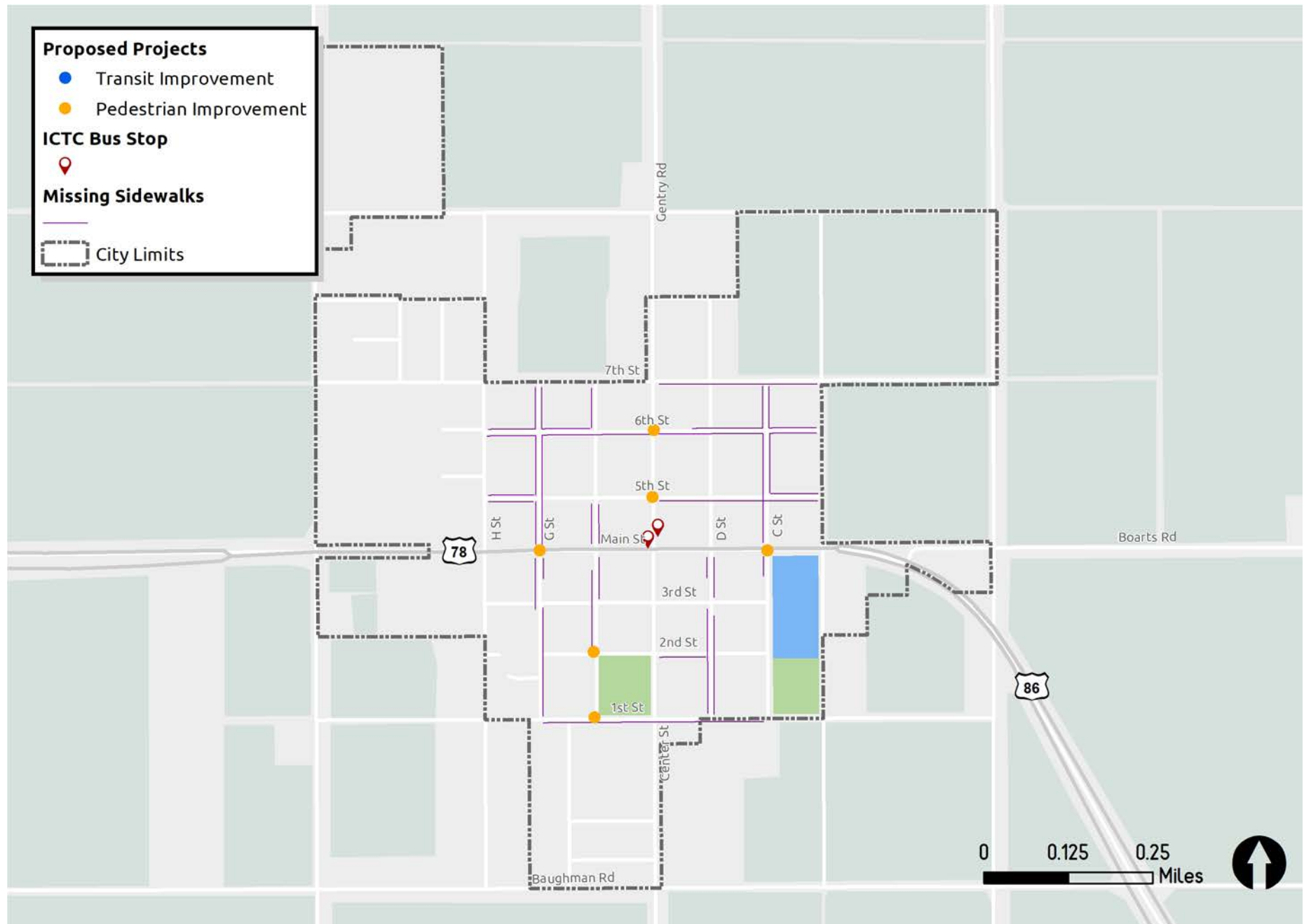


FIGURE 4-23: City of Westmorland Proposed Pedestrian Projects

4.16 COMMUNITY OF BOMBAY BEACH

The Community of Bombay Beach was selected for further assessment because the latest ATP-related plan was the Imperial County Bicycle Master Plan Update: Final Draft in 2011.

Bicycle recommendations include Class II bike lanes and Class III bike routes throughout the community that would connect to State Route 111 and a future proposed Class II bike lane. There are currently no existing bikeways, therefore all recommended projects would be of high priority.

A total of 9 pedestrian recommendations and one transit stop recommendations were identified and they include high-visibility crosswalks, ADA curb ramps, bus shelters, and bus amenities. The community has several unpaved roads and many missing sidewalks. A total of 10.75 miles of missing sidewalk were identified.

QUICK FACTS

1

Transit Improvements

9

Pedestrian Improvements

1

Transit Stops

10.8

Miles of Missing Sidewalk



FIGURE 4-24: Bombay Beach Proposed Bikeway Projects

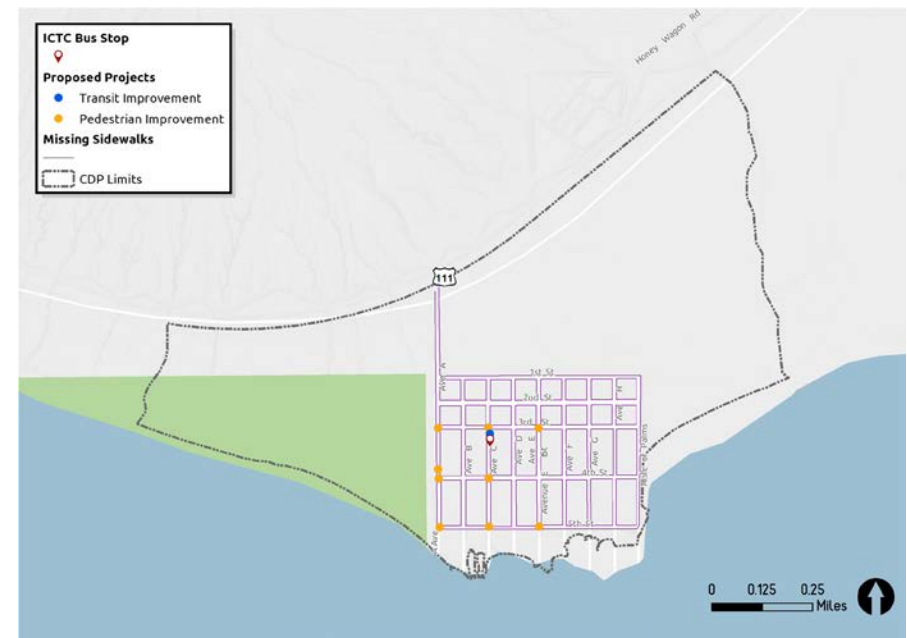


FIGURE 4-25: Bombay Beach Proposed Pedestrian Projects

4.17 COMMUNITY OF DESERT SHORES

The Community of Desert Shores was selected for further assessment because the latest ATP-related plan was the Imperial County Bicycle Master Plan Update: Final Draft in 2011.

Bicycle recommendations include Class I multi-use paths and Class II bike lanes throughout the community that would connect to State Route 86 and a regional connector. There are currently no existing bikeways, therefore all recommended projects would be of high priority.

Pedestrian recommendations totaled 7 and include high-visibility crosswalks, and ADA curb ramps. The Community currently has paved roads but is missing sidewalks on all roads, totaling 19.46 miles of missing sidewalk.

QUICK FACTS

0

Transit Improvements

7

Pedestrian Improvements

0

Transit Stops

19.5

Miles of Missing Sidewalk



FIGURE 4-26: Desert Shores Proposed Bikeway Projects



FIGURE 4-27: Desert Shores Proposed Pedestrian Projects

4.18 COMMUNITY OF HEBER

The Community of Heber was selected for further assessment due to TAC input and community engagement.

Bicycle recommendations include Class I multi-use paths, Class II bike lanes, and Class III bike routes throughout the community that would connect to State Route 86 and a regional connector. There are currently two short segments of Class II bike lanes installed in Heber, therefore all recommended projects are considered a priority.

Pedestrian recommendations within the first-and-last-mile focus areas totaled 18 and include high-visibility crosswalks, ADA curb ramps, and sidewalks. Missing sidewalks in the focus area resulted in a total of 5.63 miles of missing sidewalks.

QUICK FACTS

0

Transit Improvements

18

Pedestrian Improvements

0

Transit Stops

5.63 Miles of Missing Sidewalk

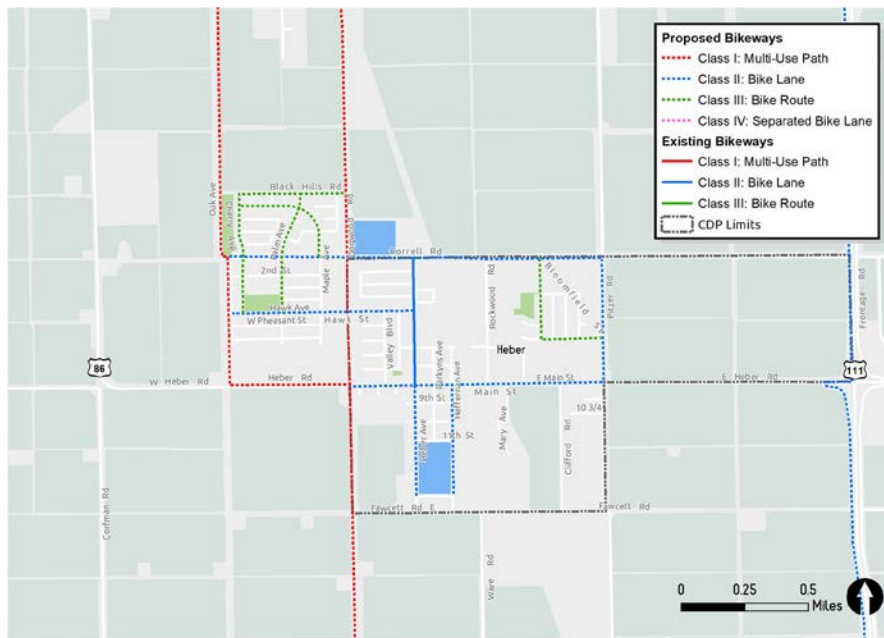


FIGURE 4-28: Heber Proposed Bikeway Projects



FIGURE 4-29: Heber Proposed Pedestrian Projects

4.19 COMMUNITY OF PALO VERDE

The Community of Palo Verde was selected for further assessment because the latest ATP-related plan was the Imperial County Bicycle Master Plan Update: Final Draft (2011)

Bicycle recommendations include Class III bike routes throughout the community that would connect to State Route 78 and a future proposed Class II bike lane. There are currently no existing bikeways, therefore all recommended projects are considered a priority.

