



**TECHNICAL ADVISORY COMMITTEE
AGENDA**

DATE: **Thursday, February 3, 2022**
TIME: **10:00 a.m. – 12:00 p.m.**
LOCATION: **Zoom Meeting at ICTC Offices**

Chairperson: City of El Centro

Vice-Chair: City of Brawley

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

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

<https://us06web.zoom.us/j/89450328785?pwd=OGpWbmVPaUNqSjN2RE4rWXhPM3ZNUT09>

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

To join by phone please dial (720)707-2699
Meeting ID: # 894 5032 8785
Password: #147105

PUBLIC COMMENTS

Any member of the public may address the Committee for a period not to exceed three minutes on any item of interest not on the agenda within the jurisdiction of the Committee. The Committee will listen to all communication, but in compliance with the Brown Act, will not take any actions on items that are not on the agenda.

DISCUSSION/ACTION ITEMS

- 1. Introductions**
- 2. Action Item**
Adopt resolution authorizing remote teleconference meeting in accordance with Assembly Bill 361 *ACTION*
- 3. Rotation of Chair and Vice-Chair Positions** *ACTION*
- 4. Adoption of Minutes for December 16, 2021** *ACTION*
Requesting a motion to adopt
- 5. Regional Active Transportation Plan** *ACTION*
ICTC staff forwards this item to the Technical Advisory Committee for discussion and recommendation to submit to the ICTC Management Committee and Commission after public comments, if any:
 1. Approve the adoption of the Imperial County Regional Active Transportation Plan.

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

- 6. Imperial County Transportation Commission (ICTC) Resolution for Federal Fiscal Year 2022/2023 - 2027/2028 Federal Transportation Improvement Program** *ACTION*
- ICTC Staff forwards this item to the Technical Advisory Committee for discussion and recommendation to submit to the ICTC Management Committee and Commission after public comments, 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
- 7. Housing Issues Senate Bill 9 Housing Development: Approvals and Senate Bill 10 Planning and Zoning: housing development: density** *10 minutes*
Presented by George Galvan, The Holt Group
- 8. Caltrans Updates/ Announcements** *10 minutes*
Presented by Caltrans Staff
- 9. SCAG Updates Announcements** *10 minutes*
Presented by SCAG Staff
- 10. Cities and County Planning / Public Works Updates** *10 minutes*
All
- 11. ICTC Updates / Announcements** *10 minutes*
Presented by ICTC Staff
- a. Transit Planning Updates
 - b. Transportation Planning Updates
 1. COVID Relief Funds FY 2021-2022 (CRRSAA)
 2. 2022 CMAQ and STBG Call for Projects
 3. FY 21/22 Federal and State Project Obligation Status
- 12. General Discussion / New Business** *10 minutes*
- 13. Adjournment**

The next meeting of the ICTC TAC meeting is tentatively scheduled for February 24, 2022. For questions you may call Marlene Flores at (760) 592-4494 or contact by email at marleneflores@Imperialctc.org



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

January 21, 2022

Technical Advisory Committee
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 Chair and Committee 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 Technical Advisory Committee 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 Technical Advisory Committee 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 placed above the printed name.

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**



COUNTY OF IMPERIAL

PUBLIC HEALTH DEPARTMENT

JANETTE ANGULO, M.P.A.

Director

STEPHEN W. MUNDAY, M.D., M.P.H., M.S.

Health Officer

Recommendation Regarding Continued Remote Public Meetings of Governmental Entities in Imperial County.

Issued: September 29, 2021

In light of the continued state of emergency related to COVID-19, the Imperial County Health Officer continues to recommend that public bodies meet remotely to the extent possible, specifically including use of newly enacted Assembly Bill 361 to maintain remote meetings under the Ralph M. Brown Act and similar laws.

Among other reasons, this recommendation is made due to the continued threat of COVID-19 to the community, the unique characteristics of public governmental meetings (such as the increased mixing associated with bringing together people from across the community, the need to enable those who are immunocompromised or unvaccinated to be able to safely continue to fully participate in public governmental meetings, and the challenges with fully ascertaining and ensuring compliance with vaccination and other safety recommendations at such meetings), and the continued increased safety protection that social distancing provides as one means by which to reduce the risk of COVID-19 transmission.

The Imperial County Health Officer will continue to evaluate this recommendation on an ongoing basis, and will communicate when there is no longer such a recommendation with respect to meetings for public bodies.

DocuSigned by:

4C586F2DAE5F458...

Stephen Munday, M.D., MPH
Health Officer

**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 _____ day of _____ 2021, by the following roll call vote:

_____.

Chair of the TAC

ATTEST:

CRISTI LERMA
Clerk



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.

ICTC Technical Advisory Committee Chairs		
Year	Chair	Vice-Chair
2021	El Centro	Brawley
2020	County	Brawley
2019	El Centro	Calexico
2018	Calexico	Calipatria
2017	Brawley	Holtville
2016	Imperial	Brawley
2015	County	Imperial
2014	Holtville	County
2013	Brawley	Holtville
FY 2011-12 (and half of 2012-13)	Imperial	El Centro
FY 2010-11	Calexico	Imperial
FY 2009-10	Holtville	Calexico
FY 2008-09	El Centro	Holtville
FY 2007-08	County	El Centro
FY 2006-07	Imperial	County
FY 2005-06	IID	Imperial

Agency	Chair	Vice-Chair
Brawley	2	3
Calexico	2	2
Calipatria	0	1
El Centro	3	2
Holtville	2	3
Imperial	3	3
IID	1	0
Westmorland	0	0
County	3	2



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

January 24, 2022

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

SUBJECT: Imperial County Regional Active Transportation Plan

Dear Committee 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**

ICTC staff forwards this item to the Technical Advisory Committee for discussion and recommendation to submit to the ICTC Management Committee and Commission after public comments, 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

Virginia Mendoza, Program Manager

Marlene Flores, Associate Transportation Planner

SCAG

Mariana Pulido, Senior Regional Planner

Imperial County Transportation Commission: Commissioners

Mark Baza, Executive Director

George Nava, Council Member, City of Brawley

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

Ana Beltran, Mayor, City of Westmorland

Gustavo Dallarda, District 11 Director, Caltrans

KTUA

Joe Punsalan, Principal

Jacob Leon, Associate, Project Manager

Jorge Nozot, Senior Planner, Assist. Project Manager

Marissa Tietz, Planner

KPA

Katherine Padilla Otanez, President

Jessica Padilla Bowen, Senior Associate

STC, Traffic

Stephen Manganiello, Principal

David DiPierro, Traffic Engineer

Myles Baidy, EIT

ICTC ATP Technical Advisory Committee

Jim Minnick, County of Imperial Planning & Development

Miguel Figueroa, City Manager, City of Calexico

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

Alexis Brown, Asst. City Manager, City of Imperial

Gilbert “Gil” Rebollar, PIO, County of Imperial

Lilliana “Lily” Falomir, Public Works Manager, City of Calexico

Andrea Montaña, Planning Technician, City of Brawley

Christian Rodriquez, Assistant Planner, City of El Centro

David Salgado, Regional Affairs Officer, SCAG

Joel Hamby, Planner, City of Westmorland

Guillermo Sillas, Public Works Director/City Engineer, City of Brawley

Andres “Andy” Miramontez, Senior Engineer, City of El Centro

Alex Araiza, Transportation Planner Caltrans- District 11

Rafael Reyes, PE, Native American Liaison/Imperial County Coordinator Caltrans D11 Division of Planning

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

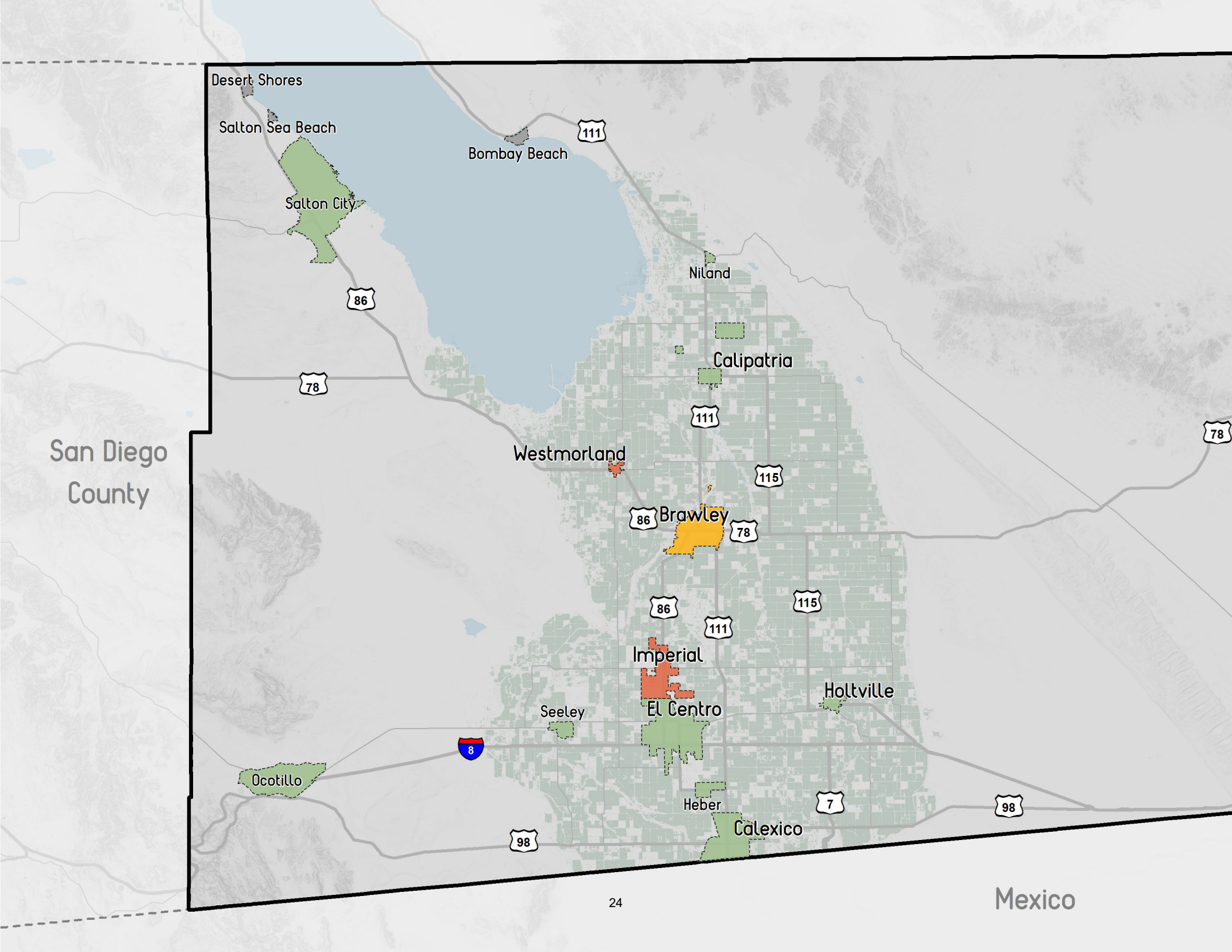
- » Identify all possible in-person and online strategies to maximize participation
- » Recognize the importance of “going to the people”
- » Remain flexible and adapt to the changing COVID-19 health protocols



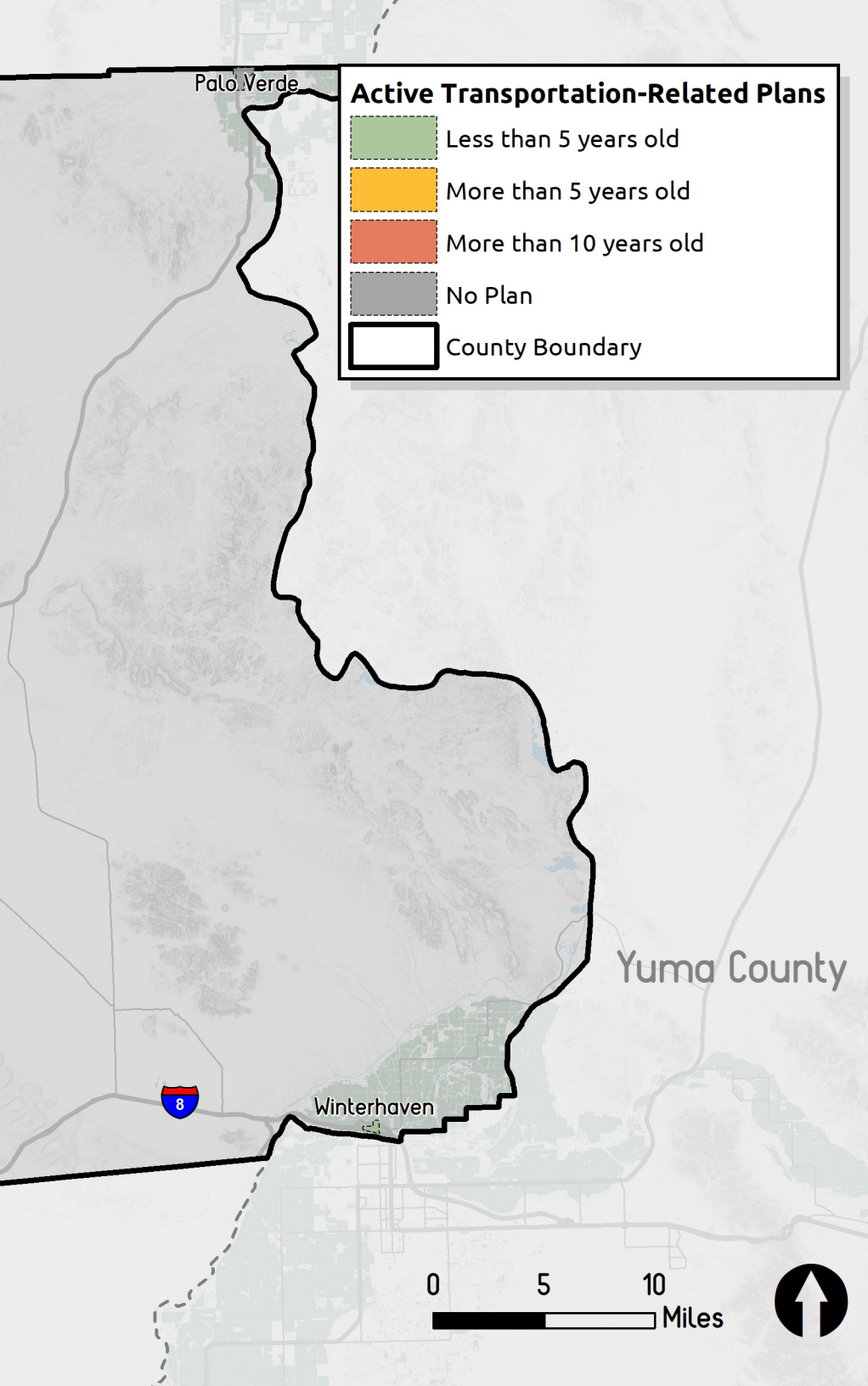
Implementable active transportation plan

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



San Diego
County



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

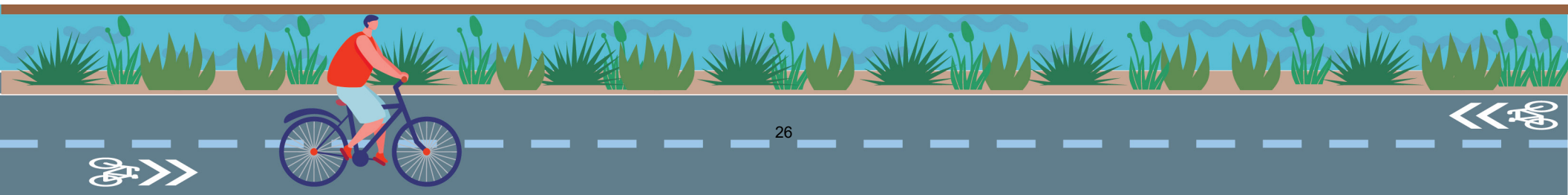
Many American cities were built on a foundation of auto-centric infrastructure, but many of those same cities are embracing active transportation as an equally important transportation option. Over the last 10 years, cities have been transforming their street network to support walking, bicycling, transit, 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

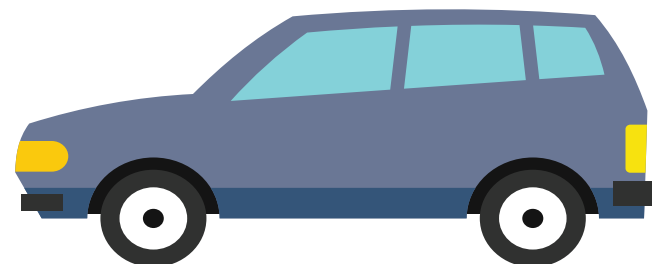
- Bronchitis



- Pneumonia



- Decreased resistance to respiratory infections



28%

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

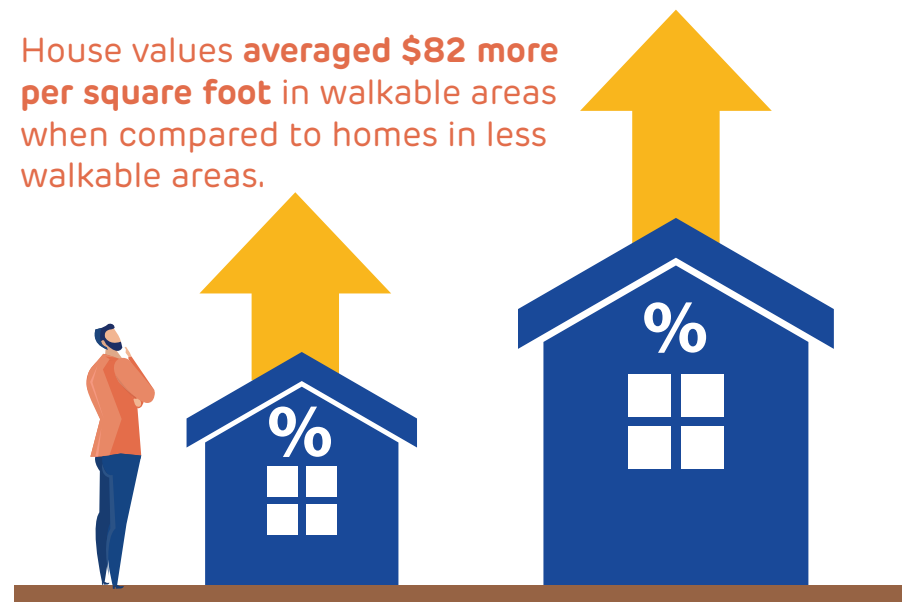
Exercise such as walking, jogging, and biking, has been shown to improve mental health by relieving depression, anxiety, and stress. This is especially important in rural or low-income areas, where community members are more likely to not have easy access to parks or fitness centers. A well-designed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

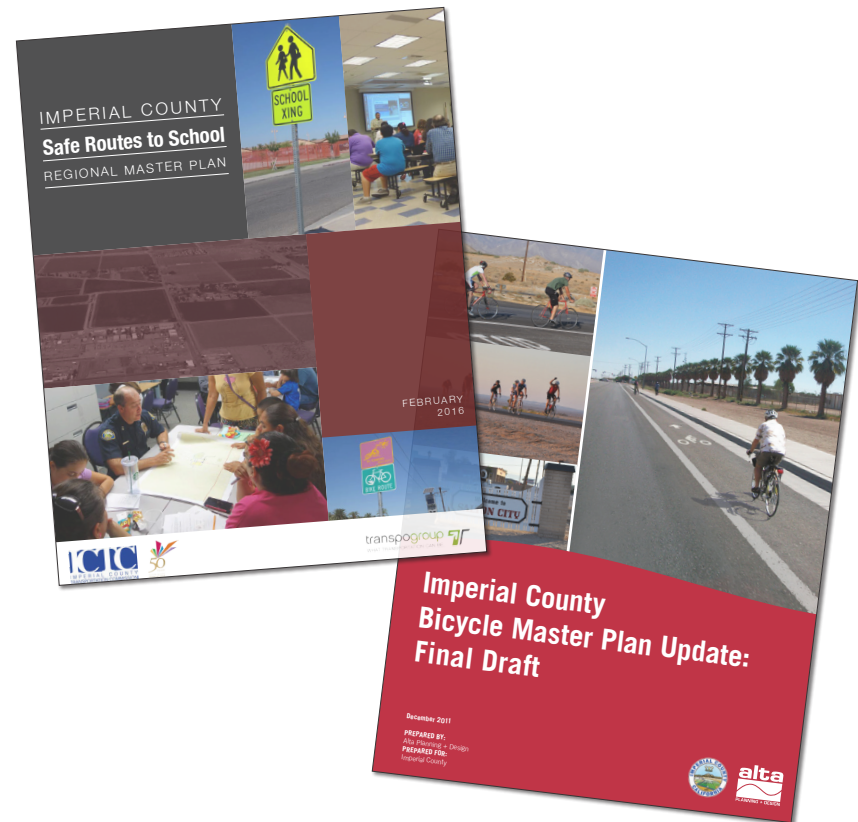
- » Imperial County Active Transportation Plan (2018)
- » Imperial County Pedestrian Master Plan (2021)
- » Imperial County Safe Routes to School Regional Master Plan (2016)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)
- » ICTC Regional Mobility Hub Implementation Strategy (2017)

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

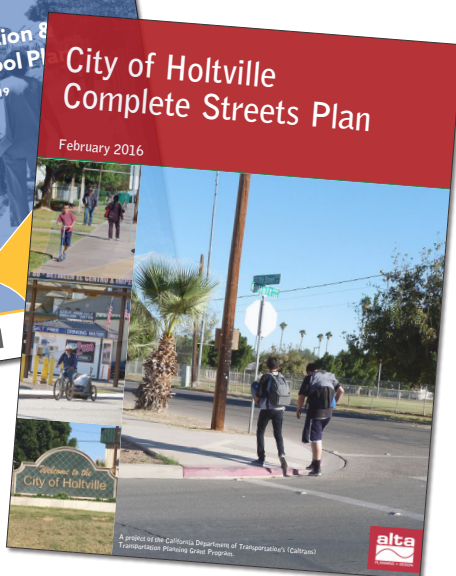
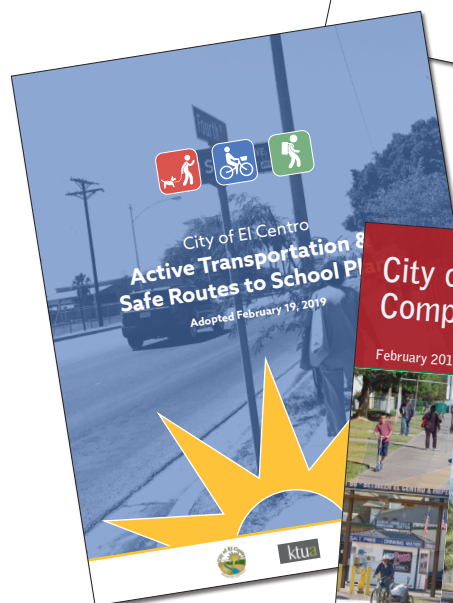
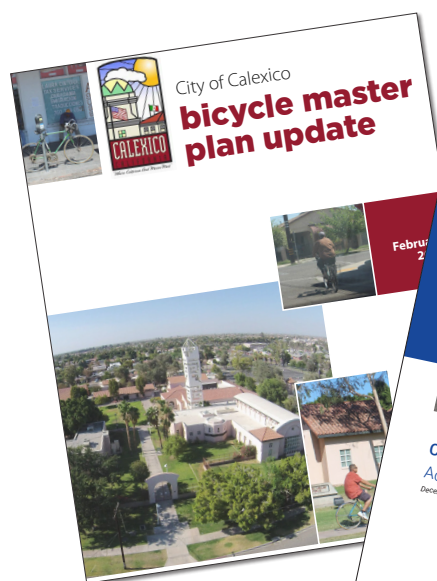
7 Cities in Imperial County

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

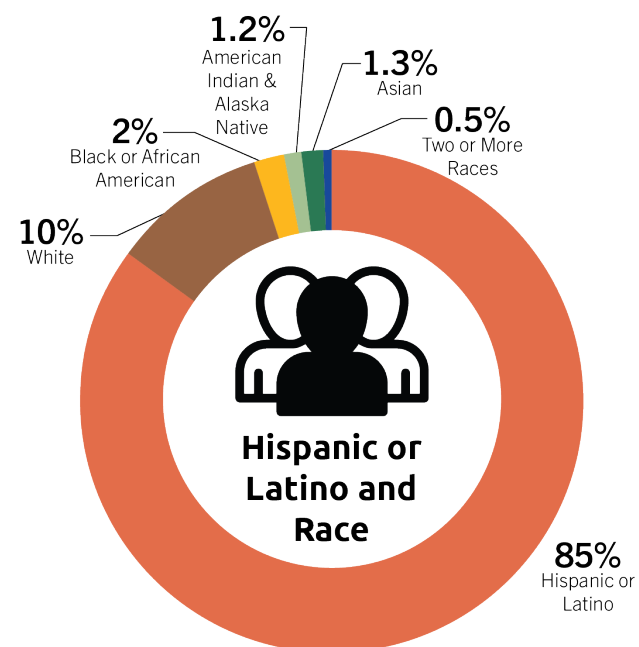
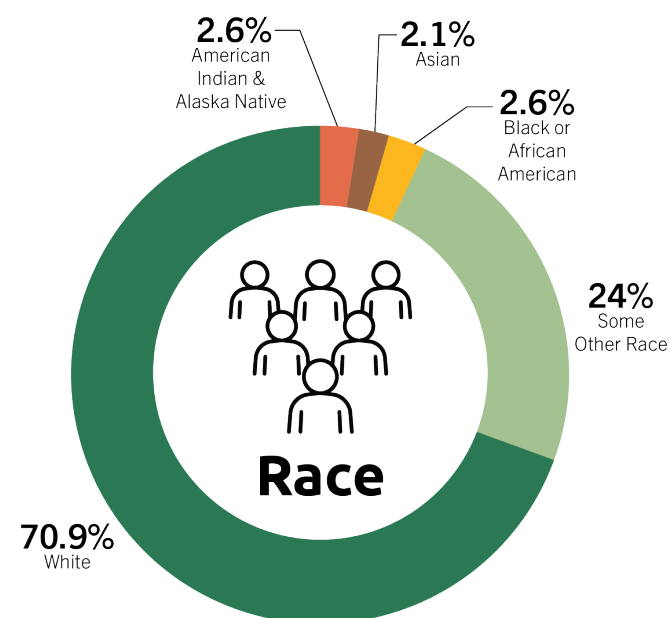
Communities in Imperial County

- » 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.

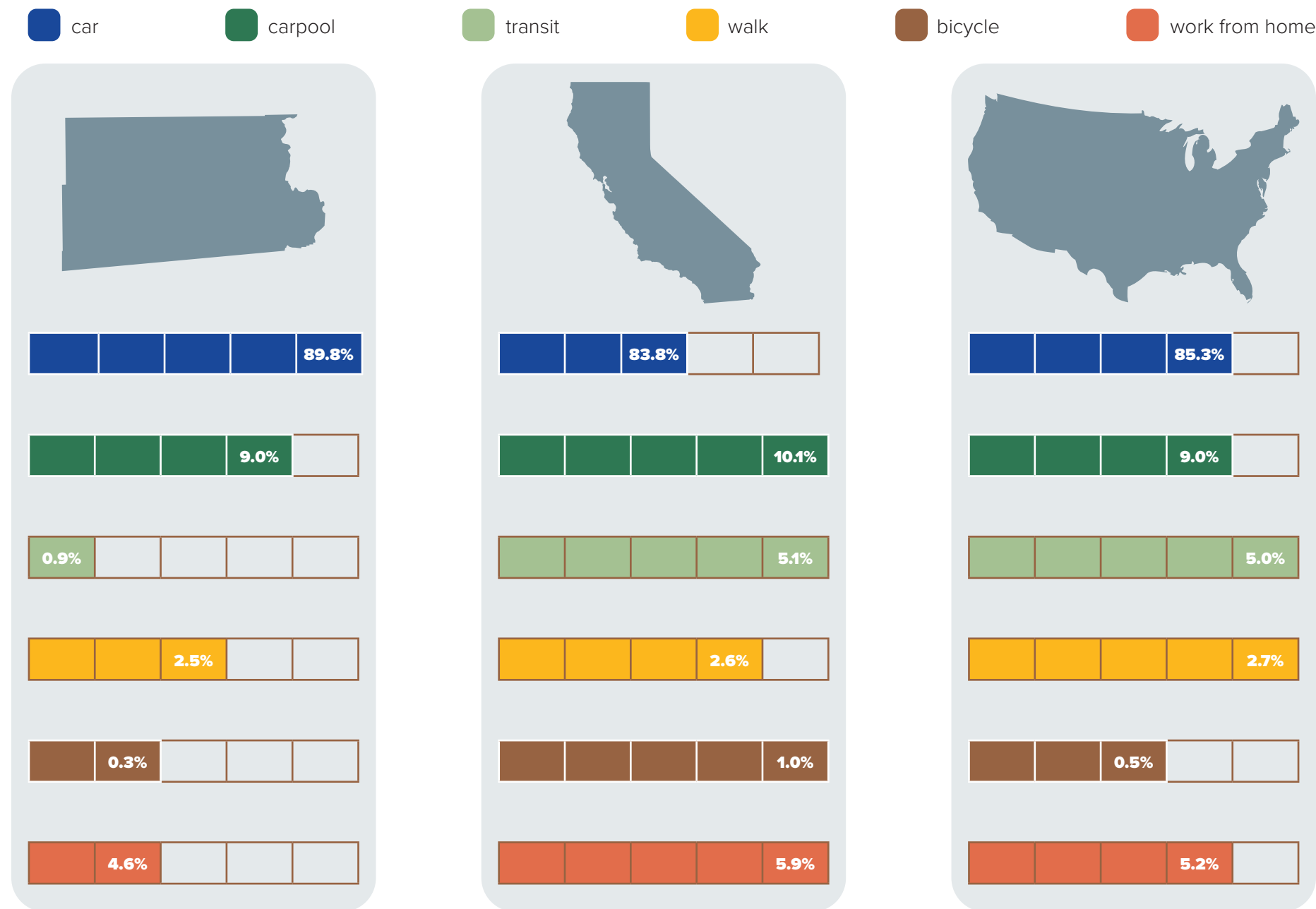
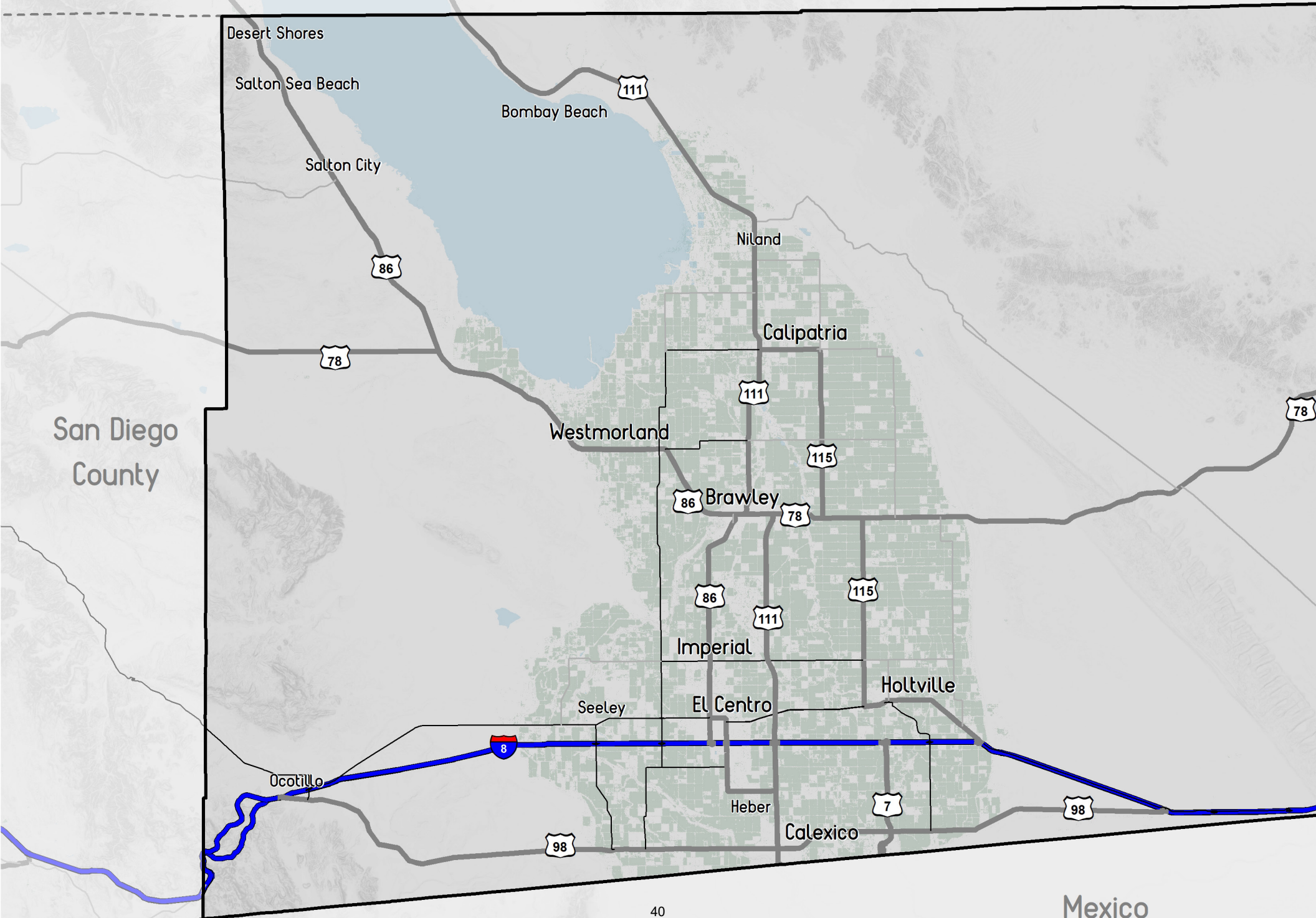
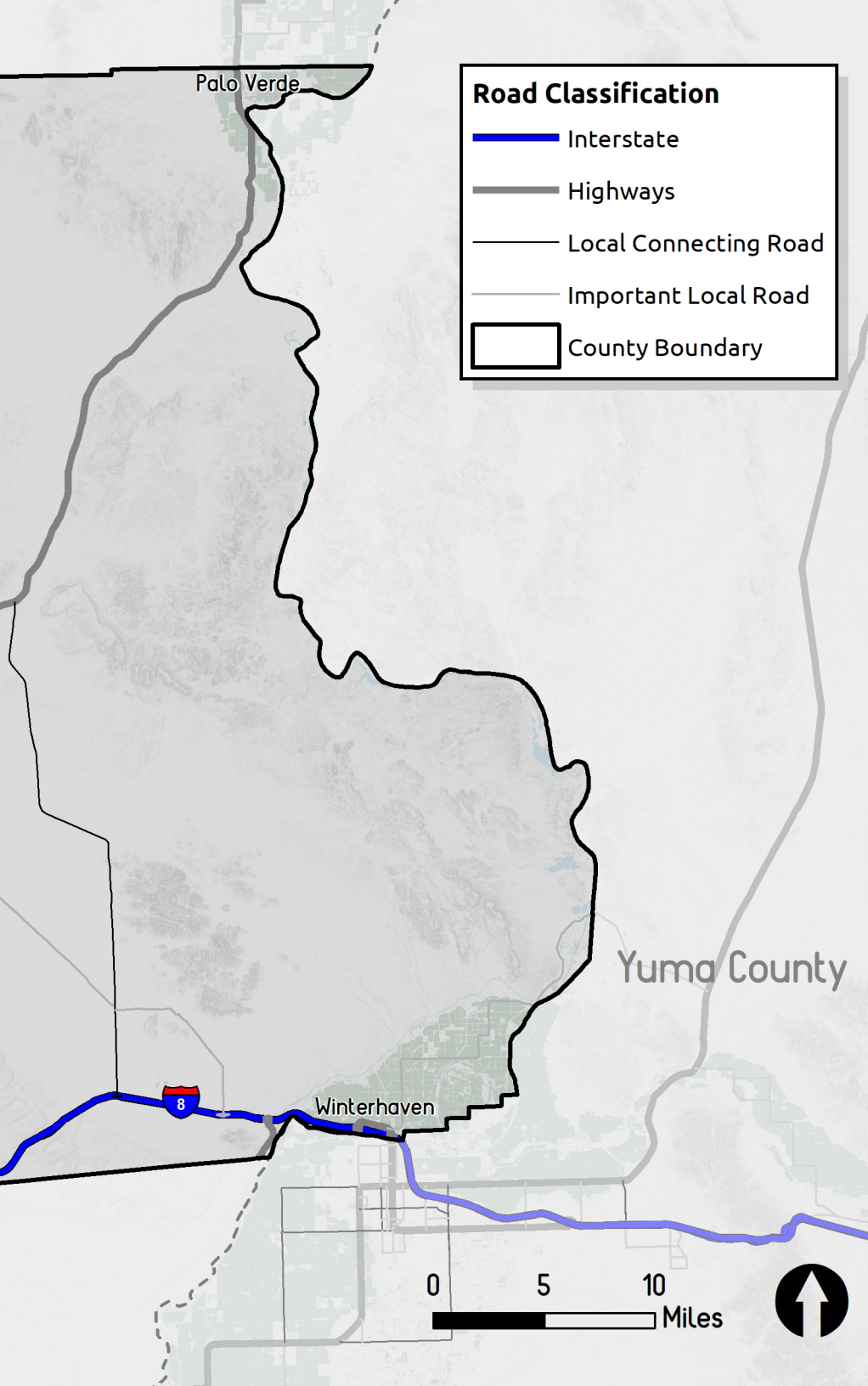
FIGURE 2-1: Correlation of Travel Modeshare

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.

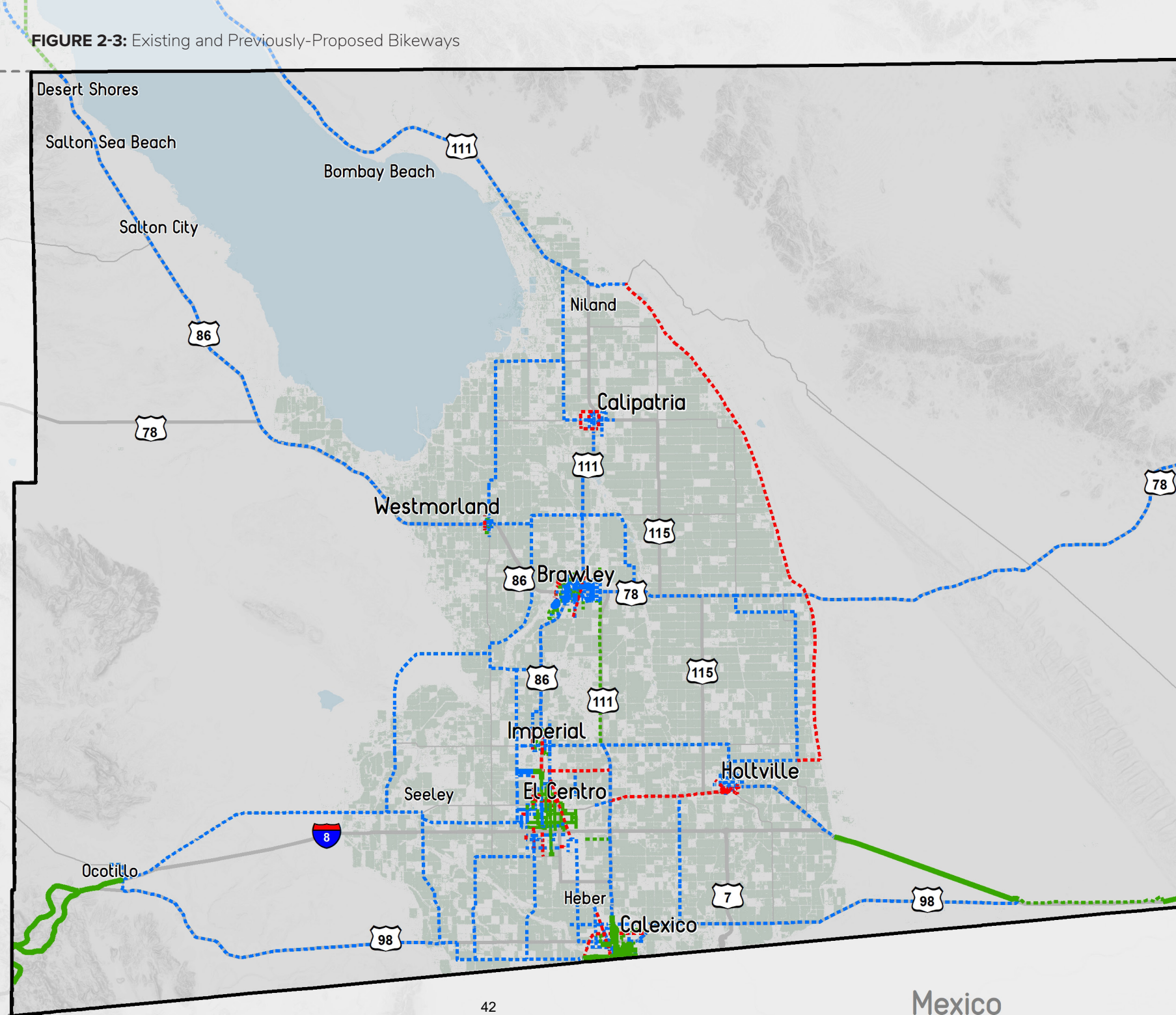
The highway system in the County provides the majority of the high-volume connectivity to communities and cities in the region. Many of these highways serve as arterial corridors or “main streets” because essential land uses such as commercial, schools, and employment destinations are located adjacent 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.