Pedestrian recommendations totaled 3 and include high-visibility crosswalks and ADA curb ramps. The Community currently has paved roads but is missing sidewalks on all roads, totaling 2.8 miles of missing sidewalk.

QUICK FACTS

| | |
|-----|---------------------------|
| 0 | Transit Improvements |
| 3 | Pedestrian Improvements |
| 0 | Transit Stops |
| 2.8 | Miles of Missing Sidewalk |



FIGURE 4-30: Palo Verde Proposed Bikeway Projects



FIGURE 4-31: Palo Verde Proposed Pedestrian Projects

4.20 COMMUNITY OF SALTON SEA BEACH

The Community of Salton Sea Beach was selected for further assessment because the latest ATP-related plan was the Imperial County Bicycle Master Plan Update: Final Draft in 2011.

Bicycle recommendations include Class III bike routes throughout the community that would connect to State Route 86 and a regional connector. There are currently no existing bikeways, therefore all recommended projects are considered a priority.

Pedestrian recommendations totaled 2 and include high-visibility crosswalks and ADA curb ramps. The Community currently has paved roads but is missing sidewalks on all roads, totaling 7.98 miles of missing sidewalk.

QUICK FACTS

0

Transit Improvements

2

Pedestrian Improvements

0

Transit Stops

7.98 Miles of Missing Sidewalk



FIGURE 4-32: Salton Sea Beach Proposed Bikeway Projects

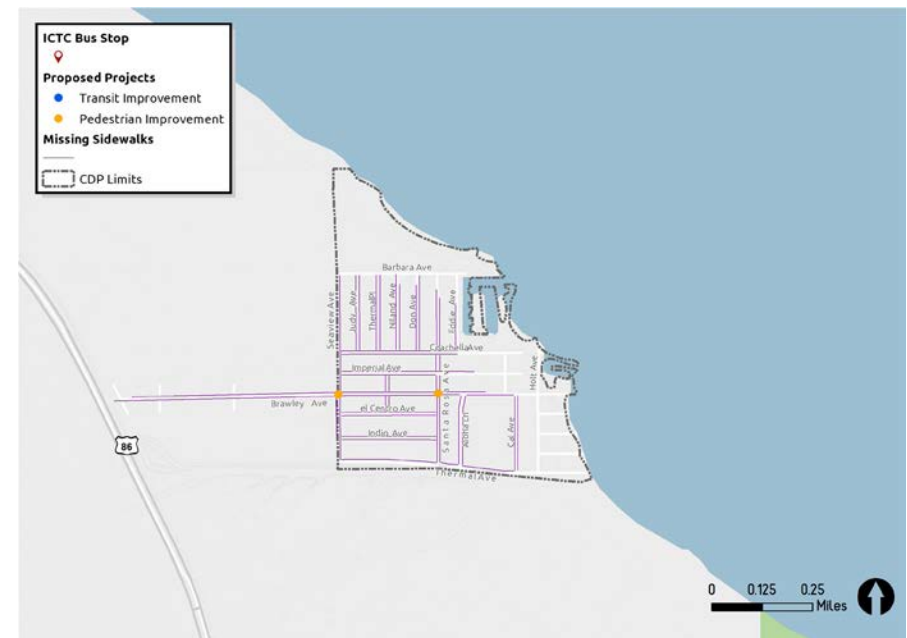


FIGURE 4-33: Salton Sea Beach Proposed Pedestrian Projects

4.21 RECOMMENDED PROGRAMS

This section includes a diverse menu of active transportation programs intended to support the projects recommended in this plan. The principles articulated through the “Six Es” developed by the Safe Routes Partnership (Engagement, Equity, Engineering, Encouragement, Education, and Evaluation) can help create and sustain successful programs throughout Imperial County.

Physical projects represent the most visible and tangible evidence of a great place for bicycling or walking. Programs that are implemented in conjunction with the construction of specific bicycle and pedestrian projects can leverage this high visibility to reach a broader audience. ICTC and partner agencies should take advantage of these types of opportunities to promote active transportation. For example, a new multi-use path near a school or park represents an opportunity to reach out to residents and parents of school-age children and to conduct an event, a group walk, or a group bike ride to educate, encourage, and engage with each other. This type of combination often results in a higher return on investment for both the physical and programmatic elements of a project.

The following programs are organized as a menu of initiatives, each listed under one of the “Six Es”. These categories are not definitive. They are merely intended to offer some level of organization to the many program initiatives that can be explored in Imperial County.



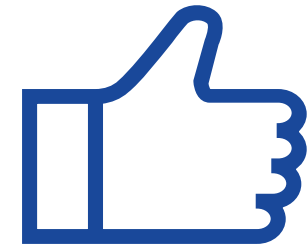
Engagement



Equity



Engineering



Encouragement



Education



Evaluation

4.21.1 ENGAGEMENT

Community outreach initiatives should start by listening to residents, families, business owners, local leaders, and working with existing community organizations. These critical relationships should allow for purposeful, ongoing engagement opportunities. Listed below are a few examples of engagement methods and tools that can be used to increase public participation.

Signage

Signage is an effective tool to share information about a program or project. Displays can inform the public and encourage stakeholders to participate in engagement activities. Printed and digital signage can be used to remind people to engage, inform, and share vital information. Recent examples such as SCAG's GoHuman campaign included a variety of printed signage that were installed on front lawns or fences of schools, parks, and local libraries of Imperial County.

Electronic Newsletter

Distribution of an online newsletter is a great way to engage the public. Distribution should be researched and considered prior to utilizing this outreach method. This form of media can be used to display project and contact information as well as ways for readers to get involved. Engage with local Public Information Officers to determine the best online channels of communication for newsletters.

Hotline

A hotline is a great way for community members to call in, leave comments, or talk to someone directly about a project or program. A hotline should be considered as a support tool of an overall community engagement strategy. Depending on the target audience, it may be necessary to have a multilingual person staffing the hotline. A hotline number is relatively low cost and requires little effort to maintain.

Surveys and Questionnaires

Surveys and questionnaires can be created to identify the needs and views of a community. Surveys are low-cost yet effective methods to gather feedback needed to support an active transportation project.

4.21.2 EQUITY

The recommendations in this ATP prioritize the safety of residents whose primary mode of transportation is walking, biking, skateboarding, and public transportation. Special emphasis is given to underserved communities where infrastructure is lacking. The following goals, strategies, and practices can help address inequities at the government level that can then have positive effects for local communities striving to improve active transportation in their respective areas.

Consider the Transportation Needs of Traditionally Underserved Populations

Recognize the importance of addressing the barriers that prevent trips from being safe, especially for the younger and lower income populations who cannot afford, operate, or choose to forgo vehicle ownership.

Examine Organizational Practices and Policies

Existing practices and policies may have unintended consequences when it comes to transportation equity. A systematic review of its practices should be performed to identify potential equity issues and opportunities.

Increase Staff Diversity

Surveys have shown disparity between the socio-demographics of transportation decision-makers and the community they are meant to serve. Agencies should continually seek to increase the diversity of its staff at all levels of leadership and decision-making so that its workforce represents the community it serves.

Prioritize Projects in Light of Equity Considerations

Agencies can aim to implement improvements in areas that are disproportionately affected by health and safety burdens, acknowledging that policies and designs that improve conditions for vulnerable groups can benefit everyone in the community.

Encourage Public Involvement

Collaboration with the community is an integral part of the planning process. Individuals, especially those belonging to traditionally underserved communities, need to be empowered to participate in the transportation planning processes and have their needs heard.

4.21.3 ENGINEERING

A variety of engineering tools can be used to make sure that County and city roadways are designed to keep bicyclists and pedestrians safe at all times. Some of these tools include street design techniques that are meant to reduce traffic congestion, decrease vehicular speeds, and enhance pedestrian and bicycle safety. Hiring traffic engineers and civil engineers that support modern active transportation, complete streets, and first-last-mile planning principles can have major positive impacts on the design and construction of projects. Engineers are encouraged to explore infrastructure improvements that not only prioritize vehicles but rather aim to balance the needs of all people traveling throughout the County.

4.21.4 ENCOURAGEMENT

Vehicle usage can be decreased by encouraging residents and visitors to bike, walk, and take transit to their local destinations. Encouragement is all about making bicycling and walking more fun, healthy and easy to do. It's important to remain honest and acknowledge that mode shift to other forms of travel won't happen overnight, but ongoing programs tailored to encouragement will allow a community to make positive progress. To achieve progress, the County, along with ICTC, and other local organizations,

can organize a series of activities and events that promote alternate modes of transportation and healthier lifestyles.

National Bike Month in May

During the month of May, cities across the country organize events and campaigns to educate people about biking and to encourage them to bike more to their destinations. Activities such as Bike Week, Bike to Work, and Bike Fridays can be organized and promoted.