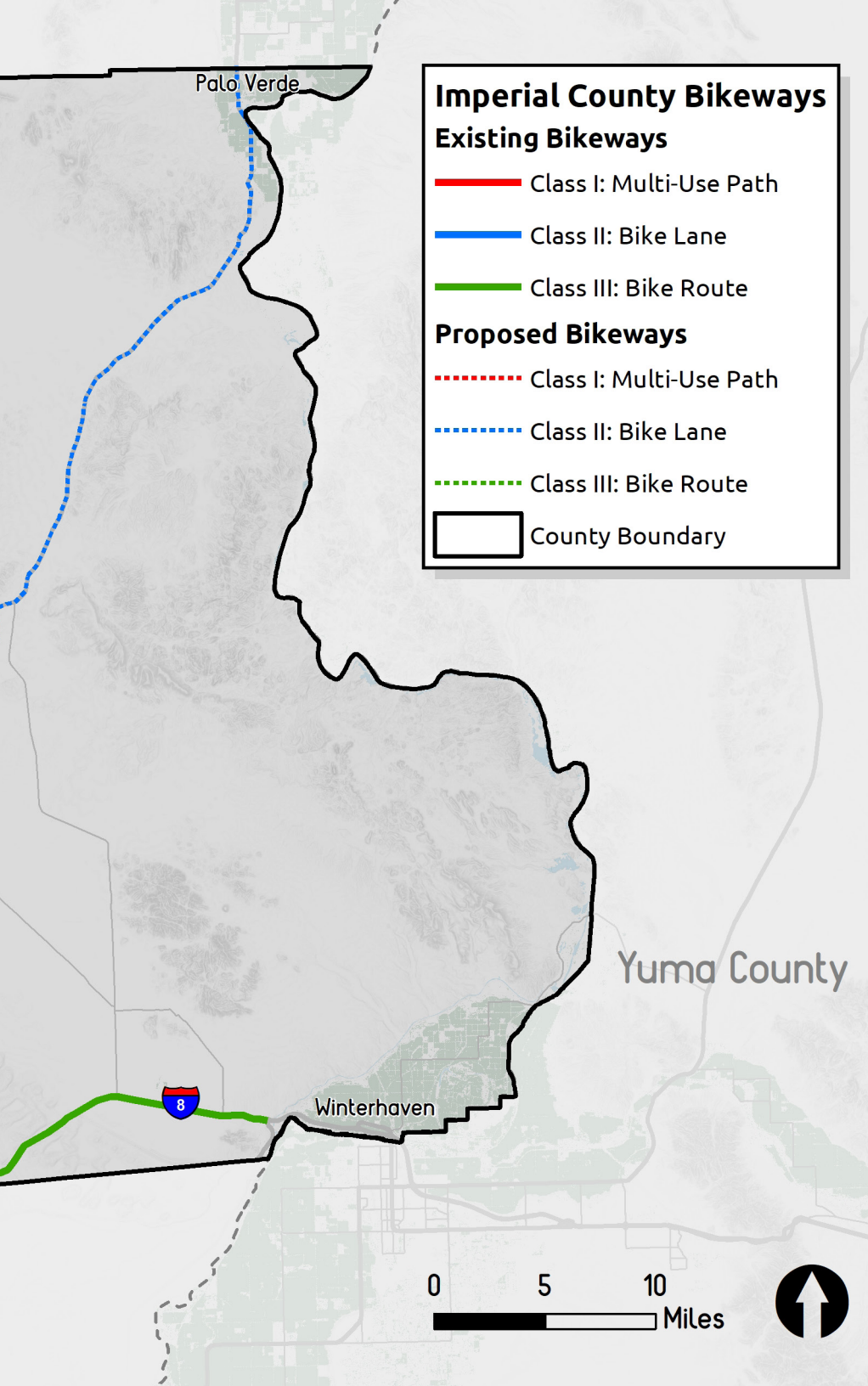
Interstate and highway routes in Imperial County include:

- » 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

San Diego
County





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.

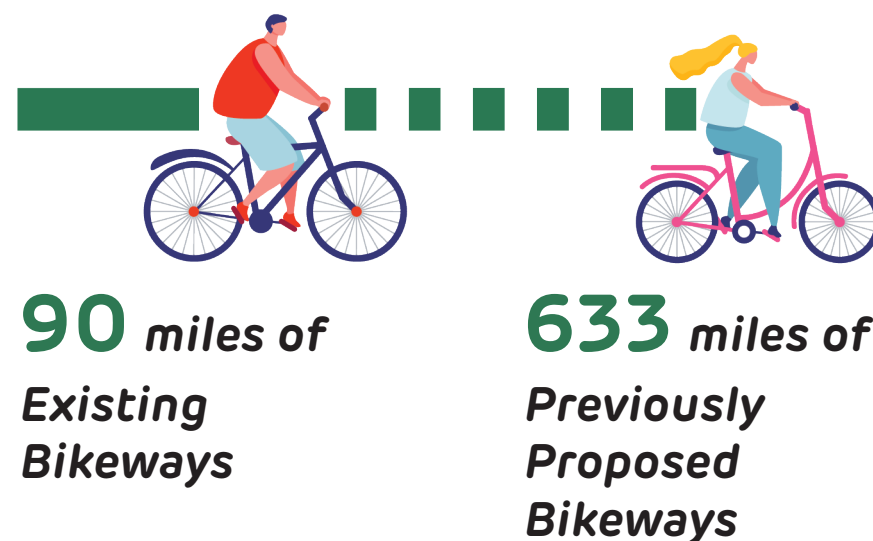
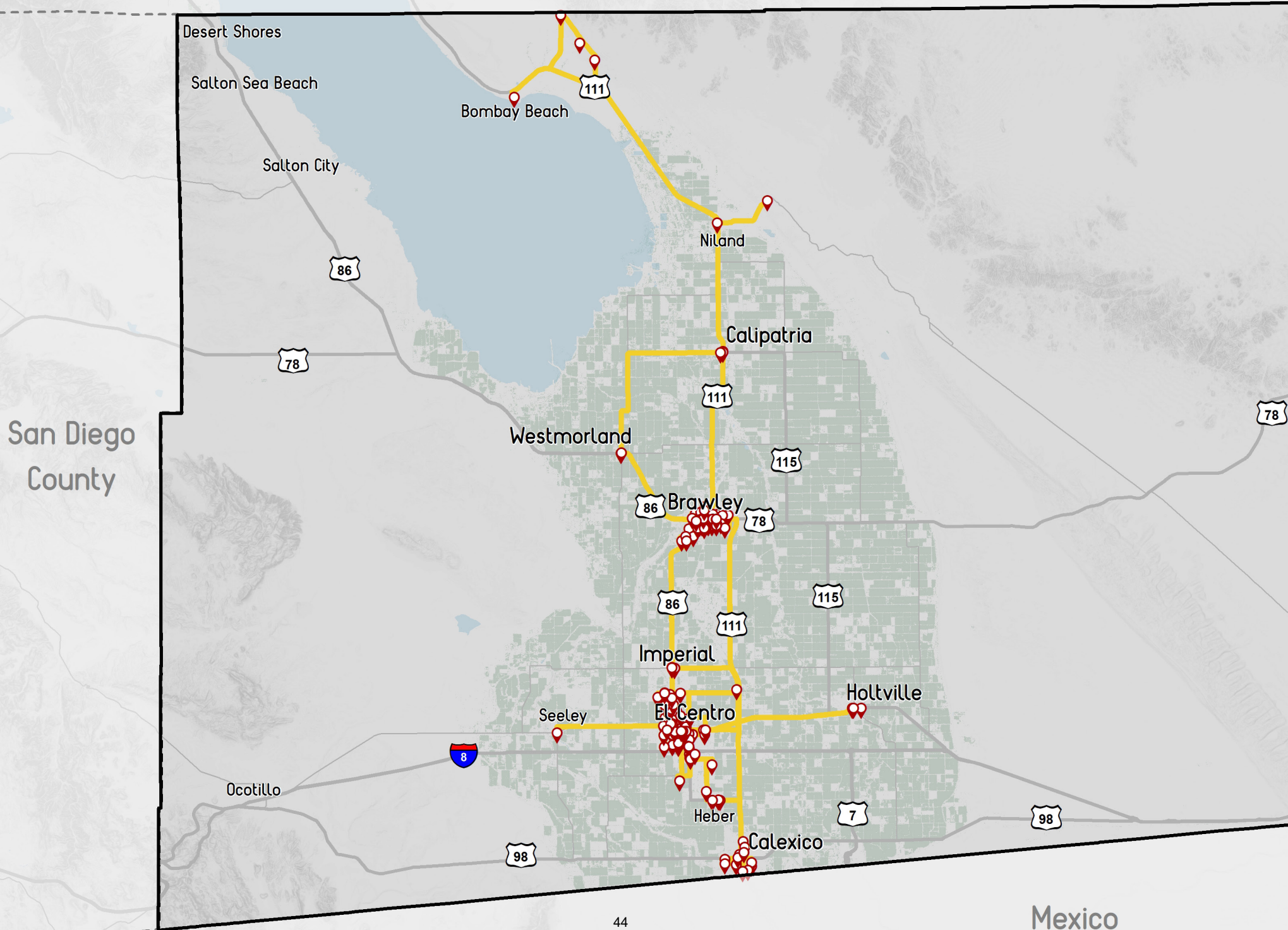
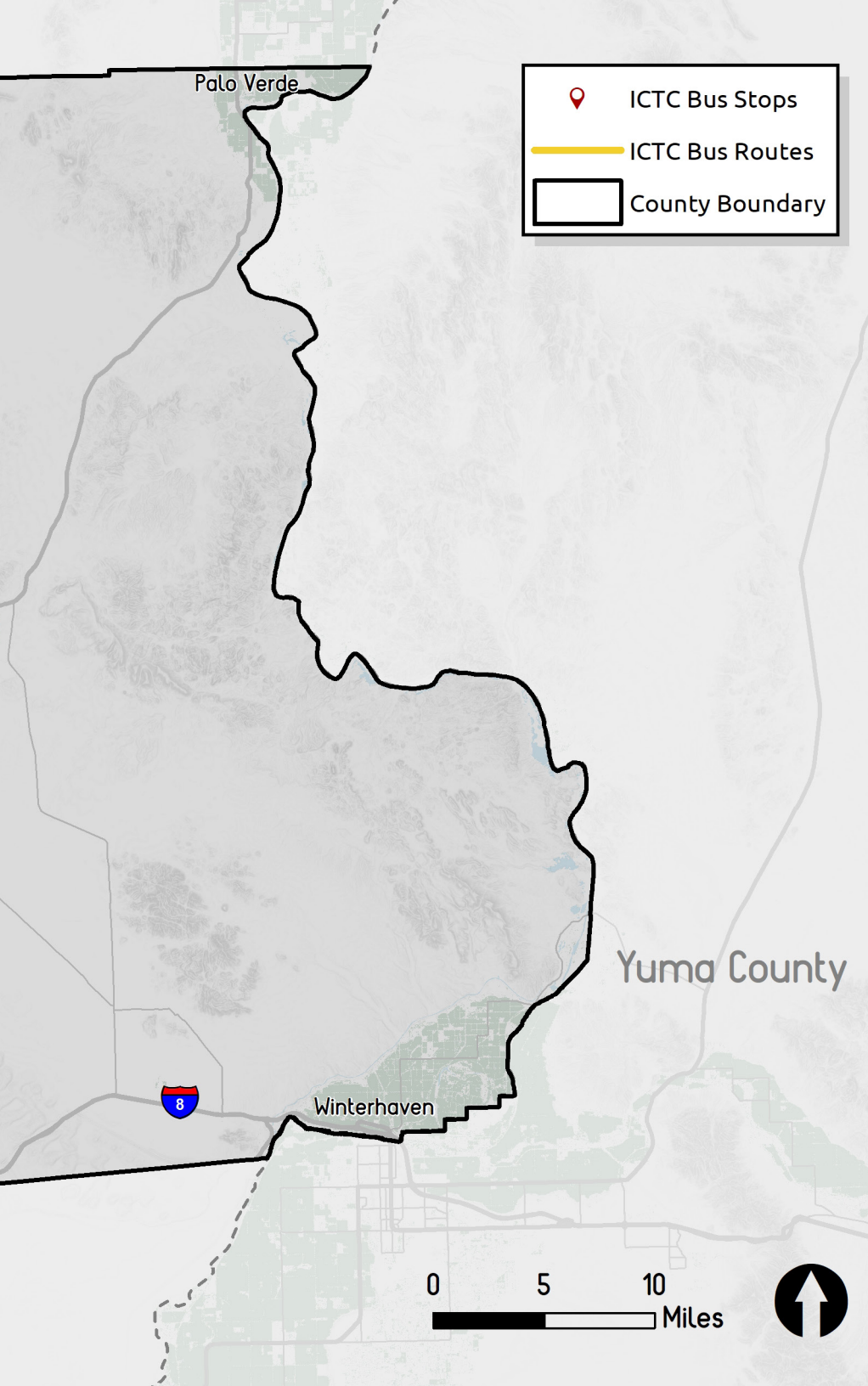


FIGURE 2-4: IVT Transit Stops





2.1.5 TRANSIT ROUTES AND STOPS

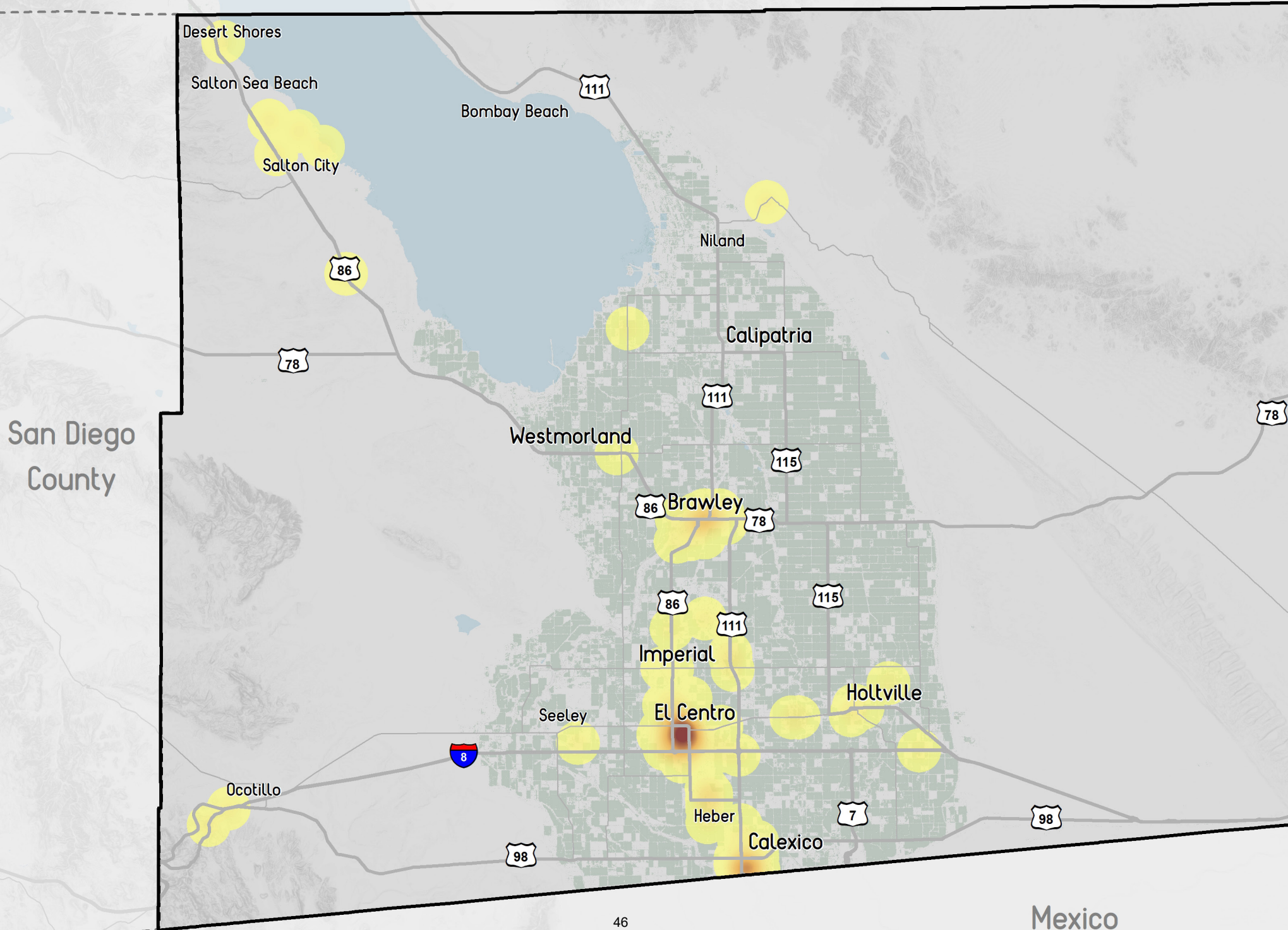
Imperial Valley Transit (IVT) is the public transit service provider serving Imperial County since 1989. Bus services provided by IVT include fixed routes, deviated fixed routes, and remote zone routes. IVT services all of the cities in the County as well as the communities of Bombay Beach, Niland, Seeley,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

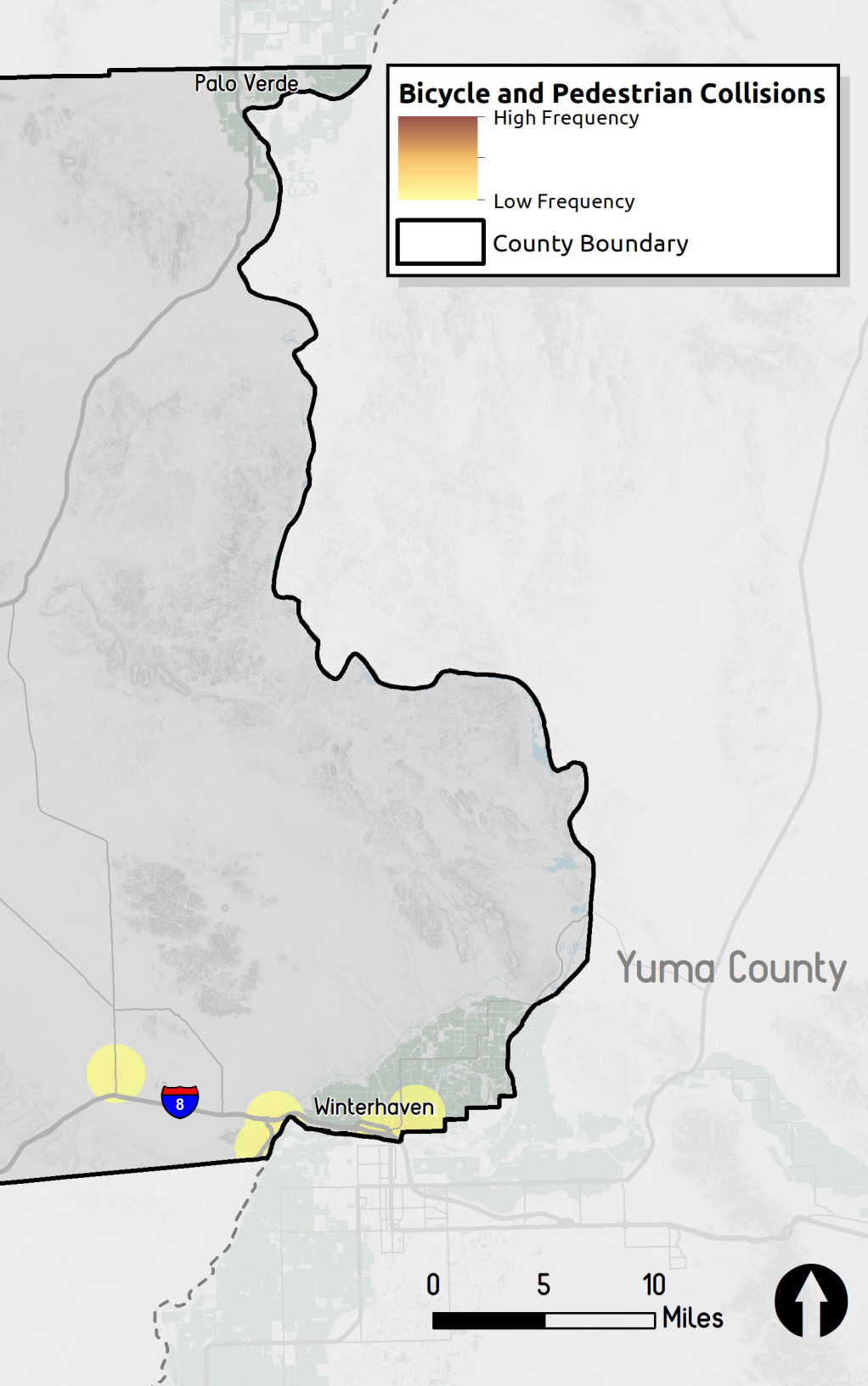
Travelsheds for different modes of travel were developed from each transit stop using the existing road network. These travelsheds provide a focused study area for bicycle and pedestrian assessments and to make informed decisions on potential improvements.

Walk - 5 min. Bike - 5 min. Drive - 5 min.



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.

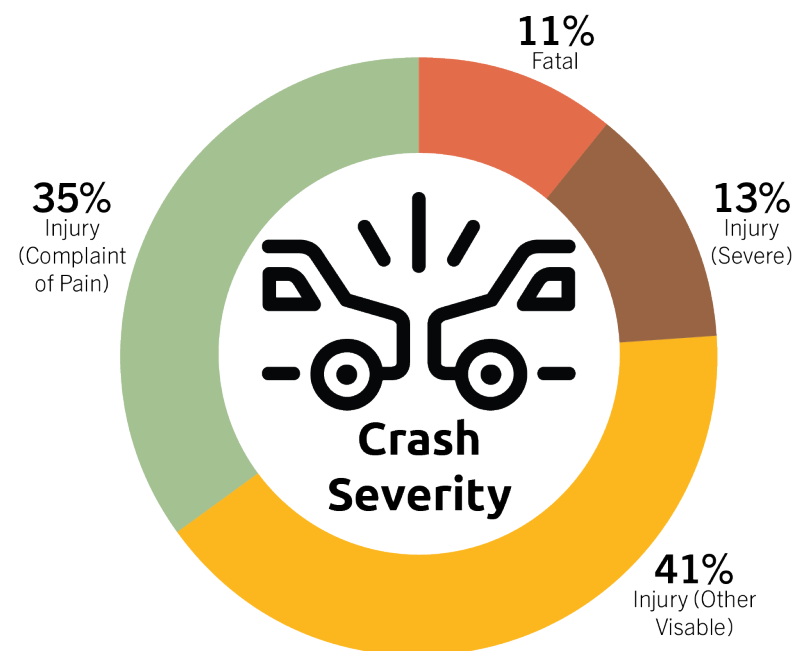
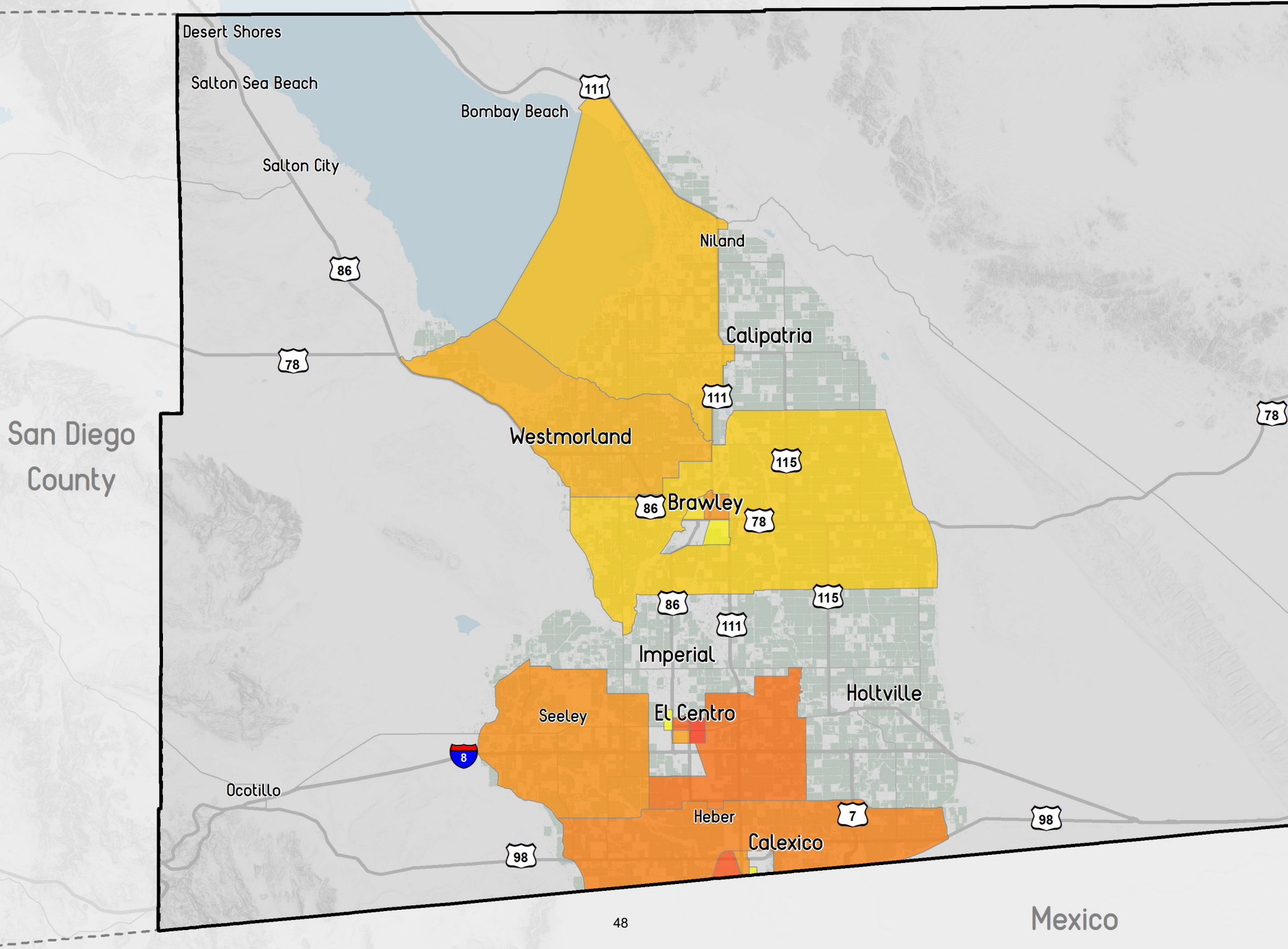
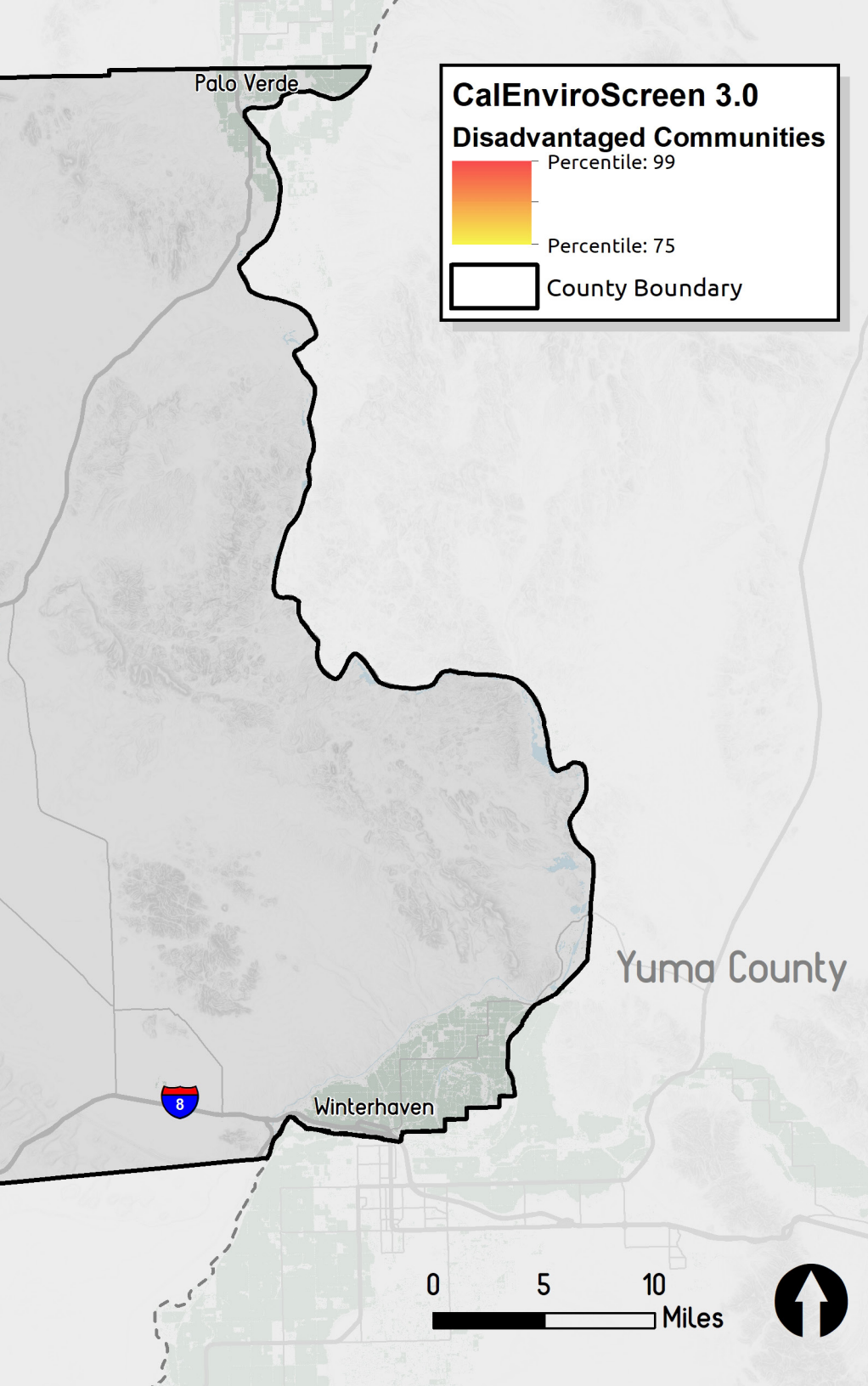


FIGURE 2-6: CalEnviroscreen 3.0 Results





2.1.7 CALENIROSCREEN 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.

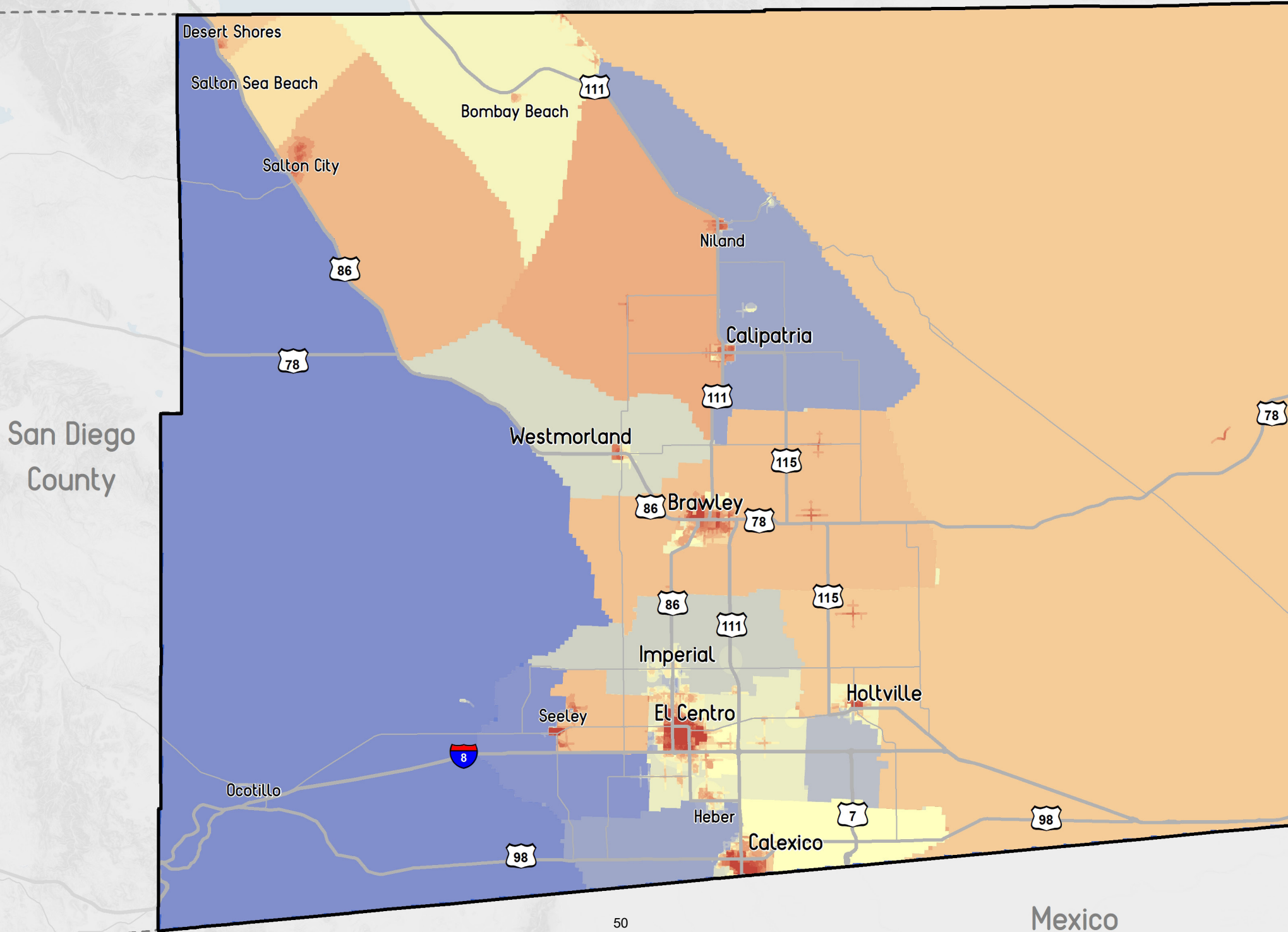
The results from this analysis can assist the planning team and the city make informed decisions during the recommendations and prioritization process. Agencies that distribute grants value an ATP process that prioritizes projects located in underserved areas.

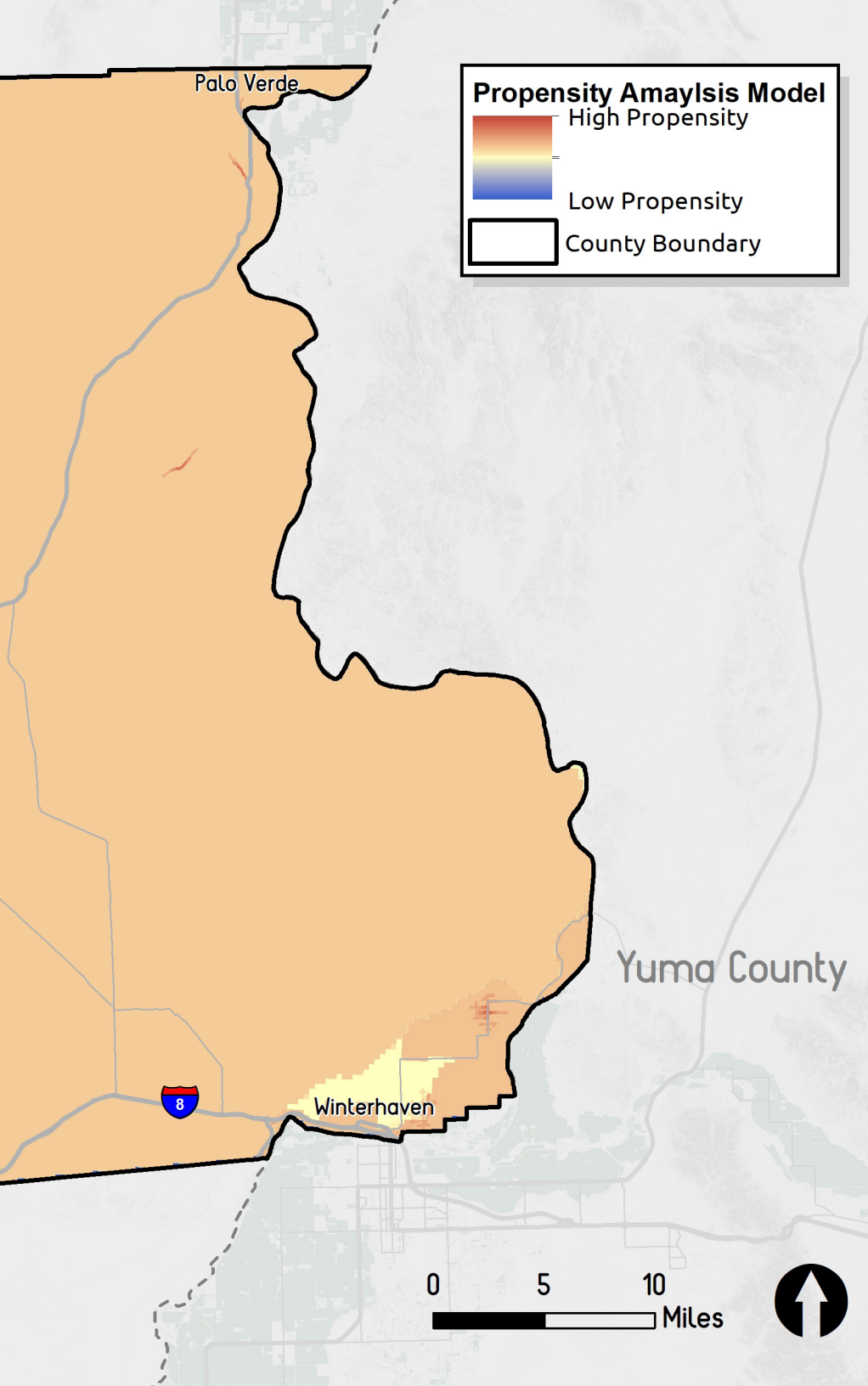
16 of 31

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



FIGURE 2-7: Propensity Analysis

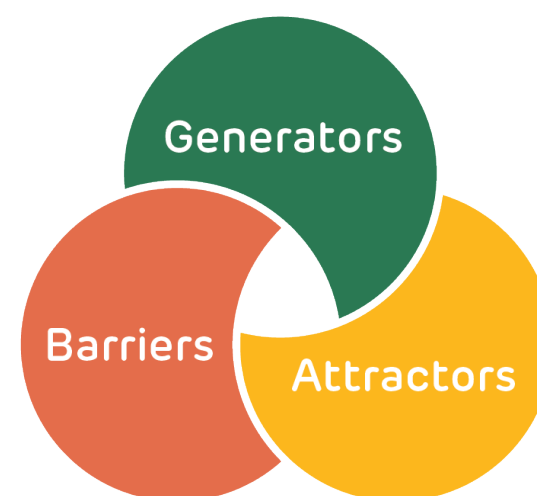




2.1.8 BICYCLE AND PEDESTRIAN PROPENSITY MODEL (PROPENSITY GRAPHIC)

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 previous and ongoing active transportation efforts are 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)



Population: 26,416



Existing Bike Facilities: 13.4 miles



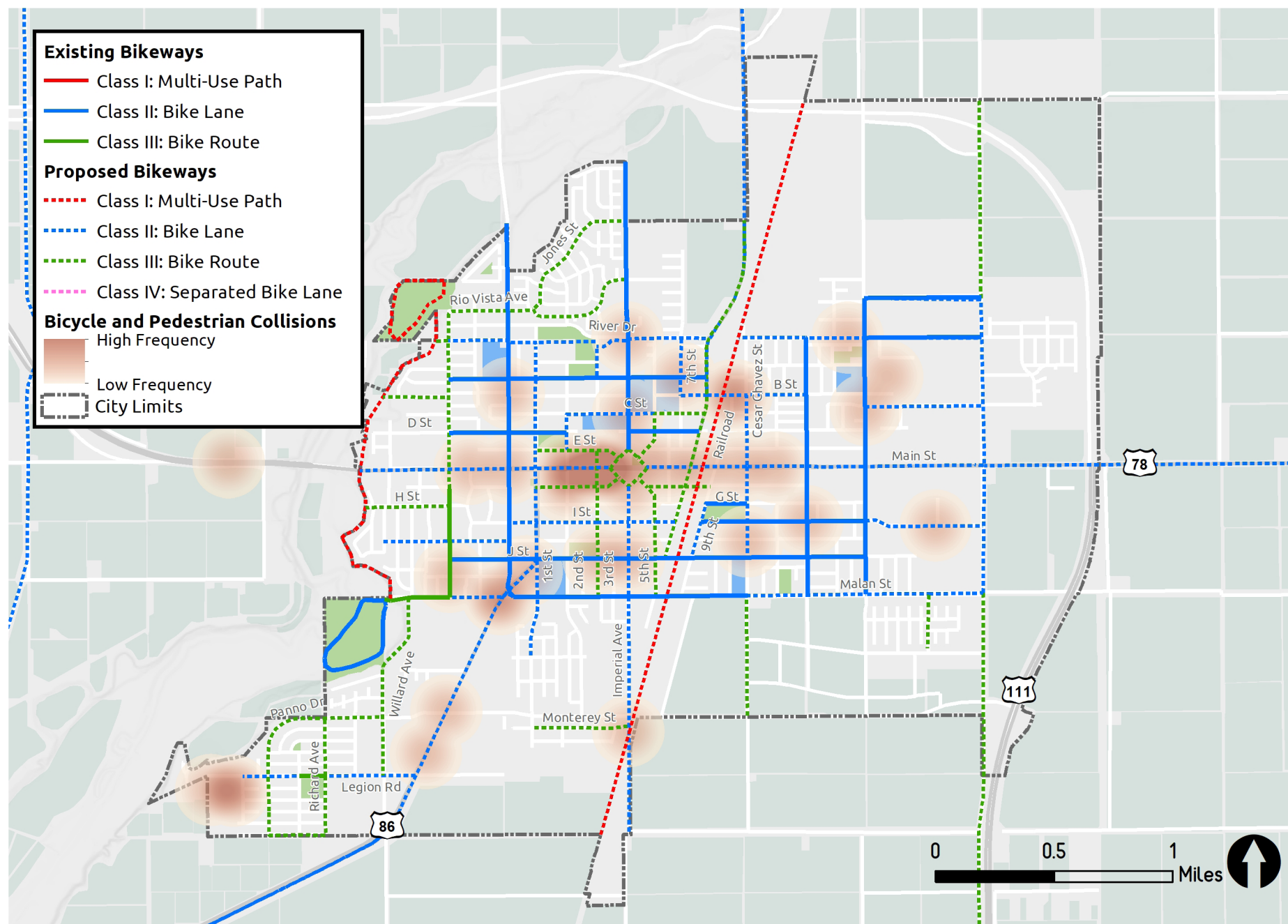
Transit Stops: 39



Collisions: 40



Median Household Income: \$42,326



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 previous and ongoing active transportation efforts are 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)