Open Streets Events

Open streets events are increasingly popular in Southern California. They provide families and friends an opportunity to walk, bike, skate, or scooter down streets in their city free of cars.

Family Friendly Bike Rides

Fun, family-friendly bike rides throughout the months where extreme heat isn't an issue are meant to encourage bike usage. These events can occur on a weekly or monthly basis and can be tailored towards bicycle and road safety.

Ride and Walk of Lights

These annual winter afternoon/evening events allow participants to get creative and use a variety of lights to be more visible while they walk or bike while enjoying fun displays of lights from their local community.

5K Running/Walking Events

Free or low-cost five kilometers running and walking events are an excellent way to encourage people to explore their city on foot. Post-race refreshments and healthy snacks can be provided to participants.



National Bike Month logo



Open streets event in Long Beach



Children's Foundation of The Imperial Valley 5K

Food-Focused Bike Rides

Food-focused bike ride events encourage participants to get together to enjoy food while exploring their city's streets and neighborhoods. This is an innovative way of bridging bike riding, food, and community building.

Walking Tours

Communities and local groups can organize family-friendly themed walks where participants have the opportunity to explore key locations including historical buildings, parks, murals, and businesses.

Bike to Work Week

Participants can pledge to bike to work at least once during a set week. The participants can then be entered to win a raffle or prize.

Walk to School Day

Walk to School Day is an annual event that takes place in the month of May designed to encourage students, parents, and community members to walk to schools. This is a fun and educational event that gives people the opportunity to socialize and build connections with other members of the community. Imperial County should continue this annual event and keep records to determine how future walking events can attract more participants.



Walk to School Day logo



Walk audit/ tours in Santa Ana



Separated bikeway demonstration project

Demonstration Project

Over the past decade Tactical Urbanism or “Demonstration Projects” has become an international movement, bringing about a shift in how communities think about project development and how their public spaces can be quickly and easily transformed. These demonstration projects include low-cost, temporary changes to the built environment intended to improve local neighborhoods and gathering places. In Southern California, these kinds of projects allow residents to experience what the project may look like and how it affects their neighborhood. These events are aimed to educate and gain support from the community so that an agency can move towards permanent project implementation. Cities and communities in Imperial County can utilize SCAG’s Go Human campaign to facilitate these demonstration projects as needed.

4.21.5 EDUCATION

According to the Statewide Integrated Traffic Records System (SWITRS) bicycle and pedestrian collision dataset, there were 96 bicycle-related collisions, 143 pedestrian-related collisions, and 2,099 vehicular-related collisions. The County should consider carrying out public education campaigns to improve pedestrian and bicyclist safety. The following examples of education campaigns can help teach drivers, pedestrians, and bicyclists how to share the road safely.

Safety Assemblies

Safety assemblies can be organized as interactive gatherings or festivals that consist of various stations throughout a school gymnasium or park. Each station can have a bicycle, pedestrian, and teen driver safety component that allows students to participate in various activities while learning the basics of “on the road” safety.



Demonstration project in San Diego

Bike Safety Workshops

A two-hour long class intended to build habits, skills, and in-depth exploration of rights and responsibilities of bicyclists. Participants can receive a free helmet, bike lights, or fix-kits for attending.

Pedestrian and Bike Traffic Safety Fairs

An obstacle course to teach pedestrians and bicyclists how to identify different street signs and how to use street infrastructure to increase safety. Youth and children navigate the obstacle course to win free helmets and lights.

Bike Maintenance and Ride Workshops

Bike maintenance and ride workshops can include a series of classes for youth and young adults aged between 12-18 years. These classes are meant to teach riders how to fix and ride a bicycle. Participants learn the rules of the road, as well as their rights and responsibilities as bicyclists.

4.21.6 EVALUATION

In order to improve programs and ensure that the bicycle and pedestrian conditions in Imperial County are adequate, audits, traffic-safety data collection, analysis, and reporting are necessary. The following examples include ways communities can evaluate and monitor programs and infrastructure.

Create An Active Transportation Evaluator Position

A dedicated active transportation evaluator position would assist an agency in reviewing project plans and built projects as well as ensuring consistency and cooperation between city departments. The evaluator would also assist with completing grant applications, maintaining a prioritized list of improvements, researching appropriate funding sources, and updating cost estimates. This investment in staff is often returned since this position is usually responsible for securing State and federal funding.

Active Transportation Advisory Committee

Communities can explore creating an Active Transportation Advisory Committee that can provide oversight for this Regional Active Transportation Plan. Many municipalities have developed active transportation advisory committees to address issues and opportunities related to walking, bicycling, and transit. This group can act as a community liaison and support staff, volunteers, and advocate efforts to address issues and help evaluate the progress of improvements in this Active Transportation Plan.

Conduct Bicycle and Pedestrian Counts and Review Collision Data

- » Conduct regular bicyclist and pedestrian counts throughout the County to determine baseline mode share and subsequent changes. Conducting counts would allow the County to collect information on where the most bicycling and walking occur. This assists in prioritizing and justifying projects when funding is solicited and received. Counts can also be used to study bicycling and walking trends throughout Imperial County. Analysis that could be conducted includes:
- » Changes in volumes before and after projects have been implemented
- » Prioritization of local and regional projects
- » Research on clean air change with increased bicycle use

Counts should be conducted at the same locations and at the same times every year. Conducting counts during different seasons within the year may be beneficial to understanding the differences in bicycle and pedestrian traffic volumes based on seasonal weather. In addition, bicycle and pedestrian counts should be collected as part of any existing traffic counts. Results should be regularly recorded for inclusion in the bicycle and pedestrian report card (see next section).

Communities should engage their local police or sheriff's department to collect and track collision data. Regular reports of traffic collisions should be presented to the advisory committee. Traffic collisions involving bicyclists and pedestrians should be regularly reviewed and analyzed to develop plans to reduce their frequency and severity. Any such plans should include police or sheriff involvement and should be monitored to determine their effectiveness. Results of the number of collisions should be recorded in a bicycle and pedestrian report card described in the next section.

Active Transportation Report Card

Communities could develop a bicycle and pedestrian report card: a checklist used to measure the success of plan implementation, as well as effort made, within the community. The report card could be used to identify the magnitude of accomplishments in the previous year and general trends. The report card could include, but not be limited to, keeping track of system completion, travel by bicycle or on foot (counts) and safety.

Each community can use the report card to track trends. For example, an upward trend in travel by bicycle or on foot would be viewed as a success, regardless of the specific increase in the number of bicyclists or walkers.

A portion of the report card would be an evaluation of system completion. An upward trend would indicate that the community is progressing in its efforts to complete their active transportation network identified in this document. The report card could be developed to utilize information collected as part of annual and on-going evaluations, as discussed in the previous sections. The report card is not intended to be an additional task for City staff, but rather a means of documenting and publicizing the community's efforts related to bicycle and pedestrian planning. It can be a task of an advisory committee to review annual report cards and to suggest future plan and goal adjustments.

In addition to quantifying accomplishments related to the bicycle plan, the community should strive to quantify its efforts. These may be quantified as money spent, staff hours devoted or other in-kind contributions. The quantified effort should be submitted as a component of the report card. Some cities publish their report cards online.

Apply for Bicycle Friendly Community Designation

Bicycle Friendly Community designation is part of a program offered by the League of American Bicyclists (LAB) intended to provide communities guidance on becoming more bicycle friendly as well as to award communities for their achievements. Like the report card described previously, Bicycle Friendly Community designation provides a standard by which Imperial County can measure its progress toward bicycle friendliness. It could be a function of the Active Transportation Advisory Committee to support County or city staff to update their application to improve upon its current recognition level to aim for a higher status.

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Chapter 5

Funding



5.1 LIST OF GRANTS

Federal, state, and local government agencies invest billions of dollars every year in the nation’s transportation system. Only a fraction of that funding is used to develop policies, plans, and projects to improve conditions for bicyclists and pedestrians. Even though appropriate funds are available, they are limited and often hard to find. Desirable projects sometimes go unfunded because communities may be unaware of a fund’s existence or may apply for the wrong type of grant. In addition, there is increasing competition between municipalities for the limited available funds.

Whenever federal funds are used for bicycle and pedestrian projects, a certain level of state and/or local matching funding is generally required. State funds are often available to local governments on similar terms. Almost every implemented active transportation or complete street program and infrastructure project in the United States has had more than one funding source and it often takes considerable coordination to pull the various sources together.

According to the publication by the Federal Highway Administration (FHWA), an Analysis of Current Funding Mechanisms for Bicycle and Pedestrian Programs at the Federal, State and Local Levels, where successful local bicycle infrastructure programs exist, there is usually an active transportation coordinator with an extensive understanding of funding sources. City staff are often in a position to develop a competitive project and detailed proposal that can be used to improve conditions for bicyclists and pedestrians within their jurisdictions. Some of the following information on federal and state funding sources were derived from the previously mentioned FHWA publication.

ICTC, the Imperial County, and the cities in the County should pursue state level grants through programs such as Caltrans’ Active Transportation Planning (ATP) and Sustainable Transportation Planning grants, the Strategic Growth Council’s Sustainable Community Planning Grants, Urban Greening Grants and through the Highway Safety Improvement Program (HSIP). Projects that are not awarded funding through the Caltrans ATP cycles are sent to the Southern California Association of Gov-

ernments (SCAG), the local MPO, for consideration for funding through their programs. It will be important to coordinate efforts with adjacent jurisdictions on projects that affect and benefit both cities. Coordination and joint efforts also strengthen an application due to combined benefits for multiple jurisdictions.

Federal, state, and local funding sources may also be used for the design and maintenance phases of a project. Due to rising trends in Low Impact Development (LID), urban greening, and urban forestry, funding sources for these types of improvements can also be incorporated into active transportation projects to increase odds of successfully winning a grant. Agencies encourage as much “multi-benefit” outcomes as possible for all grant applications. Refer to the following funding sources table for specific details on funding cycles.

FUNDING ORIGIN

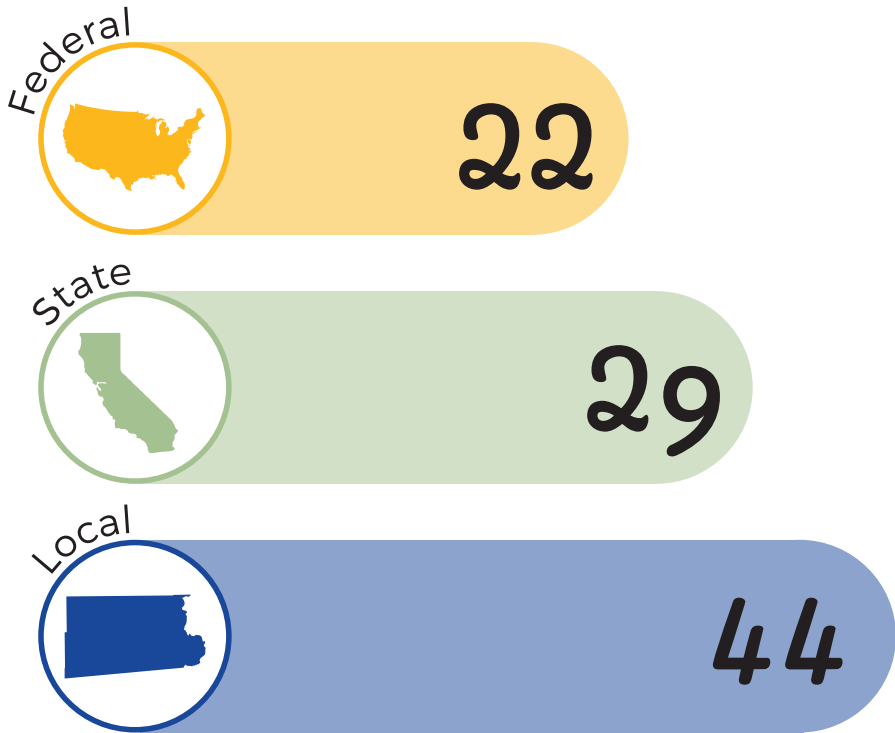


TABLE 5-1: Federal Funding Sources

| FUNDING SOURCE | FUNDING ORIGIN | PURPOSE/ DESCRIPTION | FUNDING CYCLE | ACTIVE TRANSPORTATION | | | PROJECT EXAMPLES | WEBSITE | COMPETITIVE / FORMULA |
|--|--|--|---------------|-----------------------|--------------------|----------|---|---|-----------------------|
| | | | | INFRASTRUCTURE | NON-INFRASTRUCTURE | PLANNING | | | |
| Enhanced Mobility of Seniors and Individuals with Disabilities | FTA | The goal of this program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. | Unavailable | X | X | | <ul style="list-style-type: none"> • Mobility management programs • Building an accessible path to a bus stop • Improving signage, or way-finding technology | https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310 | Both |
| Safe Routes to Parks, Activating Communities Program | National Center for Safe Routes to School and Caltrans | The program framework provides a structured process to increase safe and equitable access to parks and green spaces. The framework includes four main areas of activity: 1) Assessment, 2) Planning, 3) Implementation, and 4) Sustainability, with each area heavily infused with proactive community engagement. | Unavailable | X | | X | <ul style="list-style-type: none"> • Safe Routes to Parks action plans • Implementation activities such as acquiring rights-of-way, maintenance, and street design | https://www.saferoutespartnership.org/healthy-communities/saferoutestoparks/2019 | Competitive |
| Pilot Program for Transit-Oriented Development Planning - Section 2005(b) | FTA | Provides funding to local communities to integrate land use and transportation planning with a transit capital investment that will seek funding through the Capital Investment Grant (CIG) Program. | Annual | X | | | <ul style="list-style-type: none"> • TOD projects and plans | https://www.transit.dot.gov/notices-funding/pilot-program-transit-oriented-development-planning-fy2021-notice-funding | Competitive |

| FUNDING SOURCE | FUNDING ORIGIN | PURPOSE/ DESCRIPTION | FUNDING CYCLE | ACTIVE TRANSPORTATION | | | PROJECT EXAMPLES | WEBSITE | COMPETITIVE / FORMULA |
|--|----------------|---|---------------|-----------------------|--------------------|----------|--|---|-----------------------|
| | | | | INFRASTRUCTURE | NON-INFRASTRUCTURE | PLANNING | | | |
| Public Transportation COVID-19 Research Demonstration Grant Program | FTA | This program will fund grants through public transit agencies to develop, deploy, and demonstrate innovative solutions that address COVID-19 related concerns to increase operating efficiencies and improve mobility. | Unavailable | | | X | <ul style="list-style-type: none"> Plans and measures for innovative solutions that improve the operational efficiency of transit agencies and enhance the mobility of transit users affected by the COVID-19 public health emergency | https://www.transit.dot.gov/grant-programs/public-transportation-covid-19-research-demonstration-grant-program | |
| Public Transportation Innovation - 5312 | | Provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers. | Unavailable | X | | | <ul style="list-style-type: none"> Research, development, demonstration and deployment projects | https://www.transit.dot.gov/funding/grants/public-transportation-innovation-5312 | Competitive |
| Safety Research and Demonstration Program | | The Safety Research and Demonstration (SRD) Program is part of a larger safety research effort at the U.S. Department of Transportation that provides technical and financial support for transit agencies to pursue innovative approaches to eliminate or mitigate safety hazards. The SRD program focuses on demonstration of technologies and safer designs. | Annual | | | X | <ul style="list-style-type: none"> Operational safety programs | https://www.transit.dot.gov/research-innovation/safety-research-and-demonstration-program | Competitive |

| FUNDING SOURCE | FUNDING ORIGIN | PURPOSE/ DESCRIPTION | FUNDING CYCLE | ACTIVE TRANSPORTATION | | | PROJECT EXAMPLES | WEBSITE | COMPETITIVE / FORMULA |
|---|-------------------|---|-------------------|-----------------------|------------------------|----------|---|---|--------------------------|
| | | | | INFRASTRUCTURE | NON- INFRASTRUCTURE | PLANNING | | | |
| State of Good Repair (SGR) Grants - 5337 | FTA | Provides capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems to maintain a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit Asset Management plans. | Four Fiscal Years | | | X | • Fixed guideway and high intensity motorbus systems | https://www.transit.dot.gov/funding/grants/state-good-repair-grants-5337 | Formula |
| Urbanized Area For- mula Grants - 5307 | | Provides funding to public transit systems in Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. | Annual | | | X | • Planning, engineering, design and evaluation of transit projects and other technical transportation-related studies | https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307 | Formula |
| Accelerating Innovative Mobility (AIM) | | AIM will highlight FTA's commitment to support and advance innovation in the transit industry. | Unavailable | | | X | • Research and technology programs and plans | https://www.transit.dot.gov/aim | Competitive |
| Access and Mobility Partnership Grants | | This program provides competitive funding to support innovative capital projects for the transportation disadvantaged that will improve the coordination of transportation services and non-emergency medical transportation services. | Unavailable | | | X | • Coordination of non-emergency medical transportation services program | https://www.transit.dot.gov/funding/grants/grant-programs/access-and-mobility-partnership-grants | Competitive |

| FUNDING SOURCE | FUNDING ORIGIN | PURPOSE/ DESCRIPTION | FUNDING CYCLE | ACTIVE TRANSPORTATION | | | PROJECT EXAMPLES | WEBSITE | COMPETITIVE / FORMULA |
|---|----------------|---|---------------|-----------------------|--------------------|----------|--|---|-----------------------|
| | | | | INFRASTRUCTURE | NON-INFRASTRUCTURE | PLANNING | | | |
| Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program | FTA | US DOT's BUILD Transportation Discretionary Grants program funds investments in transportation infrastructure, including transit. | Annual | X | | | • Construction projects | https://www.transit.dot.gov/funding/grants/better-utilizing-investments-leverage-development-build-transportation-grants-program | Competitive |
| Capital Investment Grants - 5309 | | Provides funding through a multi-year competitive process for transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years to be eligible for funding. | Annual | X | | | • Design and construction of new fixed-guideways or extensions to fixed guideways | https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/5309_Capital_Investment_Grant_Fact_Sheet.pdf | Competitive |
| Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310 | | Formula funding to states for the purpose of assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities. | Annual | | | X | • Planning program to meet the special transportation needs of seniors and individuals with disabilities | https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310 | Formula |
| Flexible Funding Programs - Congestion Mitigation and Air Quality Program - 23 USC 149 | | CMAQ provides funding to areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter. States that have no nonattainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending. Funds may be used for any transit capital expenditures otherwise eligible for FTA funding as long as they have an air quality benefit. | Annual | | X | X | • Transportation project or program that is likely to contribute to the attainment or maintenance of a national ambient air quality standard | https://www.transit.dot.gov/funding/grants/flexible-funding-programs-national-highway-performance-program-23-usc-119 | Formula |