Population: 38,633



Existing Bike Facilities: 1.4 miles



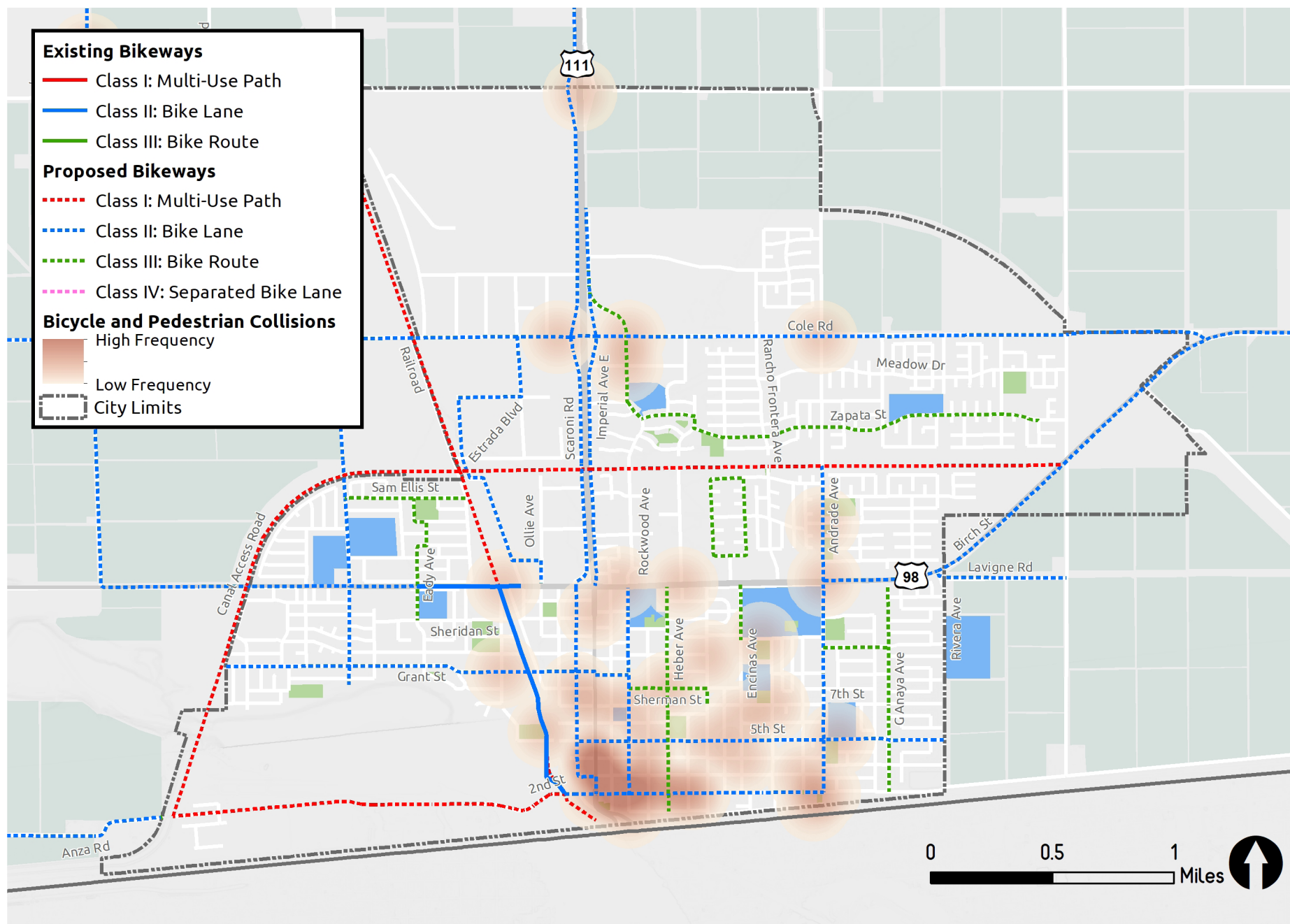
Transit Stops: 13



Collisions: 43



Median Household Income: \$43,592



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 previous and ongoing active transportation efforts are 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)



Population: 6,515



Existing Bike Facilities: 0 miles



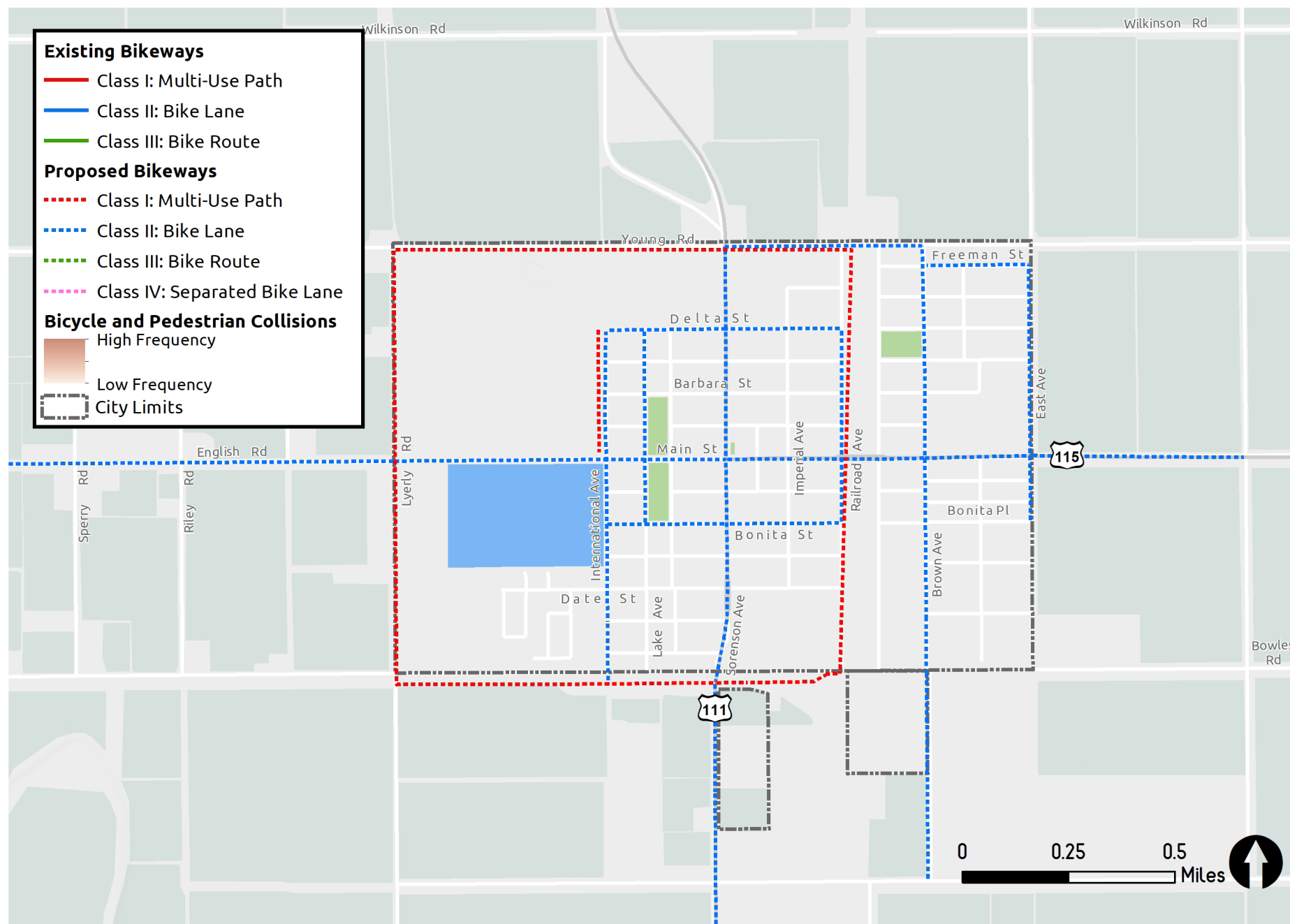
Transit Stops: 4



Collisions: 0



Median Household Income: \$36,883



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 previous and ongoing active transportation efforts are 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)



Population: 44,322



Existing Bike Facilities: 55.9 miles



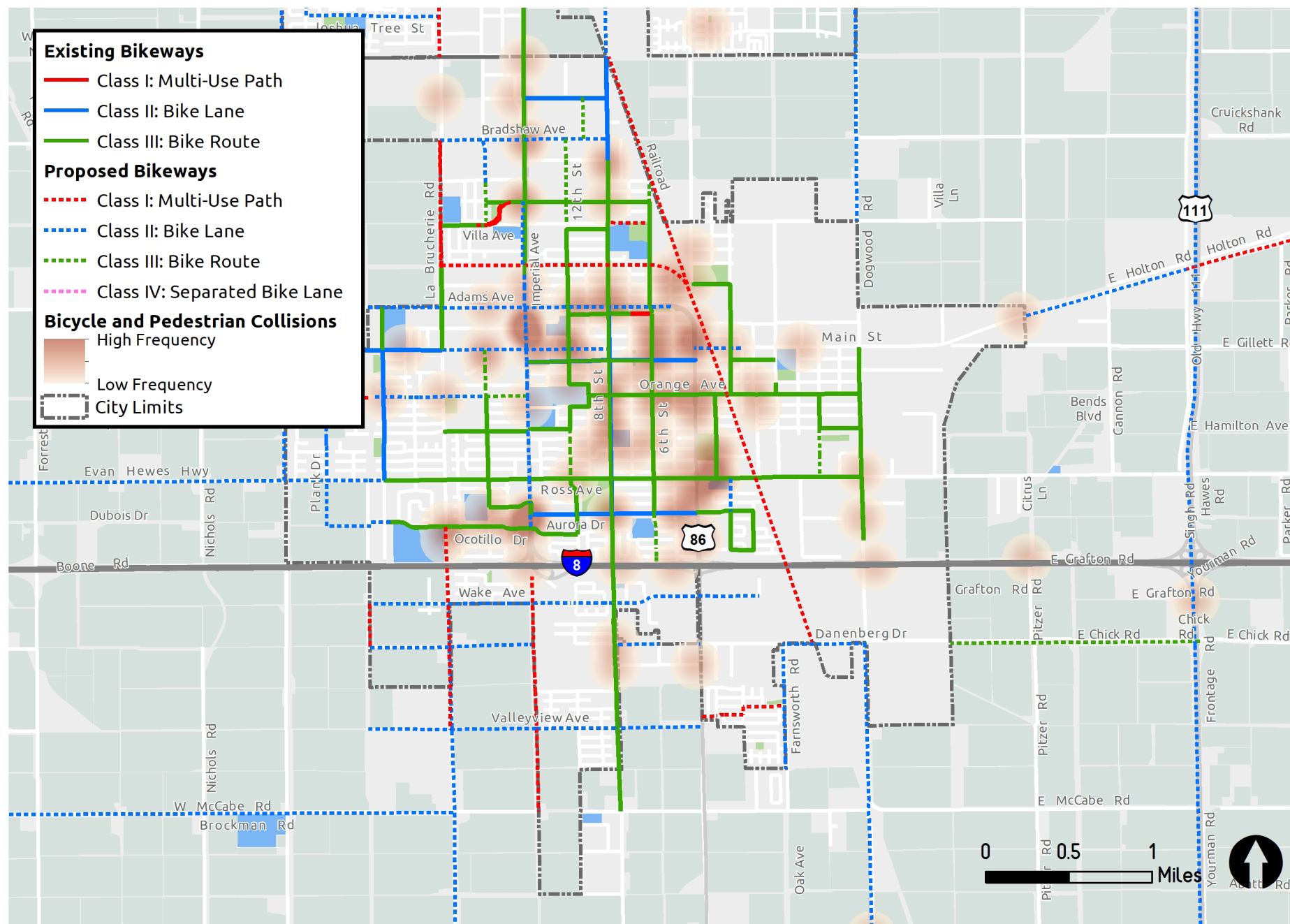
Transit Stops: 56



Collisions: 111



Median Household Income: \$47,864



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 previous and ongoing active transportation efforts are 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)



Population: 5,605



Existing Bike Facilities: 1.1 miles



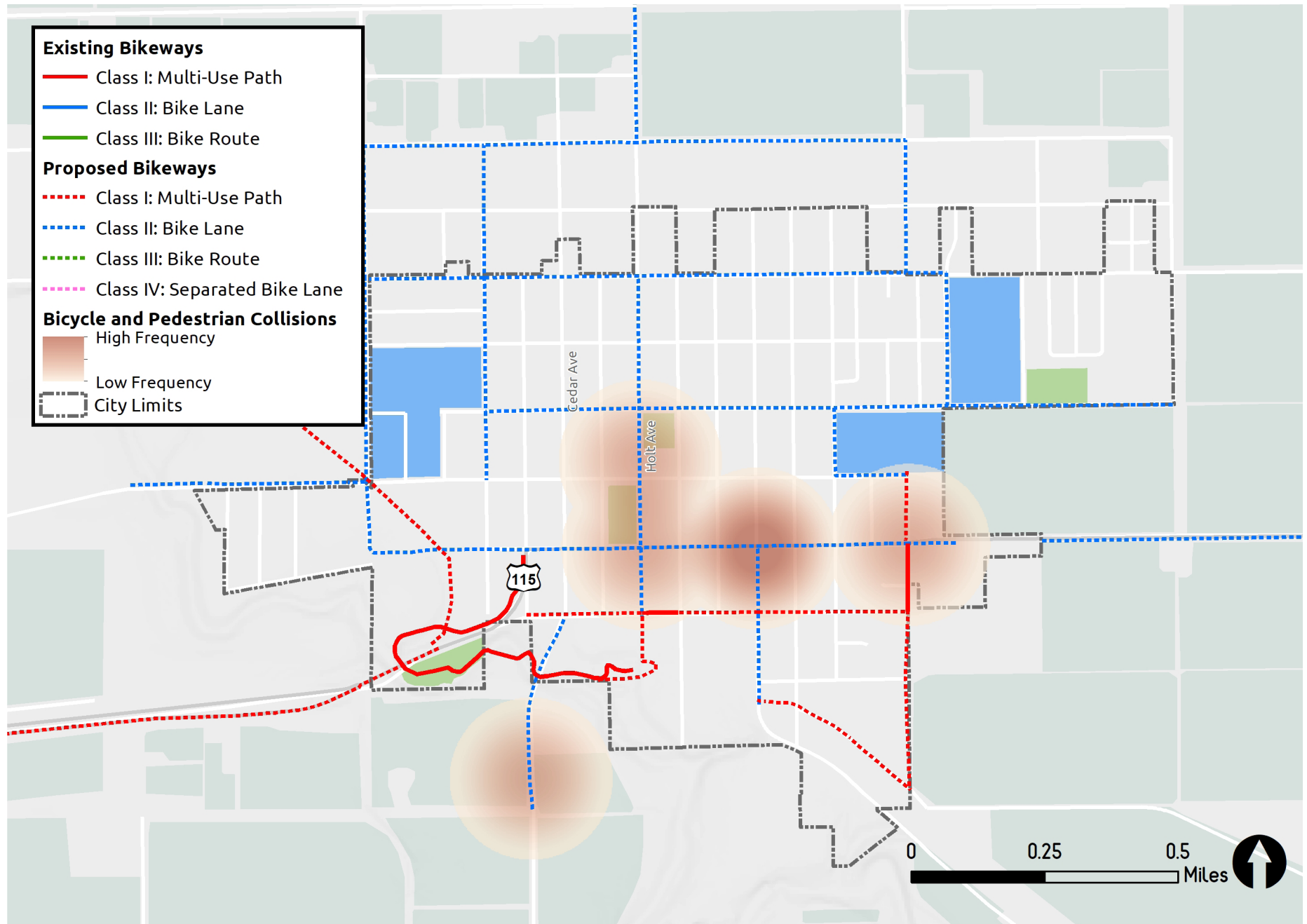
Transit Stops: 4



Collisions: 5



Median Household Income: \$46,161



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 previous and ongoing active transportation efforts are 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)



Population: 20,263



Existing Bike Facilities: 0.8 miles



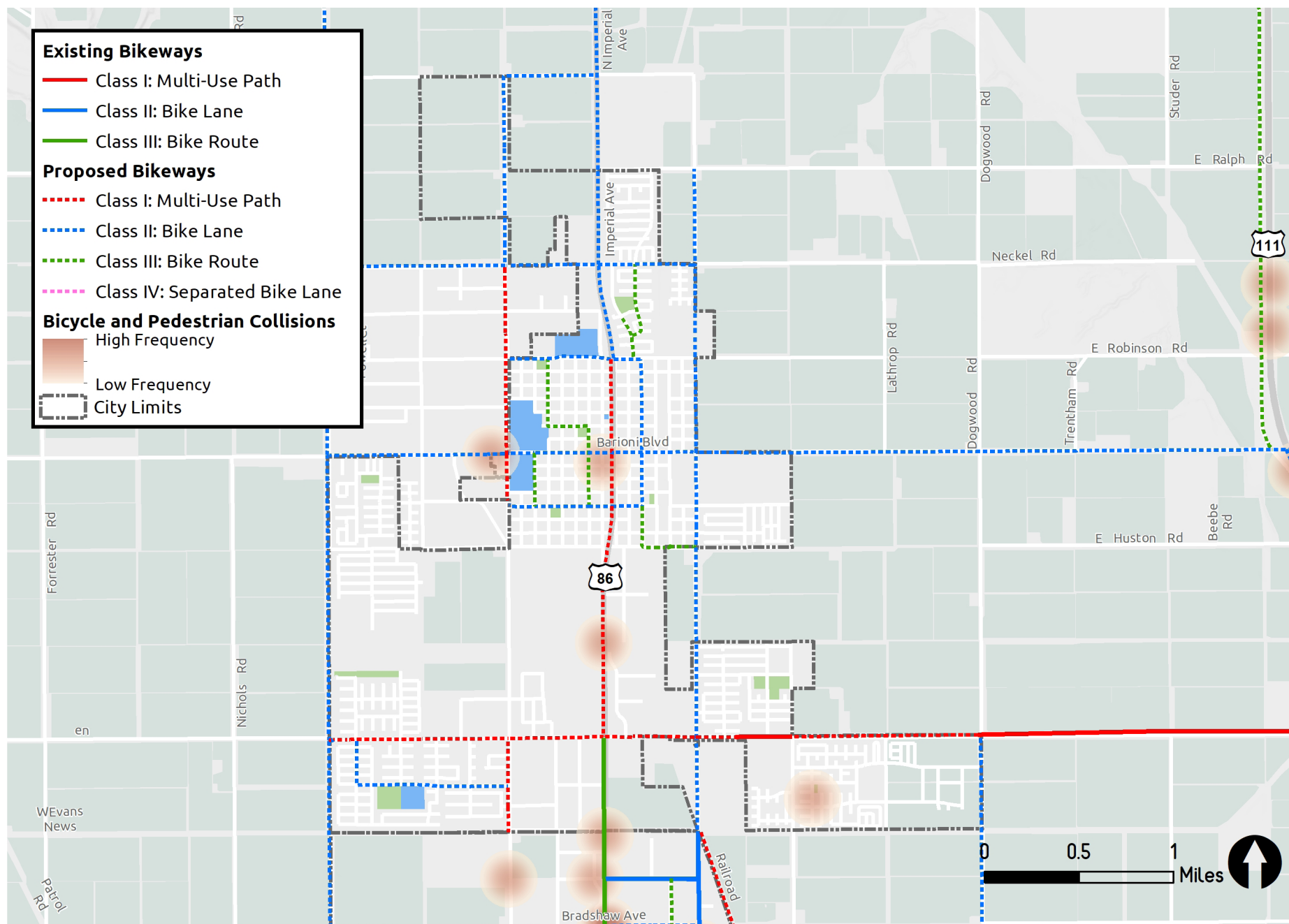
Transit Stops: 10



Collisions: 4



Median Household Income: \$85,654



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 previous and ongoing active transportation efforts are 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)