| FUNDING SOURCE | FUNDING ORIGIN | PURPOSE/ DESCRIPTION | FUNDING CYCLE | ACTIVE TRANSPORTATION | | | PROJECT EXAMPLES | WEBSITE | COMPETITIVE / FORMULA |
|--|----------------|---|---------------|-----------------------|--------------------|----------|--|---|-----------------------|
| | | | | INFRASTRUCTURE | NON-INFRASTRUCTURE | PLANNING | | | |
| Flexible Funding Programs - National Highway Performance Program - 23 USC 119 | FTA | Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. | Annual | X | | | • Construction projects of highways, bridges, ferry boats, and facilities | https://www.transit.dot.gov/funding/grants/flexible-funding-programs-national-highway-performance-program-23-usc-119 | Formula |
| Flexible Funding Programs - Surface Transportation Block Grant Program - 23 USC 133 | | Provides funding that may be used by states and localities for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects. | Annual | | | | | https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm | Formula |
| Grants for Buses and Bus Facilities Formula Program - 5339(a) | | Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program. | Annual | X | | | • Projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities | https://www.transit.dot.gov/funding/grants/busprogram | Formula |

| FUNDING SOURCE | FUNDING ORIGIN | PURPOSE/ DESCRIPTION | FUNDING CYCLE | ACTIVE TRANSPORTATION | | | PROJECT EXAMPLES | WEBSITE | COMPETITIVE / FORMULA |
|--|----------------|---|---------------|-----------------------|--------------------|----------|---|---|-----------------------|
| | | | | INFRASTRUCTURE | NON-INFRASTRUCTURE | PLANNING | | | |
| Areas of Persistent Poverty Program | FTA | In keeping with the U.S. Department of Transportation's focus on addressing the deteriorating conditions and disproportionately high fatality rates on our rural transportation infrastructure, FTA's Areas of Persistent Poverty Program supports projects that will address the transportation challenges faced by areas of persistent poverty. | June | | | X | <ul style="list-style-type: none"> Improve transit service and facilities in areas of persistent poverty | https://www.transit.dot.gov/HOPE | |
| Integrated Mobility Innovation (IMI) | | FTA's IMI Program funds projects that demonstrate innovative and effective practices, partnerships and technologies to enhance public transportation effectiveness, increase efficiency, expand quality, promote safety and improve the traveler experience. | Annual | | | X | <ul style="list-style-type: none"> Trip planning services, planning and developing business models, obtaining equipment and service, acquiring or developing software and hardware interfaces to implement the project, operating the demonstration, and providing data to support performance measurement and evaluation. | https://www.transit.dot.gov/IMI | Competitive |
| Mobility for All Pilot Program Grants | | This funding opportunity seeks to improve mobility options through employing innovative coordination of transportation strategies and building partnerships to enhance mobility and access to vital community services for older adults, individuals with disabilities, and people of low income. | January | | | X | <ul style="list-style-type: none"> Transportation projects with a focus on employing mobility management strategies, vehicle purchase, IT purchase, leasing equipment or a facility for use in public transportation etc | https://www.transit.dot.gov/funding/grants/grant-programs/mobility-all-pilot-program-grants | Competitive |

| FUNDING SOURCE | FUNDING ORIGIN | PURPOSE/ DESCRIPTION | FUNDING CYCLE | ACTIVE TRANSPORTATION | | | PROJECT EXAMPLES | WEBSITE | COMPETITIVE / FORMULA |
|--|-------------------|--|------------------|-----------------------|------------------------|----------|--|---|--------------------------|
| | | | | INFRASTRUCTURE | NON- INFRASTRUCTURE | PLANNING | | | |
| Mobility on Demand (MOD) Sandbox Demonstration Program - 5312 | FTA | Funds projects that promote innovative business models to deliver high quality, seamless and equitable mobility options for all travelers. | Annual | | | | <ul style="list-style-type: none"> • Private for-profit and not-for-profit organizations, including shared use mobility providers, and technology system suppliers • Operators of transportation services, such as employee shuttle services, airport connector services, university transportation systems, or parking and tolling authorities • State or local government entities • Other organizations that may contribute to the success of the project team including consultants, research consortia or not-for-profit industry organizations, and institutions of higher education | https://www.transit.dot.gov/funding/grants/grant-programs/mobility-all-pilot-program-grants | Competitive |

| FUNDING SOURCE | FUNDING ORIGIN | PURPOSE/ DESCRIPTION | FUNDING CYCLE | ACTIVE TRANSPORTATION | | | PROJECT EXAMPLES | WEBSITE | COMPETITIVE / FORMULA |
|-------------------|---------------------------------|---|------------------|-----------------------|------------------------|----------|--|---|--------------------------|
| | | | | INFRASTRUCTURE | NON- INFRASTRUCTURE | PLANNING | | | |
| Our Town | National Endowment for the Arts | Our Town is the National Endowment for the Arts' creative placemaking grants program. These grants support projects that integrate arts, culture, and design activities into efforts that strengthen communities by advancing local economic, physical, and/or social outcomes. | Aug-21 | | X | | <ul style="list-style-type: none"> • Arts Engagement (Artist residency, art festivals, community co-creation of art, performances, public art) • Cultural planning (district, asset, and art) • Design (Artist/ designer-facilitated community planning, Design of artist space and cultural facilities, public space design) • Artist and creative industry support (Creative business and professional artist development) | https://www.arts.gov/grants/our-town | Competitive |

TABLE 5-2: State Funding Sources:

| FUNDING SOURCE | FUNDING ORIGIN | PURPOSE/ DESCRIPTION | FUNDING CYCLE | ACTIVE TRANSPORTATION | | | PROJECT EXAMPLES | WEBSITE | COMPETITIVE / FORMULA |
|---|---------------------|---|---------------|-----------------------|--------------------|----------|---|---|-----------------------|
| | | | | INFRASTRUCTURE | NON-INFRASTRUCTURE | PLANNING | | | |
| Clean Mobility Options | Air Resources Board | The Program makes \$20 million available for zero-emissions shared mobility projects (such as car sharing, bike sharing, and on-demand sharing) in disadvantaged and low-income communities, including some tribal and affordable housing communities (California Climate Investments) | July | X | | | <ul style="list-style-type: none"> • Bikeshare programs • “Quick build” right-of-way safety improvements for bicycles and scooters | https://www.cleanmobilityoptions.org/ | Formula |
| Sustainable Transportation Equity Project (STEP) | Air Resources Board | <p>The Program makes \$2 million available for planning and capacity building grants. Funding is intended to help low-income and disadvantaged communities identify residents’ transportation needs and prepare to implement clean transportation and land use projects.</p> <p>The Program makes \$20 million available for one to three implementation block grants to fund clean transportation and land use projects in disadvantaged communities. Funded projects will work together to increase community residents’ access to key destinations so they can get where they need to go without the use</p> | August | X | X | X | <ul style="list-style-type: none"> • New bike routes (Class I, Class II, or Class IV) and supporting infrastructure • Publicly-accessible bike parking, storage, and repair infrastructure (e.g., bike racks, bike lockers, bike repair kiosks) • New walkways that improve mobility/ access/safety of pedestrians (nonmotorized users) • Street crossing enhancements, including accessible pedestrian signals | https://ww3.arb.ca.gov/msprog/ct/opportunitiesgov/step.htm | Competitive |

| FUNDING SOURCE | FUNDING ORIGIN | PURPOSE/ DESCRIPTION | FUNDING CYCLE | ACTIVE TRANSPORTATION | | | PROJECT EXAMPLES | WEBSITE | COMPETITIVE / FORMULA |
|---|--------------------------------------|---|-----------------|-----------------------|--------------------|----------|---|---|-----------------------|
| | | | | INFRASTRUCTURE | NON-INFRASTRUCTURE | PLANNING | | | |
| Local Streets and Roads (LSR) Program | California Transportation Commission | The purpose of the program is to provide approximately \$1.5 billion per year to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system. | Unavailable | | X | | <ul style="list-style-type: none"> • Implement enhanced crosswalk signing and striping • Create safety separation between motorists, bicyclists and pedestrians • Design and construction of school access and safety improvements to six schools (SRTS) | https://catc.ca.gov/programs/sb1/local-streets-roads-program | Formula |
| Solutions for Congested Corridors (SCCP) | California Transportation Commission | The purpose of the program is to provide funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This statewide, competitive program makes \$250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement. | Every Two Years | | X | | <ul style="list-style-type: none"> • Construct Class I and Class II bikeways • Pedestrian improvements and plaza at a transit station • Intersection improvements | https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program | Competitive |

| FUNDING SOURCE | FUNDING ORIGIN | PURPOSE/ DESCRIPTION | FUNDING CYCLE | ACTIVE TRANSPORTATION | | | PROJECT EXAMPLES | WEBSITE | COMPETITIVE / FORMULA |
|--|--|---|-----------------|-----------------------|--------------------|----------|--|---|-----------------------|
| | | | | INFRASTRUCTURE | NON-INFRASTRUCTURE | PLANNING | | | |
| State Transportation Improvement Program (STIP) | California Transportation Commission/ California Department of Transportation (Caltrans) | The STIP is the biennial five-year plan adopted by the Commission for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. Local agencies should work through their Regional Transportation Planning Agency (RTPA), County Transportation Commission, or Metropolitan Planning Organization (MPO), as appropriate, to nominate projects for inclusion in the STIP. | Every Two Years | X | | | <ul style="list-style-type: none"> • Bike/ped Overcrossing and Access Improvements and bicycle and pedestrian bridge • Class I, II, III, & IV bike lanes • Multi-Use paths • Complete Streets improvements | https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/state-transportation-improvement-program | Competitive |
| Urban Forestry Program | California Department of Forestry and Fire Protection (CAL FIRE) | This program funds Urban Greening projects that result in the conversion of an existing built environment into green space that uses natural and green infrastructure approaches to create sustainable and vibrant communities. | Unavailable | X | | X | Urban Forest Expansion and Improvement <ul style="list-style-type: none"> • Urban Forest Management Activities • Urban Wood and Biomass Utilization | https://www.fire.ca.gov/grants/urban-and-community-forestry-grant-programs/ | Competitive |
| Infill Infrastructure Grant Program for Small Jurisdictions | California Department of Housing and Community Development | The purpose of the program is to provide grants for Capital Improvement Projects in support of Qualifying Infill Projects or Qualifying Infill Areas. Funding for this NOFA and program requirements are provided under Assembly Bill 101 (Stats. 2019, ch. 159, 20) and Part 12.5 (commencing with section 53559) of Division 31 of the Health and Safety Code. | Varies | X | | | | https://www.hcd.ca.gov/grants-funding/active-funding/iigp.shtml | Competitive |