Population: 2,014



Existing Bike Facilities: 0.17 miles



Transit Stops: 2

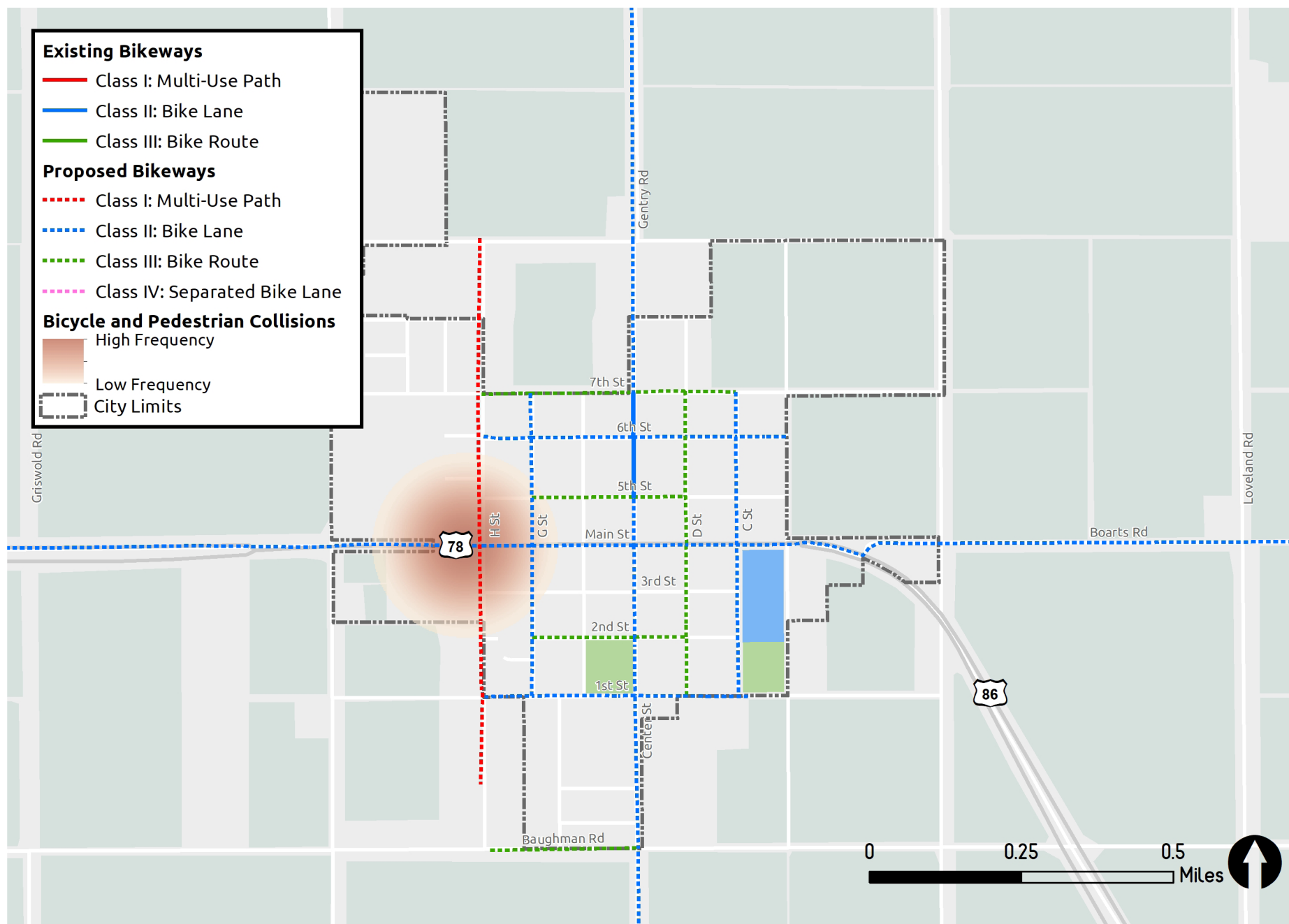


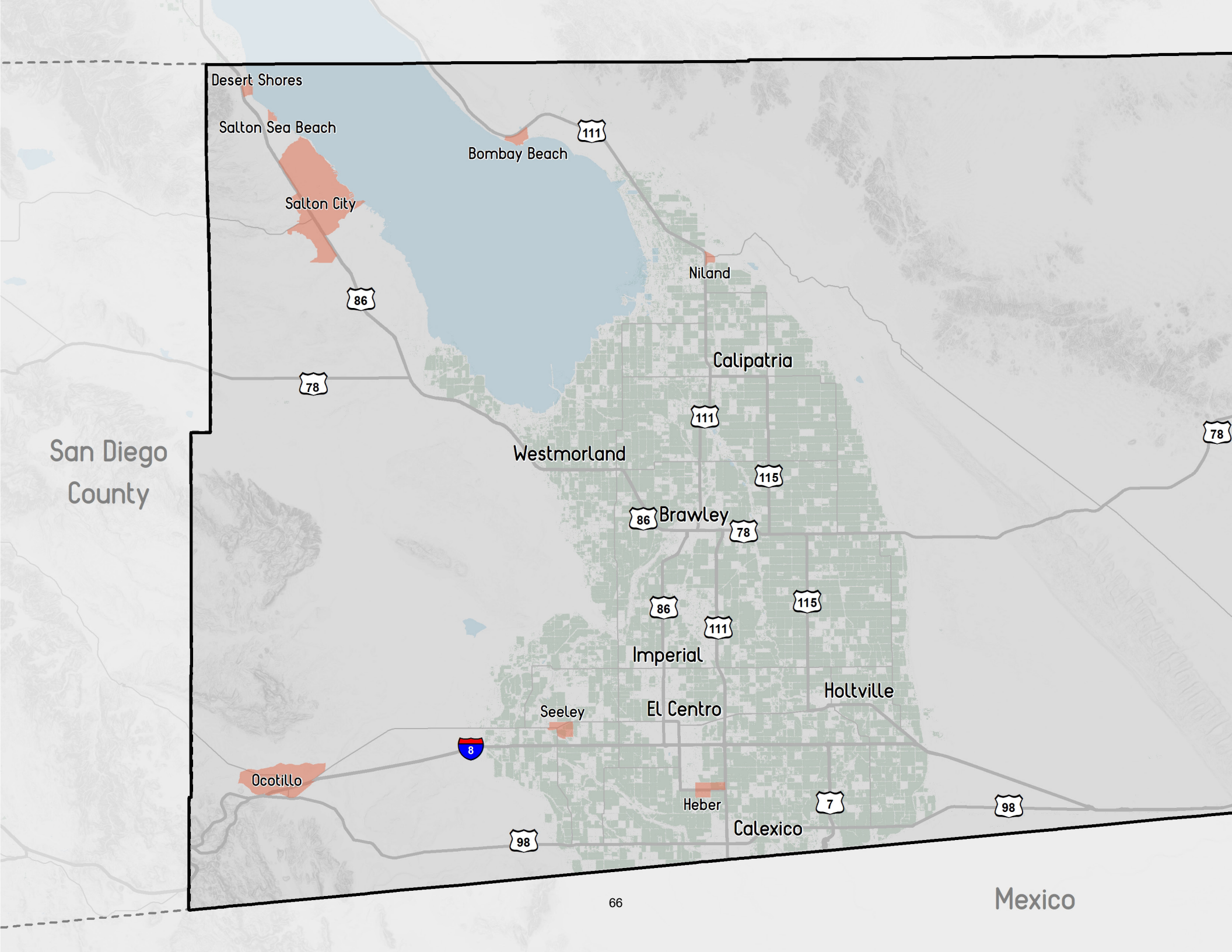
Collisions: 1



Median Household Income: \$29,730







Desert Shores

Salton Sea Beach

Bombay Beach

Salton City

Niland

Calipatria

Westmorland

Brawley

Imperial

Holtville

Seeley

El Centro

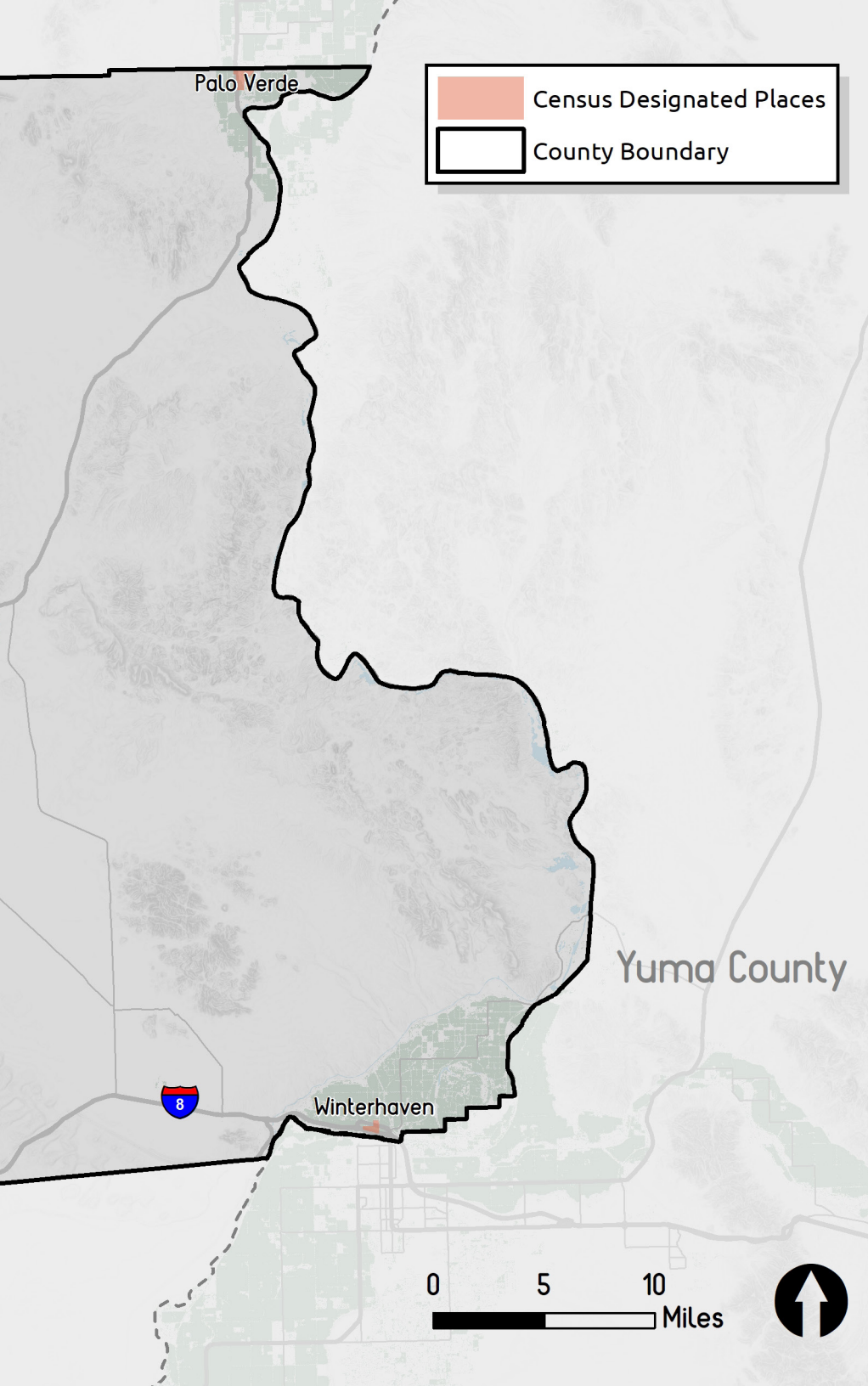
Heber

Calexico

Ocotillo

San Diego
County

Mexico



2.9 IMPERIAL COUNTY CENSUS DESIGNATED PLACES

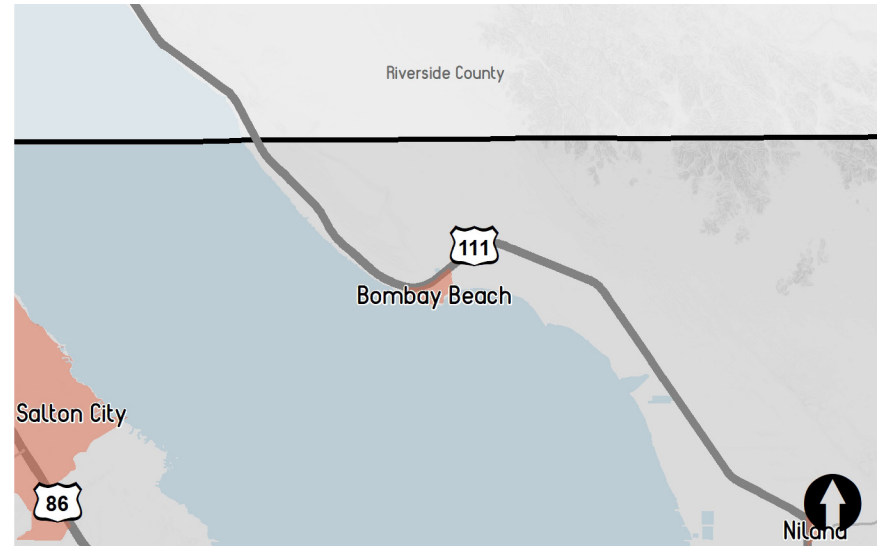
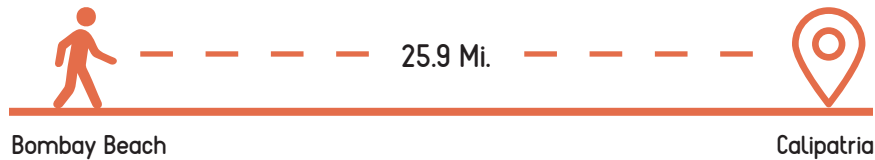
Census Designated Places (CDPs) are population centers without legally defined corporation limits, as defined by the Census Bureau. CDPs are the statistical equivalent of an incorporated city. CDP defined limits are updated every decennial census, based on developed settlement limits. The County of Imperial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

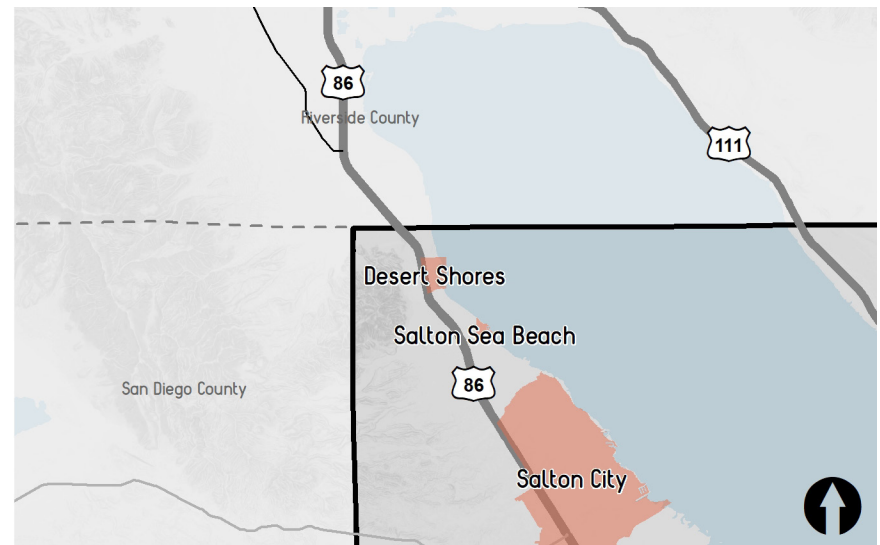
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



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:

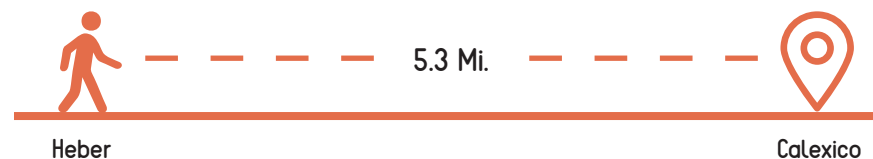
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



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:

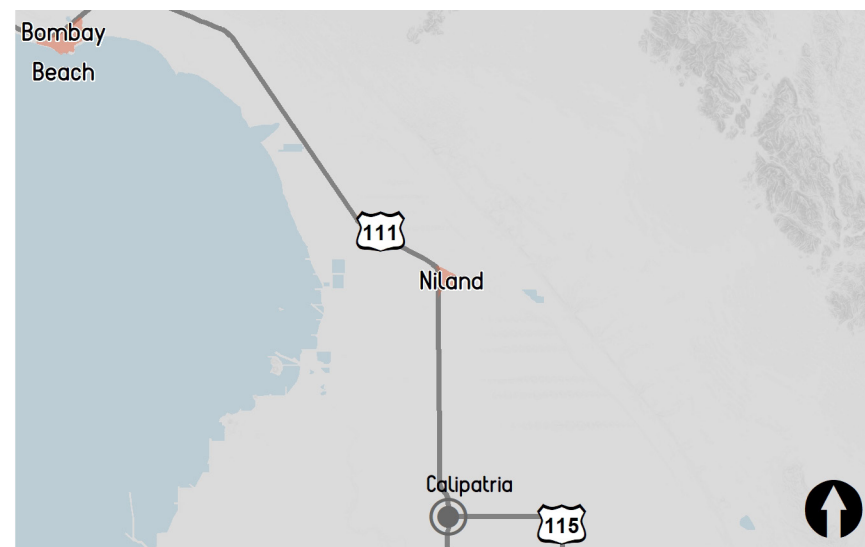
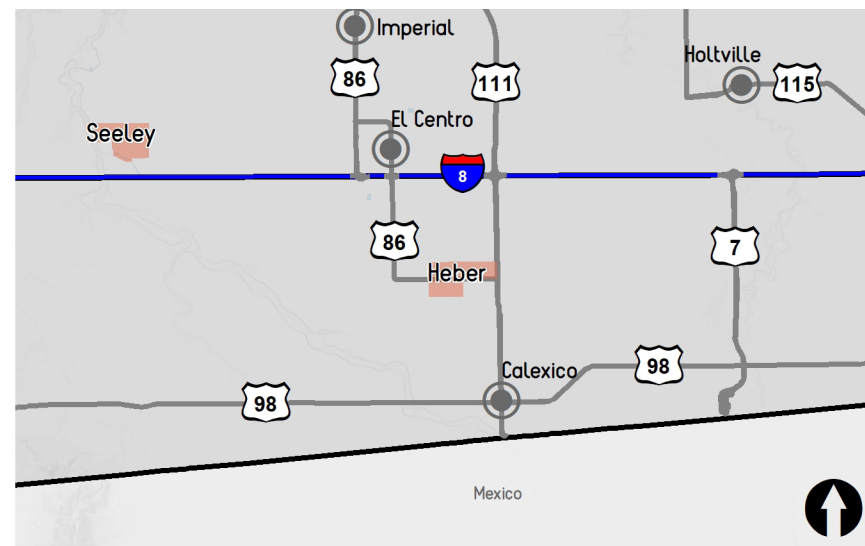
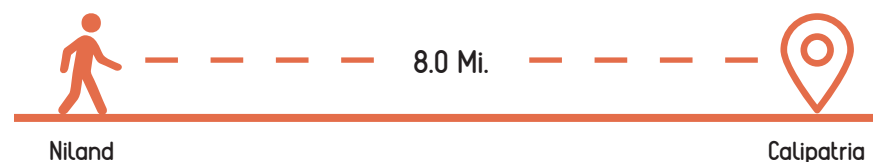
- » Imperial County Active Transportation Plan (2018)
- » Imperial County Pedestrian Master Plan (2021)
- » Imperial County Safe Routes to School Regional Master Plan (2016)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



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:

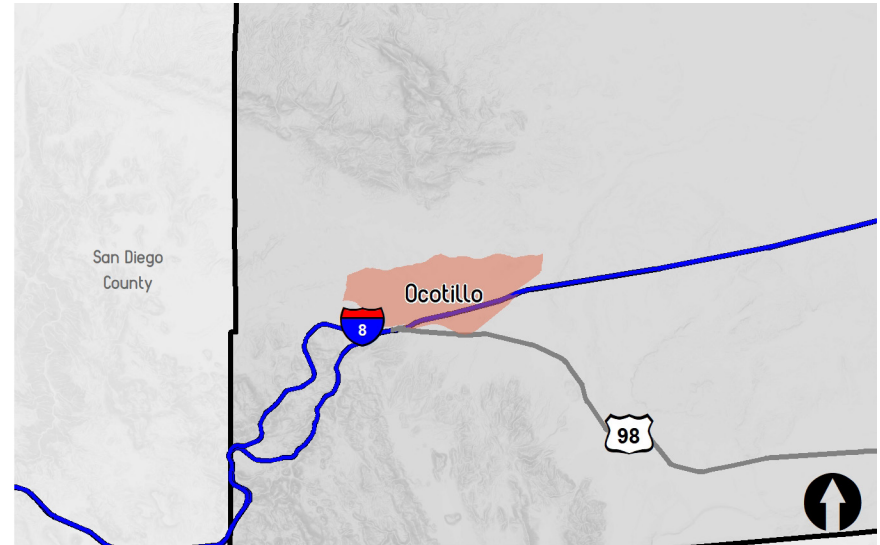
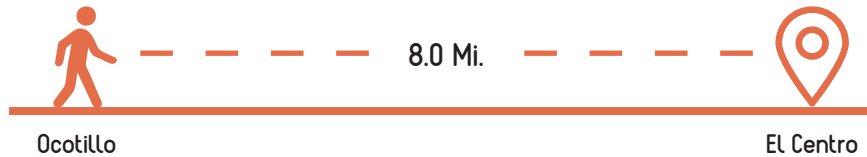
- » Imperial County Active Transportation Plan (2018)
- » Imperial County Pedestrian Master Plan (2021)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



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:

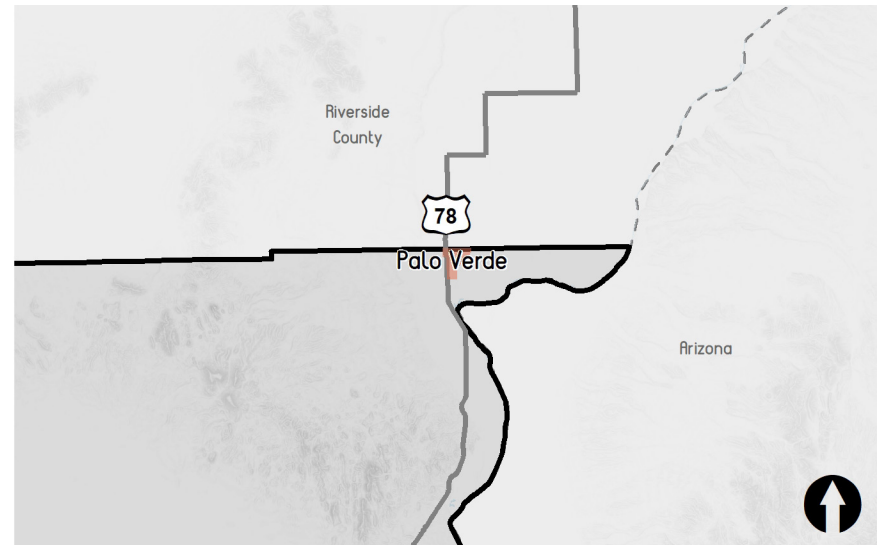
- » Imperial County Active Transportation Plan (2018)
- » Imperial County Pedestrian Master Plan (2021)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



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:

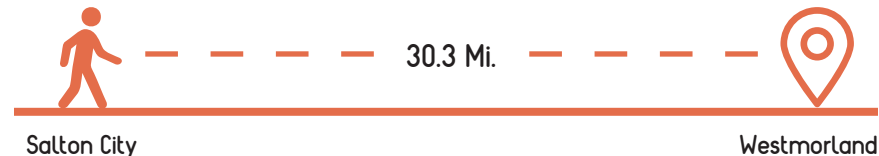
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



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:

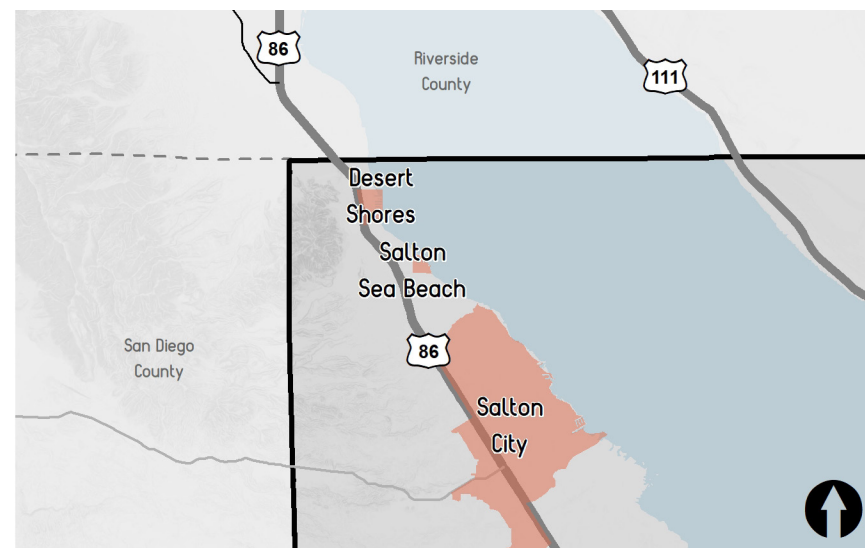
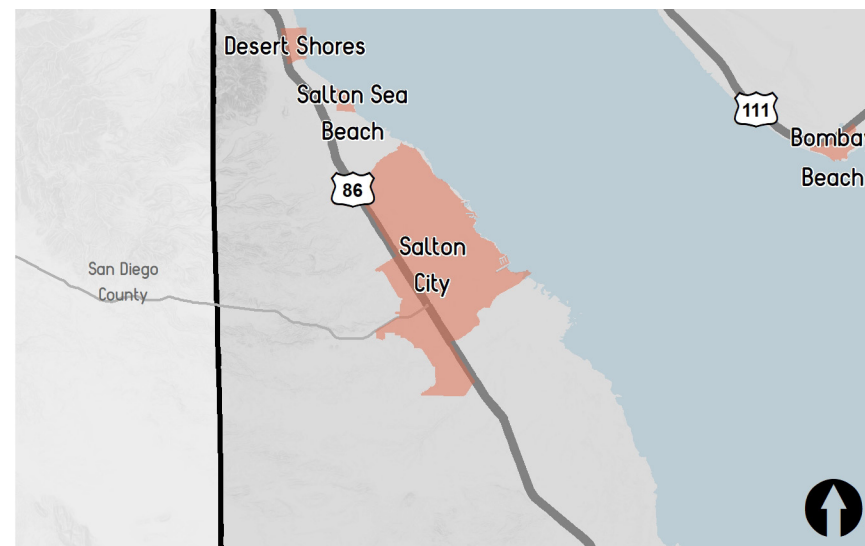
- » Imperial County Active Transportation Plan (2018)
- » Imperial County Pedestrian Master Plan (2021)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



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:

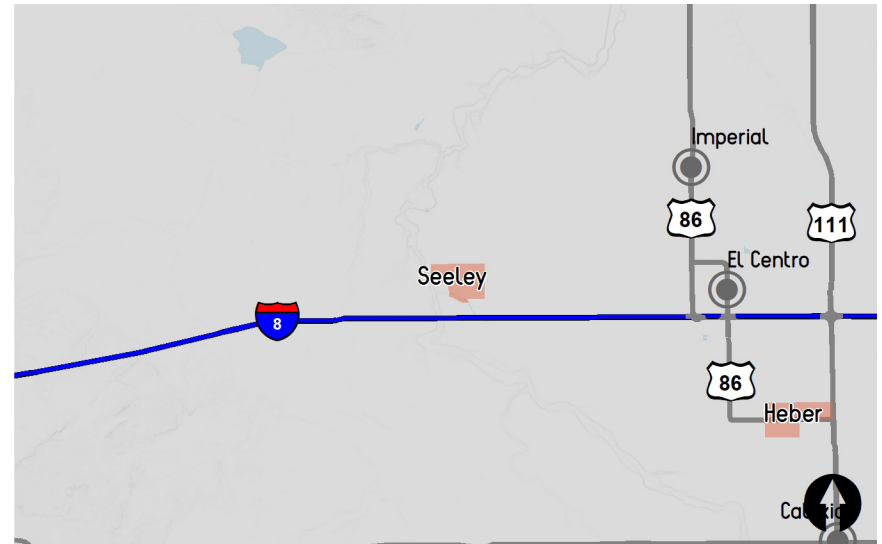
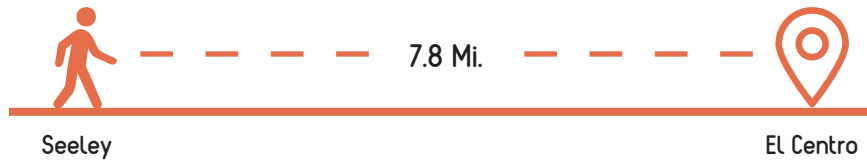
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



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:

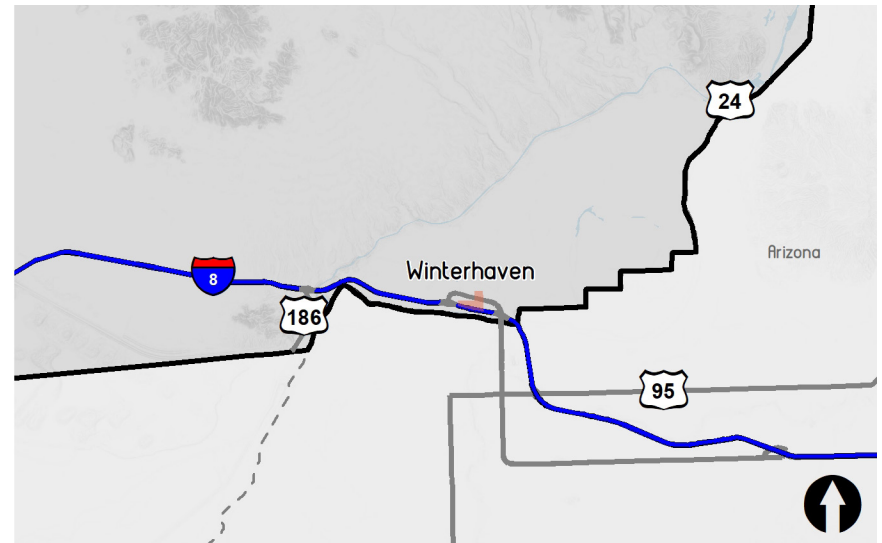
- » Imperial County Active Transportation Plan (2018)
- » Imperial County Pedestrian Master Plan (2021)
- » Imperial County Safe Routes to School Regional Master Plan (2016)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



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

#3

TAC Meeting #4
Workshop #12 & 13

Workshop #14 & 15

TAC Meeting #5

TAC Meeting #6

October

November

December

2022

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.

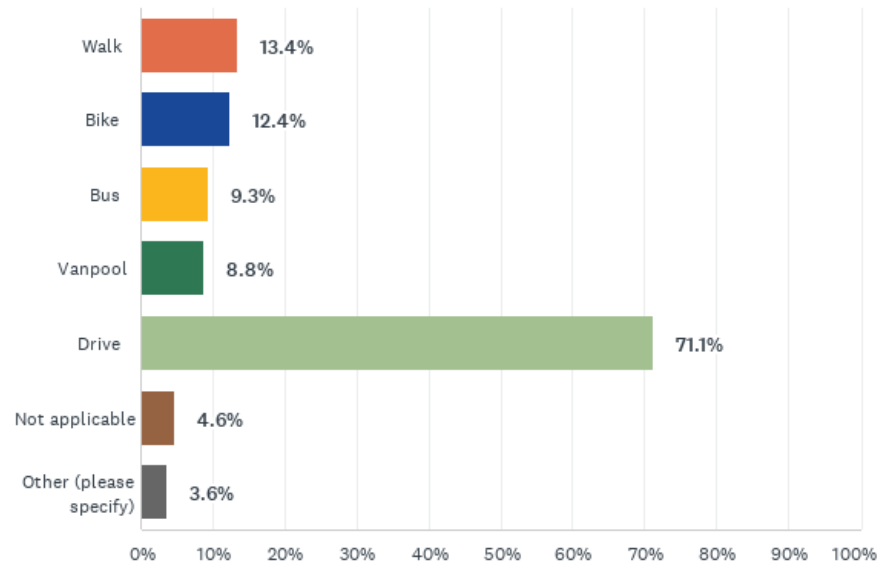
Respondents indicated that they would like to see more pedestrian and bicycle routes to parks (71 percent), schools (67 percent), and community centers (37 percent). A majority of respondents said street lighting (56 percent) and continuous sidewalks (50 percent) would make it easier for them to walk 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.

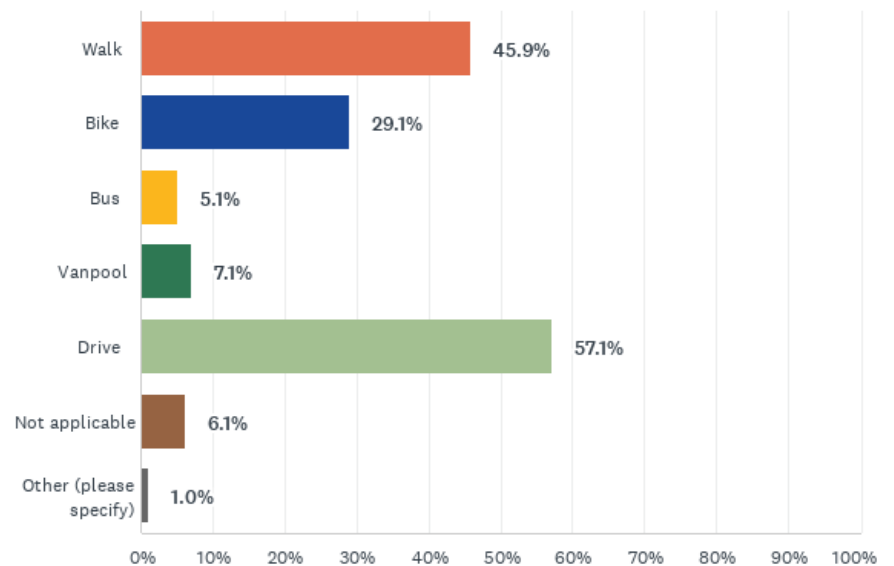
The complete survey summary with all questions can be viewed in Appendix B of this document.

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)



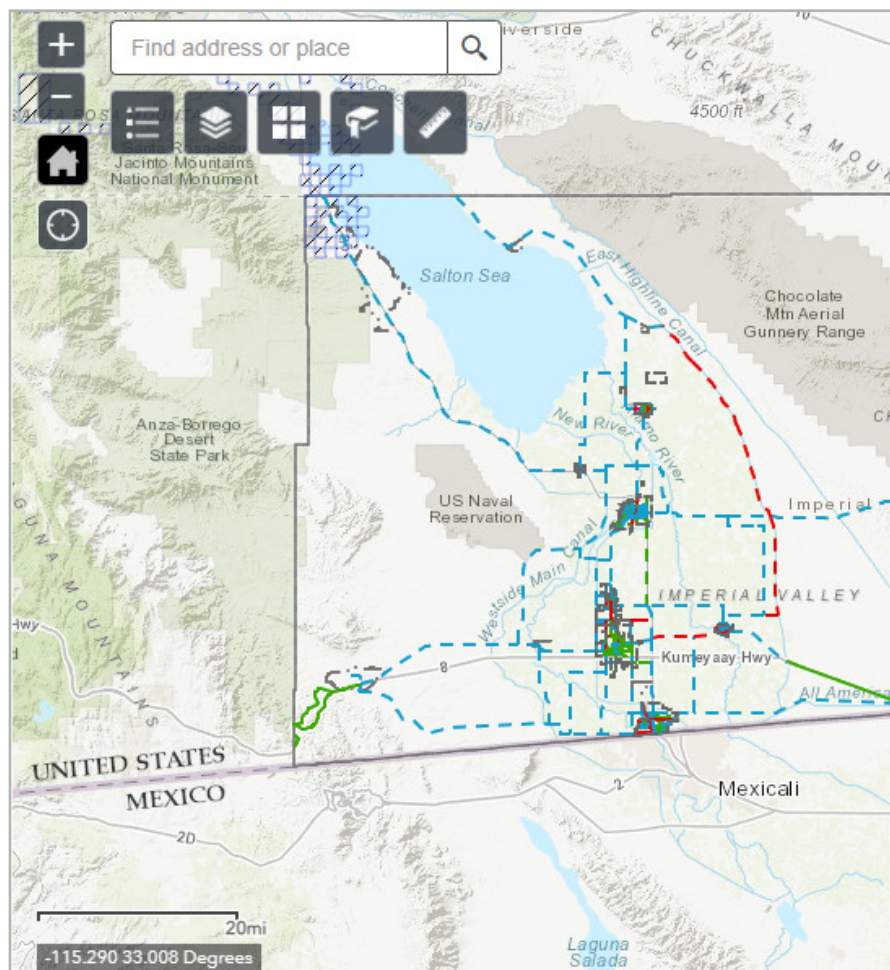
Do you visit city parks or recreation facilities? If so, how do you get there? (Check all that apply)



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

[Take Our Survey!](#)
[Take Our Map Survey!](#)
[Visit ICTC](#)

TAKING STEPS TO MAKE WALKING & BIKING SAFER FOR IMPERIAL COUNTY

Imperial County Active Transportation Plan

Imperial County Transportation Commission (ICTC) is developing a Regional Active Transportation Plan (ATP) to help meet the County's goals and vision for providing a transportation system that supports walking, cycling, public transit, and automobiles. The ATP will be developed through a robust public engagement process that will include a series of online events and workshops, and when feasible, in-person outreach "pop-up" events. The planning process will provide multiple opportunities for residents and stakeholders to participate and provide input to help shape the region's future.

Please choose your preferred language on the left side
 Elija el idioma de su preferencia en el lado izquierdo

[Click here for English survey](#)

[Haga clic aquí para encuesta en español](#)

What is an ATP?

Agencies are making improvements to support bicycling and walking in order to create healthier, more active communities. Numerous environmental, health, and economic benefits are attributed to bicycling and walking, especially as substitutes for travel by motor vehicle. Allowing residents to walk and bike enables them to be more physically active in their daily routines and have cleaner air. The project team will work with the ICTC, stakeholders, and the community to assess needs, evaluate existing streets, identify and prioritize recommendations that encourage people to walk and bike more. The result will be an action plan that supports active transportation, economic development, and equitable mobility options. The ATP will help ICTC be competitive when applying for grants that help implement projects.

Reduced Emissions

Increased bicycling and walking help reduce fossil fuel and greenhouse gas emissions and decrease air pollution.

Support the Local Transit System

Alternate modes of transportation can effectively link people to and from transit stops to their origins and destinations.

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.



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-prepare-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



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.



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



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.

4.2.1 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 I multi-use path



Class IV separated bikeway

4.2.2 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

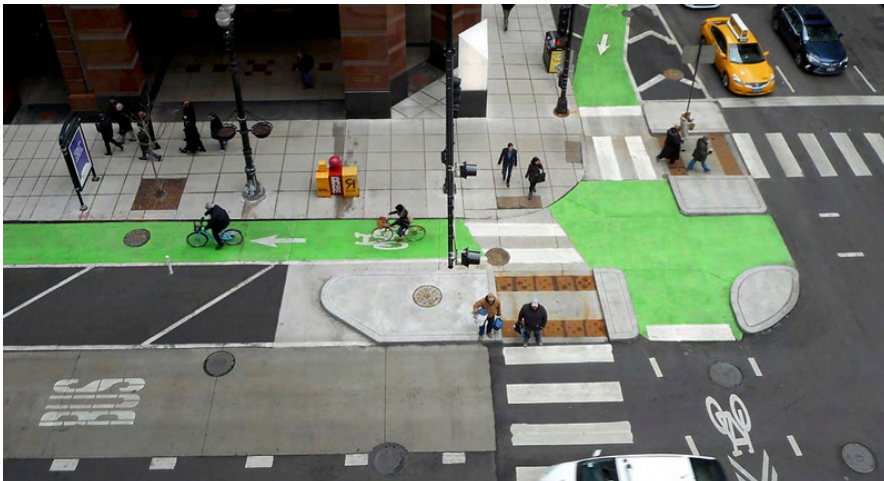
Bicycle detection is used at intersections with traffic signals to alert the signal controller that a bicycle crossing event has been requested. Bicycle detection can occur either through the use of push buttons or by automated means and are marked by standard pavement symbols.

4.2.3 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.

4.2.4 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

4.2.5 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.

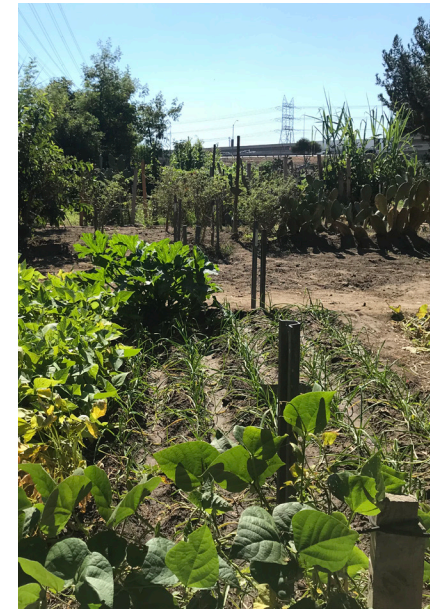
Paving treatments and crosswalk art do not define a crosswalk and should not be seen as a safety measure. Standard transverse or longitudinal high visibility crosswalk markings are still required.

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

4.2.6 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

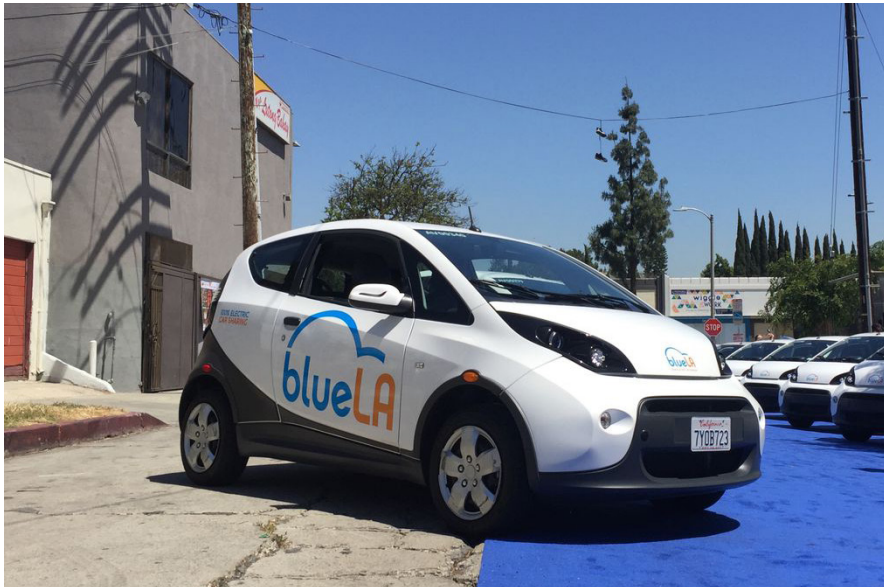
An electric carsharing service could include purchasing a fleet of electric cars. These cars could be rented by residents to address their transportation needs such as commuting to work, running errands, or getting to medical appointments. The city would have its own EV charging infrastructure which 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

The project prioritization procedure is a data-driven and interactive 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.

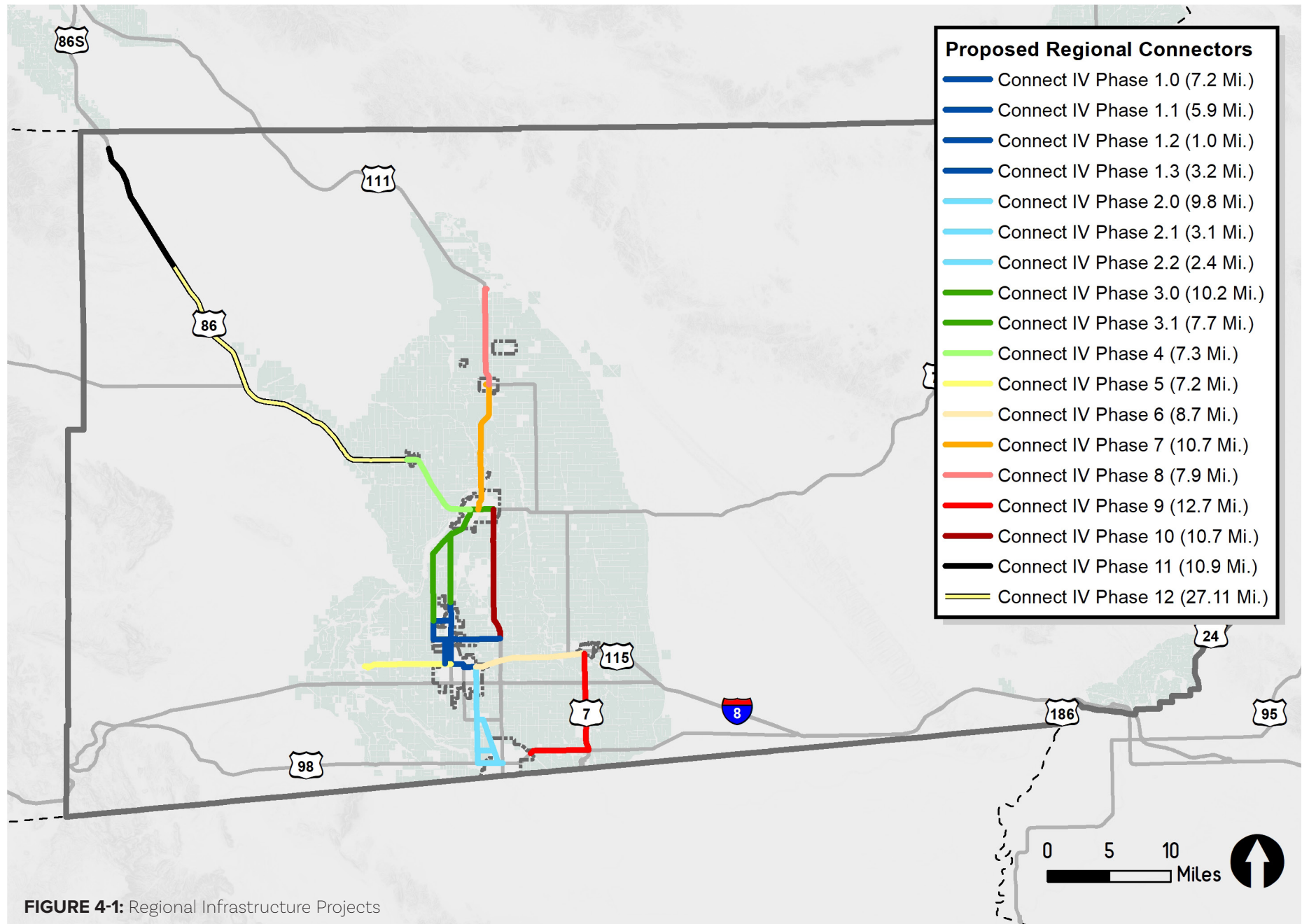
The prioritization process for this regional plan was approached in two phases. The first phase used the criteria listed below to determine the regional infrastructure priorities. The selected corridors were then included in the data-driven prioritization process. The following criteria used in this 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 youth population density, employment density, walk to work, bike to work, and vehicle ownership
- » 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.