| FUNDING SOURCE | FUNDING ORIGIN | PURPOSE/ DESCRIPTION | FUNDING CYCLE | ACTIVE TRANSPORTATION | | | PROJECT EXAMPLES | WEBSITE | COMPETITIVE / FORMULA |
|--|---|--|---------------|-----------------------|--------------------|----------|---|---|-----------------------|
| | | | | INFRASTRUCTURE | NON-INFRASTRUCTURE | PLANNING | | | |
| Land and Water Conservation Fund (LCWF) | California Department of Parks and Recreation | The LWCF is a program to conserve irreplaceable lands and improve outdoor recreation opportunities. The program can be used for local efforts to support state and local parks and playgrounds and to provide the tools that communities need to meet their diverse conservation and recreation needs. | Annual | X | X | | <ul style="list-style-type: none"> • Recreational areas, trails • Support for community parks, trails recreational access sites and open spaces | https://www.lwcfcoalition.com/ | Formula |
| Regional Park Program (Prop 68) | | This program provide competitive grants to create, expand, or improve regional parks and regional park facilities. This is a Proposition 68 (2018 Bond Act) program. | Unavailable | X | X | | <ul style="list-style-type: none"> • Acquisition for public access and use • Multiuse trails | https://www.parks.ca.gov/?page_id=29940 | Competitive |
| Statewide Park Program | | The goal of this program is to create new parks and new recreation opportunities in underserved communities across California. | December | X | X | | <ul style="list-style-type: none"> • Acquisition of land • Jogging and walking loop, par course, running track • Non-motorized trail, pedestrian/ bicycle bridge, greenbelt/linear | https://www.parks.ca.gov/?page_id=29939 | Competitive |
| Recreational Trails Program (RTP) (Prop 68) | | The RTP provides funds to the States to develop and maintain Recreational Trails and trail-related facilities for both non-motorized and motorized Recreational Trail uses. | Annually | X | X | | <ul style="list-style-type: none"> • Acquisition of land • Rehabilitation of trails, Trailside and Trailhead Facilities • Construction of new trails • Maintenance of existing trails | https://www.parks.ca.gov/?page_id=24324 | Competitive |

| FUNDING SOURCE | FUNDING ORIGIN | PURPOSE/ DESCRIPTION | FUNDING CYCLE | ACTIVE TRANSPORTATION | | | PROJECT EXAMPLES | WEBSITE | COMPETITIVE / FORMULA |
|--|--|---|----------------|-----------------------|--------------------|----------|---|---|-----------------------|
| | | | | INFRASTRUCTURE | NON-INFRASTRUCTURE | PLANNING | | | |
| Habitat Conservation Fund (Prop 117) | California Department of Parks and Recreation | The Habitat Conservation Fund allocates approximately \$2 million each year to cities, counties, and districts for nature interpretation programs to bring urban residents into park and wildlife areas, protection of various plant and animal species, and acquisition and development of wildlife corridors and trails. | Unavailable | X | X | | <ul style="list-style-type: none"> • Acquisition of land • Trail Development | https://www.parks.ca.gov/?page_id=21361 | Competitive |
| Active Transportation Planning Grants (ATP) | California Department of Transportation (Caltrans) | Funding for Sidewalks, bike lanes, trails, Safe Routes to School programs, and pedestrian and bicycle plans. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SRTS), into a single program. | July-September | X | X | X | <ul style="list-style-type: none"> • Capital Improvements • Bicycle, pedestrian Plan • Safe Routes to School Plan • Active Transportation Plan • Education, Encouragement, and Enforcement Activities • Quick-Build Project | https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program | Competitive |

| FUNDING SOURCE | FUNDING ORIGIN | PURPOSE/ DESCRIPTION | FUNDING CYCLE | ACTIVE TRANSPORTATION | | | PROJECT EXAMPLES | WEBSITE | COMPETITIVE / FORMULA |
|--|--|--|--|-----------------------|--------------------|----------|---|---|-----------------------|
| | | | | INFRASTRUCTURE | NON-INFRASTRUCTURE | PLANNING | | | |
| Transportation Development Act (TDA) Article 3 (SB 821) | California Department of Transportation (Caltrans) | The goal of this act is to improve existing public transportation services and encourage regional transportation coordination. TDA established two funding sources; the Local Transportation Fund (LTF), and the State Transit Assistance (STA) fund. Providing certain conditions are met, counties with a population under 500,000 (according to the 1970 federal census) may also use the LTF for local streets and roads, construction and maintenance. The STA funding can only be used for transportation planning and mass transportation purposes. | Annually • Article 3 Bicycle and Pedestrian projects and Article 3 Transit Stop Access Improvement Program. | X | | X | <ul style="list-style-type: none"> Partners with member jurisdictions to apply for the Transit Stop Access Improvement Program for ADA bus stop improvements and amenities | https://dot.ca.gov/programs/rail-and-mass-transportation/transportation-development-act | Formula |
| Sustainable Transportation Planning Grants | California Department of Transportation (Caltrans) | The program includes \$29.5 million to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission. | Annually | | | X | <ul style="list-style-type: none"> Safe Routes to School Plan Active Transportation Plan Bike/ped Trail/ Path Feasibility Study Complete Streets Plan Sustainable Communities Plan Transit-Oriented Development Plan First/Last Mile Connectivity Plan | https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants | Competitive |

| FUNDING SOURCE | FUNDING ORIGIN | PURPOSE/ DESCRIPTION | FUNDING CYCLE | ACTIVE TRANSPORTATION | | | PROJECT EXAMPLES | WEBSITE | COMPETITIVE / FORMULA |
|--|--|--|---------------|-----------------------|--------------------|----------|--|---|-----------------------|
| | | | | INFRASTRUCTURE | NON-INFRASTRUCTURE | PLANNING | | | |
| Urban Greening | California Natural Resources Agency | <p>The Program supports the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Must include at least one of the following:</p> <ul style="list-style-type: none"> • Sequester and store carbon by planting trees • Reduce building energy use by strategically planting trees to shade buildings • Reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. (California Climate Investments) | Unavailable | X | | | <ul style="list-style-type: none"> • Non-motorized urban trails that provide safe routes for both recreation and travel between residences, workplaces, commercial centers, and schools • Projects that expand or improve the usability of existing active transportation routes (e.g., walking or bicycle paths) or create new active transportation routes that are publicly accessible by walking • Complete Green Streets | https://resources.ca.gov/grants/urban-greening | Competitive |
| Environmental Enhancement and Mitigation (EEMP) | California Natural Resources Agency and Caltrans | The EEMP is an annual program established by legislation in 1989 and amended on September 26, 2013. It offers grants to local, state and federal governmental agencies and to nonprofit organizations for projects to mitigate the environmental impacts caused by new or modified public transportation facilities. | Unavailable | X | | | | https://resources.ca.gov/grants/environmental-enhancement-and-mitigation-eem/ | Competitive |

| FUNDING SOURCE | FUNDING ORIGIN | PURPOSE/ DESCRIPTION | FUNDING CYCLE | ACTIVE TRANSPORTATION | | | PROJECT EXAMPLES | WEBSITE | COMPETITIVE / FORMULA |
|--|--|---|---------------|-----------------------|--------------------|----------|--|--|-----------------------|
| | | | | INFRASTRUCTURE | NON-INFRASTRUCTURE | PLANNING | | | |
| Local Partnership Program - Competitive and Formulaic | California Transportation Commission | The primary objective of this program is to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements. Funding includes \$200M/year to improve aging Infrastructure, Road Conditions, Active Transportation, Transit and rail, Health and Safety Benefits | March - June | X | X | X | <ul style="list-style-type: none"> • Close sidewalk gap, install class II bike lanes and cycle track, curb extensions, pedestrian enhancements, improvements to lighting and signage • Construct 4 single-lane and 1 multi-lane roundabouts, and improvements to street, pedestrian and bicycle facilities • Expressway pedestrian overcrossing | https://catc.ca.gov/programs/sb1/local-partnership-program | Both |
| Transit and Intercity Rail Capital Program (TIRCP) | CalSTA and Caltrans Division of Rail and Mass Transportation | The TIRCP provides grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. | January | X | X | X | <ul style="list-style-type: none"> • Pedestrian and bike trail • First/last mile connections via bike lanes and separated paths • Bike share programs • Bike parking facilities • Plans | https://calsta.ca.gov/subject-areas/transit-intercity-rail-capital-prog https://dot.ca.gov/programs/rail-and-mass-transportation/transit-and-intercity-rail-capital-program | Both |

| FUNDING SOURCE | FUNDING ORIGIN | PURPOSE/ DESCRIPTION | FUNDING CYCLE | ACTIVE TRANSPORTATION | | | PROJECT EXAMPLES | WEBSITE | COMPETITIVE / FORMULA |
|--|-------------------------------------|--|------------------|-----------------------|------------------------|----------|--|---|--------------------------|
| | | | | INFRASTRUCTURE | NON- INFRASTRUCTURE | PLANNING | | | |
| State Highway Operations and Protection Program (SHOPP) | Caltrans Office of SHOPP Management | The Office of SHOPP Management is responsible for planning, developing, managing and reporting the four year SHOPP portfolio of projects. The Program is the State Highway System's "fix it first" program that funds repairs and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System. | Unavailable | X | | | <ul style="list-style-type: none"> • Upgrade sidewalks to ADA compliance • Reconstruct damaged pavement • Add bike lanes to updated corridors • Upgrade pedestrian push buttons, refresh striping, and improve pedestrian and bicycle access | https://dot.ca.gov/programs/transportation-programming/state-highway-operation-protection-program-shopp-minor-program-shopp | |
| Office of Traffic Safety Grant Program | Office of Traffic Safety | The Program provides annual funds to prevent serious injury and death resulting from motor vehicle crashes so that all roadway users arrive at their destination safely. Funds can be used for bicycle and pedestrian safety | Due in January | | X | | <ul style="list-style-type: none"> • Safety education and encourage • Campaigns to promote safety • SRTS safety programs | https://www.ots.ca.gov/Grants/ | Competitive |

| FUNDING SOURCE | FUNDING ORIGIN | PURPOSE/ DESCRIPTION | FUNDING CYCLE | ACTIVE TRANSPORTATION | | | PROJECT EXAMPLES | WEBSITE | COMPETITIVE / FORMULA |
|--|--|---|---------------|-----------------------|--------------------|----------|--|---|-----------------------|
| | | | | INFRASTRUCTURE | NON-INFRASTRUCTURE | PLANNING | | | |
| Affordable Housing and Sustainable Communities Program | Strategic Growth Council and Department of Housing and Community Development | The Program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduce greenhouse gas emissions. The Program included \$550M in its latest round. (California Climate Investments) | February | X | X | | <ul style="list-style-type: none"> • Class I, II, III, & IV bike facilities • Active transportation projects to encourage connectivity to transit networks • Bikeways and sidewalks to affordable housing and transit center • Install dedicated bicycle facilities • Pedestrian facilities such as bulb-outs | https://hcd.ca.gov/grants-funding/active-funding/ahsc.shtml | Competitive |
| California Energy Commission Blueprints for Medium- and Heavy-Duty Zero-Emission Vehicle Infrastructure | California Energy Commission | <p>For planning “blueprints” that will identify actions and milestones needed for implementation of medium- and heavy- duty zero-emission vehicles and the related electric charging and/or hydrogen refueling infrastructure. This is a planning grant to:</p> <ul style="list-style-type: none"> • Build upon, but not be duplicative of previous planning efforts funded through the CEC. • Be comprehensive and implementable to assist fleets in the complete transition to MD/HD zero-emission vehicles and infrastructure. • Identify electric charging and/or hydrogen refueling requirements needed for the planned transition to or acquisition of MD/HD vehicles. | Unavailable | X | | | <p>Planning funds to chart next steps for:</p> <ul style="list-style-type: none"> • Zero-emission buses • Electric charging of buses • Hydrogen refueling stations | https://www.energy.ca.gov/filebrowser/download/1166 | Competitive |

| FUNDING SOURCE | FUNDING ORIGIN | PURPOSE/ DESCRIPTION | FUNDING CYCLE | ACTIVE TRANSPORTATION | | | PROJECT EXAMPLES | WEBSITE | COMPETITIVE / FORMULA |
|---|--|--|------------------|-----------------------|--------------------|----------|---|---|-----------------------|
| | | | | INFRASTRUCTURE | NON-INFRASTRUCTURE | PLANNING | | | |
| California Energy Commission Zero-Emission Transit Fleet Infrastructure Deployment | California Energy Commission | To fund electric vehicle charging or hydrogen refueling infrastructure needed to support the large-scale conversion of transit bus fleets to zero-emission vehicles at multiple transit agencies serving diverse geographic regions and populations. Total available funding: \$20 million | Annual | X | | | Planning funds to chart next steps for: • Zero-emission buses • Electric charging of buses • Hydrogen refueling stations | https://www.energy.ca.gov/solicitations/2020-07/gfo-20-602-zero-emission-transit-fleet-infrastructure-deployment | Competitive |
| Local Partnership Grant Program | California Transportation Commission | Improvements to transit facilities, including guideways, that expand transit services, increase transit ridership, improve transit safety, enhance access or convenience of the traveling public, or otherwise provide or facilitate a viable alternative to driving. | Summer 2021 | | X | | • Alternative fuel buses acquisition • Charging infrastructure to fuel/power alternative fuel buses • Maintenance facility upgrades or construction of new O&M facilities • Innovative fare payment systems • New operational model • Bus shelter improvements • Fare collection upgrades | https://catc.ca.gov/programs/sb1/local-partnership-program | Both |
| Placemaking Grants | National Association of Realtors (NAR) | Placemaking means many things to different people, but NAR looks at placemaking as a way to make communities better places to live by transforming unused and underused sites and “eyesores” into welcoming destinations accessible to everyone in a community. | October 15, 2021 | | X | | • Amenities (street furniture, paint, signage, materials, landscaping, murals, etc.) • Site preparation • Artist fees | https://realtorparty.realtor/community-outreach/placemaking/ | Competitive |

| FUNDING SOURCE | FUNDING ORIGIN | PURPOSE/ DESCRIPTION | FUNDING CYCLE | ACTIVE TRANSPORTATION | | | PROJECT EXAMPLES | WEBSITE | COMPETITIVE / FORMULA |
|---|--|---|---------------|-----------------------|--------------------|----------|--|---|-----------------------|
| | | | | INFRASTRUCTURE | NON-INFRASTRUCTURE | PLANNING | | | |
| Levitt AMP Music Series | Levitt Foundation | An exciting matching grant program made possible by the Mortimer & Mimi Levitt Foundation, a national creative placemaking funder dedicated to strengthening the social fabric of America through the power of free, live music. With Levitt AMP, the joy of free, live music is bringing communities together in small and mid-sized towns and cities across the country. | Annual | | X | | • Free Music Series | https://grant.levittamp.org/submit-a-registration/ | Competitive |
| Online Fundraising Platform | IOBY | <p>ioby stands for “in our backyards,” but it also stands for taking care of each other, for civic participation, and for trusting neighbors to know what’s best for the neighborhood.</p> <p>ioby gives local leaders the ability to crowdfund the resources they need to build real, lasting change from the ground up. Our crowdfunding platform helps connect local leaders with support and funding from their communities to make our neighborhoods more sustainable, healthier, greener, more livable, and more fun.</p> | Ongoing | | X | | <ul style="list-style-type: none"> • Clear air programs • Clean water programs • Climate change programs • Compost programs • Education programs • Mutual Aid programs • Open Space & Greening programs • Public Health & Nutrition programs • Recycling programs | https://ioby.org/ | |
| Transformative Climate Communities (TCC) | Strategic Growth Council/ Department of Conservation | | February | X | | | | http://www.sgc.ca.gov/programs/tcc/ | |

TABLE 5-3: Local Funding Sources:

| FUNDING SOURCE | FUNDING ORIGIN | FUNDING CYCLE |
|--|---|---------------------------|
| Special Habitat Conservation Programs | Regional MPOs/Local Cities | Unavailable |
| Special Parks and Recreation Bond Revenues | | |
| Special Transportation Bonds and Sales Tax Incentives | | |
| Sustainable Communities Program (SCP) ¹ | Southern California Association of Governments (SCAG) | Annual Budget May-July |
| Local Community Engagement and Safety Mini-Grants ² | | |
| Advertising Sales/Naming Rights | Local Jurisdictions | Annual Budget |
| Community Facilities District (CFD) | | |
| Infrastructure Financing District (IFD) | | |
| Facilities Benefit Assessment District (BFA) | | |
| Easement Agreements/Revenues | | |
| Equipment Rental Fees | | |
| Facility Use Permits Fees | | |
| Fees and Charges/Recreation Service Fees | | |
| Food and Beverage Tax | | |
| General Fund | | |
| General Obligation Bonds | | |
| Intergovernmental Agreements | | |
| Lease Revenues | | |
| Mello Roos Districts | | |
| Residential Park Improvement Fees | | |
| Park Impact Fees | | |
| Traffic Impact Fees | | |
| In-Lieu Fees | | |
| Pouring Rights Agreements | | |
| Private Development Agreements | | |

Websites:

¹ <https://scag.ca.gov/sustainable-communities-program>² <https://scag.ca.gov/apply-mini-gran>

| FUNDING SOURCE | FUNDING ORIGIN | FUNDING CYCLE |
|---|--|---------------|
| Surplus Real Estate Sale Revenues Revenue Bond Revenues Sales Tax Revenues Transient Occupancy Tax Revenues Wastewater Fund Reserves Utility Taxes | Local Jurisdictions | Annual Budget |
| Business Improvement Districts (BID) Maintenance Assessment Districts (MAD) Property Based Improvement Districts (PBID) Landscape Maintenance District (LMD) | Non-profits, Business Organizations or City | Unavailable |
| Various Sports Field Grants | Various Agencies, Foundations and Corporations | |
| Community Health Initiatives | Kaiser Permanente | |
| America's Historical Planning Grants | National Endowment for Humanities | |
| Corporate Sponsorships | Private Corporations | |
| Private Sector Partnerships | Non-Profit Corporations | Unavailable |
| Foundation Grants | Private Foundations | |
| Private Donations | Private Individuals | |
| Irrevocable Remainder Trusts | | Unavailable |
| Targeted Fund-raising Activities | Local Jurisdictions | |
| Healthy Places by Design | Robert Wood Johnson Foundation | Twice a year |
| PeopleForBikes Community Grant Program | PeopleForBikes/Partners | |

VII. ACTION CALENDAR - CONTINUED

B. Proposed Distribution plan for the COVID Relief Funds FY 2021-22-Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)

1. Approve Proposed Distribution Plan for the CRRAA funds
 - a. Option #2 Flat Distribution for Jurisdiction with less than 10,000 population Plan, with the caveat if the Cities of Westmorland, Holtville and Calipatria do not have projects to propose their amount would be equably distributed to the other agencies.
 - b. Direct staff to return with a list of recommended projects for approval by the Commission
2. Authorize staff to submit the recommended projects to the California Transportation Commission (CTC).



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February 17, 2022

Rosie Arreola-Fernandez, Chair
Imperial County Transportation Commission
1503 N. Imperial Ave Suite 104
El Centro, CA 92243

SUBJECT: Proposed Distribution plan for the COVID Relief Funds FY 2021-22- Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)

Dear Commission Members:

The Imperial County Transportation Commission (ICTC) was made aware of funding available under the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Program. The Federal Coronavirus Response and Relief Supplemental Appropriation Act of 2021 apportioned \$911.8 million to California (COVID Relief Funds). Under the Act, the COVID Relief Funds may be used for a broad range of surface transportation purposes listed in Section 113(b) of Title 23 of the U.S. Code and are meant to “prevent, prepare for, and respond to coronavirus.” Specifically, the Act allows states to cover revenue losses, which is important given that California’s state-generated transportation revenues have declines by about \$1.5 billion due to the pandemic. Approximately \$842,000 is available for the Imperial County Region.

ICTC staff has presented availability of funds, eligibility requirements and funding distribution of available funds to Technical Advisory Committee (TAC) members during several TAC meetings. During the November 17, 2021, TAC meeting, Caltrans Headquarters staff presented on the program and discussed the requirements and eligible activities. Per TAC members directive, ICTC staff prepared two possible distributions for consideration.

The following tables represent the different distribution plans considered. Option one is based on population and maintained mileage to all member agencies. Option two is also based on population and maintained mileage with a difference of a flat distribution for jurisdictions with less than 10,000 population. Option two creates an opportunity for Calipatria, Holtville, and Westmorland to receive a more substantial amount of \$50,000 to implement meaningful projects in their communities.

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

The following are the Proposed Distribution Plan options for the CRRSAA funds:

Population and Maintained Mileage Based Distribution Plan Option #1

| JURISDICTION | 2020 TOTAL POPULATION | 2020 MAINTAINED MILEAGE | Dec-21 ALLOCATION | SUB TOTAL ALLOCATION | TOTAL ALLOCATION |
|--------------------|-----------------------------|-------------------------------|----------------------|----------------------------|----------------------|
| Brawley | 27,175 | 87.47 | \$ 106,365.54 | \$ 106,365.54 | \$ 106,365.54 |
| Calexico | 40,796 | 97.43 | \$ 157,796.13 | \$ 157,796.13 | \$ 157,796.13 |
| Calipatria | 3,654 | 23.30 | \$ 14,943.45 | \$ 14,943.45 | \$ 14,943.45 |
| El Centro | 44,841 | 136.51 | \$ 175,077.14 | \$ 175,077.14 | \$ 175,077.14 |
| Holtville | 6,359 | 23.77 | \$ 25,073.26 | \$ 25,073.26 | \$ 25,073.26 |
| Imperial | 19,876 | 80.55 | \$ 78,717.77 | \$ 78,717.77 | \$ 78,717.77 |
| Westmorland | 2,346 | 9.19 | \$ 9,273.55 | \$ 9,273.55 | \$ 9,273.55 |
| County of Imperial | 35,331 | 2,572.15 | \$ 274,935.16 | \$ 274,935.16 | \$ 274,935.16 |
| Total | 180,378 | 3,030.37 | \$ 842,182.00 | \$ 842,182.00 | \$ 842,182.00 |

Flat Distribution for Jurisdictions with less than 10,000 population Plan Option #2

| JURISDICTION | 2020 TOTAL POPULATION | 2020 MAINTAINED MILEAGE | FLAT ALLOCATION | Dec-21 ALLOCATION | SUB TOTAL ALLOCATION | TOTAL ALLOCATION |
|--------------------|-----------------------------|-------------------------------|----------------------|----------------------|----------------------------|---------------------|
| Brawley | 27,175 | 87.47 | | \$ 93,633 | \$ 93,633 | \$ 93,633 |
| Calexico | 40,796 | 97.43 | | \$ 138,988 | \$ 138,988 | \$ 138,988 |
| Calipatria | | | \$ 50,000 | | \$ 50,000 | \$ 50,000 |
| El Centro | 44,841 | 136.51 | | \$ 154,138 | \$ 154,138 | \$ 154,138 |
| Holtville | | | \$ 50,000 | | \$ 50,000 | \$ 50,000 |
| Imperial | 19,876 | 80.55 | | \$ 69,255 | \$ 69,255 | \$ 69,255 |
| Westmorland | | | \$ 50,000 | | \$ 50,000 | \$ 50,000 |
| County of Imperial | 35,331 | 2,572.15 | | \$ 236,168 | \$ 236,168 | \$ 236,168 |
| Total | 168,019 | 2,974.11 | \$ 150,000.00 | \$ 692,182 | \$ 842,182 | \$ 842,182 |

Option #1 and Option #2 Comparison

| JURISDICTION | POPULATION | Population and Maintained Mileage Total Allocation Option #1 | Flat Distribution for Jurisdiction with less than 10,000 population Option #2 |
|--------------------|----------------|---|--|
| Brawley | 27,175 | \$ 106,365.54 | \$ 93,633.00 |
| Calexico | 40,796 | \$ 157,796.13 | \$ 138,988.00 |
| Calipatria | 3,654 | \$ 14,943.45 | \$ 50,000.00 |
| El Centro | 44,841 | \$ 175,077.14 | \$ 154,138.00 |
| Holtville | 6,359 | \$ 25,073.26 | \$ 50,000.00 |
| Imperial | 19,876 | \$ 78,717.77 | \$ 69,255.00 |
| Westmorland | 2,346 | \$ 9,273.55 | \$ 50,000.00 |
| County of Imperial | 35,331 | \$ 274,935.16 | \$ 236,168.00 |
| Total | 180,378 | \$ 842,182.00 | \$ 842,182.00 |

ICTC is responsible of submitting a list of eligible projects using CRRSAA funds to the California Transportation Commission (CTC). The CTC has advised that project list of CRRSAA funds is submitted as soon as possible to prevent redistribution of funds. Therefore, it is ICTC goal to submit a list of projects to the CTC for approval by their May 2022.

ICTC staff developed the Proposed Distribution Plan Options for the CRRSAA funds for discussion and recommendation by the TAC members. On December 16, 2021, members of the ICTC TAC reviewed the Proposed Distribution Plan options for CRRSAA funds. TAC members were able to agree to move forward with **Option #2**-Flat Distribution for Jurisdictions with less than 10,000 population Plan, with the caveat if the Cities of Westmorland, Holtville and Calipatria do not have projects to propose their amount would be equally distributed to the other agencies.

The ICTC Technical Advisory Committee met on February 3, 2022. The Management Committee met on February 9, 2022, and forward this item to the Commission for their review and approval after public comment, if any:

1. Approve Proposed Distribution Plan for the CRRSAA funds
 - a. Option #2 Flat Distribution for Jurisdictions with less than 10,000 population Plan, with the caveat if the Cities of Westmorland, Holtville and Calipatria do not have projects to propose their amount would be equably distributed to the other agencies.
 - b. Direct staff to return with a list of recommended projects for approval by the Commission
2. Authorize staff to submit the recommended projects to the California Transportation Commission (CTC).

Sincerely,



David Aguirre
Interim Executive Director

DA/vm/mf

VIII. INFORMATION CALENDAR

- A. Imperial Valley Economic Development Corporation Program Updates
 - 1. EPA Brownfields Initiative
 - 2. Southern Border Broadband Consortium

Program Updates

IMPERIAL VALLEY ECONOMIC DEVELOPMENT CORPORATION

February 23, 2022

Imperial County Transportation Commission

www.ivedc.com



PROGRAM UPDATES

EPA Brownfields Initiative



PROGRAM UPDATES

EPA Brownfields Initiative

Chai Property



PROGRAM UPDATES

EPA Brownfields Initiative

Finnell Property



PROGRAM UPDATES

EPA Brownfields Initiative

Lesika Property



PROGRAM UPDATES

EPA Brownfields Initiative

Pioneers Property



PROGRAM UPDATES

EPA Brownfields Initiative

Texaco Property



PROGRAM UPDATES

EPA Brownfields Initiative

Dek Property



PROGRAM UPDATES

Southern Border Broadband Consortium



PROGRAM UPDATES

Southern Border Broadband Consortium

- In 2020, SBBC was approved for a new 3-year term with the CPUC and **California Advanced Services Fund** as the regional consortium for San Diego and Imperial Counties.
 - Ongoing Efforts: SBBC continues to work with ISPs to identify funding opportunities and project locations in San Diego and Imperial.
- 2020-2022: SBBC has an ongoing project facilitated by Caltrans to identify possible **Broadband Impacts on Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) Emissions**. Partners include:
 - Southern California Association of Governments (SCAG)
 - California Emerging Technology Fund (CETF)
 - Inland Empire Regional Broadband Consortium (IERBC)
 - Broadband Consortium of the Pacific Coast (BCPC)

PROGRAM UPDATES

Southern Border Broadband Consortium

- 2021-2022: SBBC is working to identify possible locations for a **WiFi Benefit Program** with Charter Communications that will provide no-cost service to community organizations for public use for 4 years.
- 2021-2022: SBBC worked to approve and finalize a **5G installation in Imperial Valley for up to 125 users**, 1 of 10 projects approved statewide. *(Confidential)*
- In 2020, SBBC participated in the development of a **Preferred Scenario for 98% broadband deployment** of broadband in the region submitted to the CPUC.
 - Reporting Priorities: identify unserved and underserved areas, survey local ordinances and dig-smart policies, address infrastructure needs and demand
- 2021-2022: SBBC will continue to expand efforts to identify and relate broadband and environmental solutions to optimize "**broadband as a green strategy.**"

CONTACT US

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