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

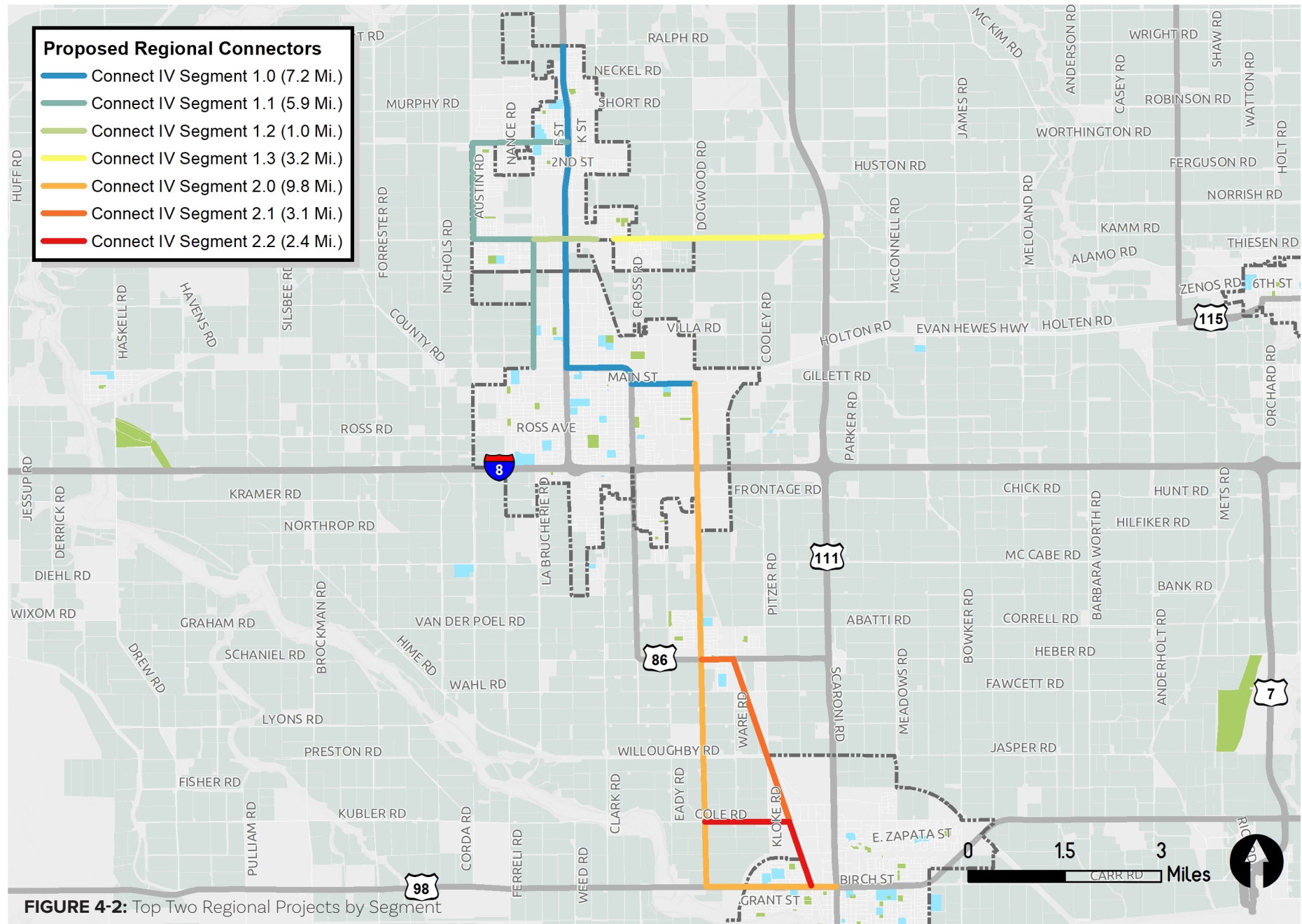


4.5 TOP TWO PRIORITY PROJECTS

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 corridors improvements can be made to enhance active transportation safety and comfort for residents and visitors.

The following section included planning-level recommendations organized by cutsheets to assist ICTC and partner agencies to pursue future planning, design, engineering, and funding opportunities. These cutsheets provide information such as 2021 high-resolution aerial imagery, where active transportation facilities should be placed, planning-level cost estimates, and infographics that support each segment.

SEGMENT	BETWEEN		LENGTH	CLASS TYPE	NOTES
1.0	City of Imperial	City of El Centro	7.2 miles	Class 1	<i>Insert text here</i>
1.1	City of Imperial	City of El Centro	5.9 miles	Class 1/4	<i>Insert text here</i>
1.2	City of Imperial	City of Imperial	1.0 miles	Class 4	<i>Insert text here</i>
1.3	City of Brawley	Imperial Valley College	3.2 miles	Class 1/4	<i>Insert text here</i>
2.0	City of El Centro	City of El Calexico	9.8 miles	Class 1	<i>Insert text here</i>
2.1	Heber	City of El Calexico	3.1 miles	Class 1	<i>Insert text here</i>
2.2	Imperial County	City of El Calexico	2.4 miles	Class 1	<i>Insert text here</i>



Top Two Project Cut Sheets will be included in this section

Top Two Project Cut Sheets will be included in this section

4.14 CITY-SPECIFIC PRIORITIES

Insert text here

4.15 IMPLEMENTATION STRATEGIES

Insert text here

4.16 RECOMMENDED PROGRAMS

Insert text here

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

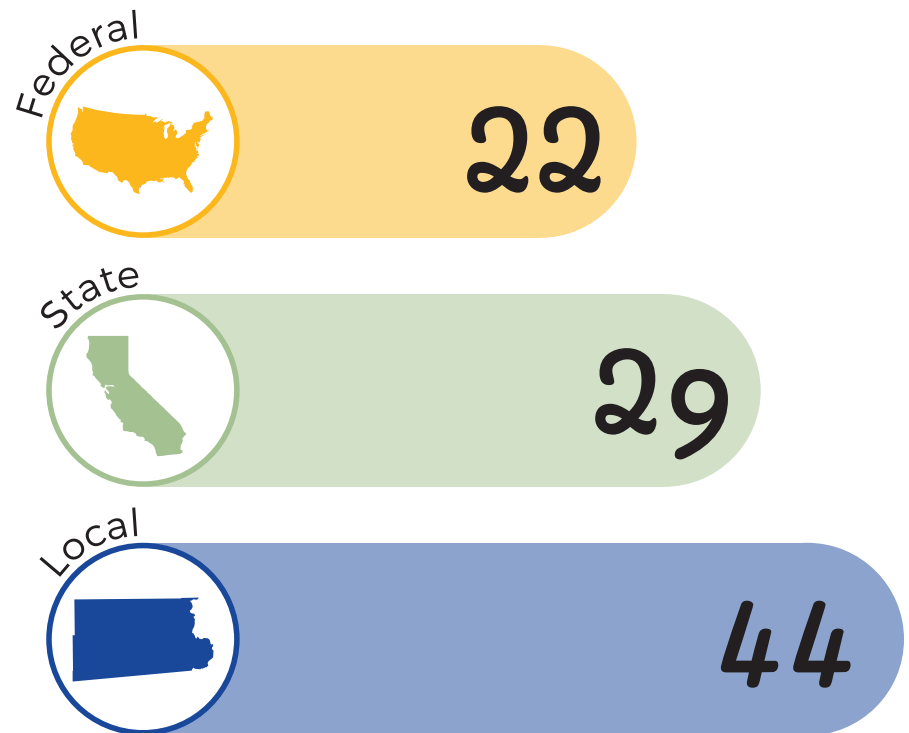


TABLE 5-1: Federal Funding Sources

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 Formula 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-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	Local Jurisdictions	Annual Budget
Revenue Bond Revenues		
Sales Tax Revenues		
Transient Occupancy Tax Revenues		
Wastewater Fund Reserves		
Utility Taxes		
Business Improvement Districts (BID)	Non-profits, Business Organizations or City	Unavailable
Maintenance Assessment Districts (MAD)		
Property Based Improvement Districts (PBID) Landscape Maintenance District (LMD)	Various Agencies, Foundations and Corporations	
Various Sports Field Grants	Kaiser Permanente	
Community Health Initiatives	National Endowment for Humanities	
America's Historical Planning Grants	Private Corporations	
Corporate Sponsorships	Non-Profit Corporations	
Private Sector Partnerships	Private Foundations	
Non-Profit Partnerships	Private Individuals	
Foundation Grants		
Private Donations		Unavailable
Irrevocable Remainder Trusts		
Targeted Fund-raising Activities	Local Jurisdictions	Twice a year
Healthy Places by Design	Robert Wood Johnson Foundation	
PeopleForBikes Community Grant Program	PeopleForBikes/Partners	



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

January 21, 2022

Technical Advisory Committee
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 Committee 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.

ICTC Staff forwards this item to the Technical Advisory Committee for discussion and recommendation to submit to the ICTC Management Committee and Commission after public comments, 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,

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		Total project cost stays the same \$701	

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

<u>FTIP ID</u>	<u>LEAD AGENCY</u>		<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>PROJECT COST</u>	<u>PROJECT COMPLETION DATE</u>
IMP190709	BRAWLEY		Imperial	EXEMPT - 93.126	\$478	23-JUL-22
<u>RTP ID</u>	<u>SYSTEM</u>	<u>PHASE</u>	<u>MODELING</u>		<u>AIR BASIN</u>	<u>FTIP AMENDMENT</u>
7120001	Local	Environmental Document/Pre-Design Phase (PAED)		NO	SSAB	23-00
<u>PRIMARY PROGRAM CODE</u>			<u>PROJECT LIMITS</u>			
NCR31 - ROAD REPLC & REHAB (NO LN ADD)						
<u>DESCRIPTION</u>		<u>CURRENT CHANGE REASON</u>				
Street Improvement (repavement) along K street from Highway 86 to 8th street.		Carry over from 21TIP			Total project cost stays the same \$478	

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		Total project cost stays the same \$3,342	

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 IDLEAD AGENCYCOUNTYCONFORM CATEGORYPROJECT COSTPROJECT COMPLETION DATE

IMP190703CALIPATRIAImperialEXEMPT - 93.126\$59731-DEC-21

RTP IDSYSTEMPHASEMODELINGAIR BASINF TIP AMENDMENT

7020004LocalContract/Project CompleteNONO23-00

PRIMARY PROGRAM CODEPROJECT LIMITS

NCR31 - ROAD REPLC & REHAB (NO LN ADD)

DESCRIPTIONCURRENT CHANGE REASON

Date Street Roadway and Pedestrian improvements from Highway 111/Sorenson Avenue to Railroad Avenue.Complete projectTotal 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 IDLEAD AGENCYCOUNTYCONFORM CATEGORYPROJECT COSTPROJECT COMPLETION DATE

IMPL519CALTRANSImperialEXEMPT - 93.126\$18,91608-MAY-23

RTP IDSYSTEMPHASEMODELINGAIR BASINF TIP AMENDMENT

REG0701LocalContract/Project AwardNONO23-00

PRIMARY PROGRAM CODEPROJECT LIMITS

NCR36 - BRIDGE RESTORATION & REPLC (NO LN ADD)

DESCRIPTIONCURRENT 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 21TIPTotal 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 IDLEAD AGENCYCOUNTYCONFORM CATEGORYPROJECT COSTPROJECT COMPLETION DATE

IMP160409EL CENTROImperialEXEMPT - 93.126\$35130-JUN-20

RTP IDSYSTEMPHASEMODELINGAIR BASINF TIP AMENDMENT

7120001LocalContract/Project CompleteNONO23-00

PRIMARY PROGRAM CODEPROJECT LIMITS

ITS02 - SIGNAL SYNCHRONIZATION

DESCRIPTIONCURRENT CHANGE REASON

Interconnect existing signal lights along Dogwood Avenue and Danenberg Avenue to the El Centro's master computer to permit for synchronizationComplete projectTotal 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
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NCR31 - ROAD REPLC & REHAB (NO LN ADD)

DESCRIPTION	CURRENT CHANGE REASON
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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
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NCR31 - ROAD REPLC & REHAB (NO LN ADD)

DESCRIPTION	CURRENT CHANGE REASON
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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
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NCN27 - PEDESTRIAN FACILITIES-NEW

DESCRIPTION	CURRENT CHANGE REASON
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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

FTIP ID	LEAD AGENCY		COUNTY	CONFORM CATEGORY	PROJECT COST	PROJECT COMPLETION DATE
IMP161003	IMPERIAL COUNTY		Imperial	EXEMPT - 93.126	\$720	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			
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					Total project cost stays the same \$720		

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	Total project cost stays the same \$1,119

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	Total project cost stays the same \$301

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)	

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)

FTIP ID	LEAD AGENCY		COUNTY	CONFORM CATEGORY	PROJECT COST	PROJECT COMPLETION DATE
IMP171001	VARIOUS AGENCIES		Imperial	EXEMPT - 93.126	\$224	30-JUN-23
RTP ID	SYSTEM	PHASE		MODELING	AIR BASIN	FTIP AMENDMENT
7120004	Local	Bid/Advertise Phase		NO	SSAB	23-00
PRIMARY PROGRAM CODE			PROJECT LIMITS			
PLN40 - PLANNING						
DESCRIPTION			CURRENT CHANGE REASON			
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

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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				
<u>PHASE</u>	<u>FUND SOURCE</u>	PRIOR	22/23	23/24	24/25	25/26	26/27	27/28	FUTURE	TOTAL
PE	STIP ADVANCE	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800
	CON-RIP									
ROW	STIP ADVANCE	\$9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9
	CON-RIP									
CON	STIP ADVANCE	\$2,885	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,885
	CON-RIP									
TOTAL	TOTAL	\$3,694	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,694

<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
<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			

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ALL 23TIP TIP ACTIONS
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(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 ISTEА	\$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

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

Inactive Projects

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

As of **December 31, 2021**, the INACTIVE and Future Inactive list was updated. Action is not required, as no projects are at risk for inactivity now. Good work, all!

District 11 must receive accurate and complete invoices to prevent de-obligation of federal funds! Verify on the “Inactive” link shown below for Inactive Project dates. Agencies that do not invoice before “Inactive” status must submit a justification on the spreadsheet available for download through this link –

<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/inact/justification-inactive-projects-blank-form-20210203-a11p.xlsx>

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

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

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

January 31, 2022 – Federal Fiscal Year (FFY) 21/22 Requests for Authorization Obligations Due!

Funding Requests for Authorization (RFA) during this federal fiscal year are due by January 31, 2022.

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

Please transmit all RFA details on LAPM Exhibit 3-A and use the newest version from January 2022 –

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

February 1, 2022 – “Clean California” Local Grant Program Application Deadline!

Caltrans will administer approximately \$296 million as 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.

Caltrans announced a “call for projects” with the application deadline of February 1, 2022. Project award notification is anticipated by March 1, 2022.

Recordings from all five local grant guidelines workshops are online –

<https://cleancalifornia.dot.ca.gov/local-grants/workshops-milestones>

<https://cleancalifornia.dot.ca.gov/local-grants>

Questions? CleanCA.LocalGrant@dot.ca.gov



California Transportation Commission

SAVE THE DATE

2023 Active Transportation Program Guideline Development Workshops

Please mark your calendars for the upcoming California Transportation Commission guideline development workshops for the Active Transportation Program (ATP). Registration information and workshop agenda/details will be posted in advance of each workshop on the [ATP website](#). Until further notice, all workshops will be held via virtual meeting format. **All workshop dates are subject to change. Additional workshops may be scheduled in 2022.**

Kick-Off Workshop

~~Tuesday, November 9, 2021 9:30am – 12:30pm~~

recording is online now at <https://youtu.be/ZOL3FF1JF9c>

Central Workshops

Topic	Date
Guidelines	Wednesday, November 17, 2021 1:00pm – 4:00pm recording online https://youtu.be/hnss0mzUNak
PSR Equivalent	Wednesday, December 1, 2021 1:00pm – 4:00pm recording online https://youtu.be/DFzvj-mmRE8
Guidelines	Wednesday, December 15, 2021 9:30am – 12:30pm recording online https://youtu.be/tKYup-LKySg
Guidelines	Tuesday, January 11, 2022 1:00pm – 4:00pm recording online https://youtu.be/hIIPMX7k928
Applications	Wednesday, January 19, 2022 9:30am – 12:30pm recording online https://youtu.be/HXfLGx8FYqY
Scoring Rubrics	Tuesday, February 8, 2022 1:00pm – 4:00pm
Optional Workshop	Wednesday, February 23, 2022 9:30am – 12:30pm

To schedule a virtual Branch Workshop or site visit, please contact Elika Changizi.

For more information, please contact:

Laurie Waters at Laurie.Waters@catc.ca.gov

Beverley Newman-Burckhard at Beverley.Newman-Burckhard@catc.ca.gov

Elika Changizi at Elika.Changizi@catc.ca.gov

Get the latest updates from the Commission on [Twitter](#) and [Facebook](#).



California Transportation Commission

2023 Active Transportation Program Branch Workshop

The Active Transportation Program Branch workshops focus on Program education, region-specific issues and questions relating to the upcoming 2023 ATP Cycle. These workshops are specific to a county/region; therefore, are not mandatory for all stakeholders to participate.

Los Angeles County

Monday, February 28, 2022
12:30 pm – 2:30 pm

To participate via GoToMeeting, please use the following link:
<https://global.gotomeeting.com/join/717772317>

You can also dial in using your phone:

United States: +1 (571) 317-3122

Access Code: 717-772-317

CALIFORNIA TRANSPORTATION COMMISSION STAFF CONTACTS:

Laurie Waters
Associate Deputy Director
Laurie.Waters@catc.ca.gov

Beverley Newman-Burckhard
Assistant Deputy Director
Beverley.Newman-Burckhard@catc.ca.gov

Elika Changizi
Program Analyst
Elika.Changizi@catc.ca.gov

More information about the California Transportation Commission may be found on our [website](#).

You can also get the latest updates from the Commission on [Twitter](#) or [Facebook](#).

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

Preparation Schedule for California Transportation Commission (CTC) Allocation Requests

Please review the preceding schedule of deadlines to send allocation request packages for California Transportation Commission (CTC) approval during the May 18-19, 2022, CTC meeting.

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

Friday, **March 18**, 2022, is the final deadline (for that May 18-19, 2022 CTC meeting).

2022 Local Assistance Publication Updates

Caltrans has released updates to the 2022 *Local Assistance Procedures Manual (LAPM)* and the *Local Assistance Program Guidelines (LAPG)*. All changes appear in Local Programs Procedures (LPP) 21-01 – <https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lpp/lpp21-01.pdf>

The *LAPM* guides the scope, organization, design, construction, and maintenance of public transportation facilities when projects are funded with federal or State dollars. The *LAPM* describes the processes, procedures, documents, authorizations, approvals, and certifications required to receive federal-aid and/or State funds for many types of local transportation projects.

The *LAPG* provides local agencies with a complete description of the federal and State programs available for financing local public transportation-related facilities. Each program is discussed in detail by chapter and addresses such topics as: project eligibility, project selection process, funding levels, key decision makers, significant dates, relevant statutory references, and related publications.

Please email DLAPublications@dot.ca.gov with any questions.

Invoice Form Required (updated August 2020)

Please transmit all invoices on *LAPM* Exhibit 5-A (use the **August 2020** version).

These following links have details and instructions –

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

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

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

Disadvantaged Business Enterprise (DBE) Update

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

Annual FFY Disadvantaged Business Enterprise Goal and Methodology Proposal information is online –

<http://www.localassistanceblog.com/2021/10/06/annual-disadvantaged-business-enterprise-goal>

Quality Assurance Program (QAP) – Renewal Required for 2022!

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

An updated QAP package must be transmitted to the Local Area Engineer, Ben Guerrero. Otherwise, no *Construction* funding authorization requests will be processed.

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

Title VI Nondiscrimination Program

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

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

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

A reminder for local agencies to comply with all Title VI requirements. See *Local Assistance Procedures Manual (LAPM)* Section 9.2, Title VI of the Civil Rights Act of 1964 (Title VI) and Related Statutes:

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

Effective September 17, 2020, all local agencies are required to insert the clause from Appendix E of the Title VI Assurance in each federal-aid contract. U.S. Department of Transportation Order No. 1050.2 requires Appendix E, which is not included in Exhibit 4-C: Master Agreement – Administering Agency-State Agreement for Federal-Aid Projects. All local agencies must include the provisions indicated in Appendices A – E of the Title VI Assurances in all federal-aid contracts between an agency and a contractor.

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

Note that an agency is subject to Title VI program and compliance review at any time.

Link to guidance for Title VI complaints - dot.ca.gov/programs/local-assistance/guidance-and-oversight/title-vi

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

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

Subsidized Classes for Local Agencies – New Learning Opportunities in 2022! (mostly online)

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

Both the Federal Aid Series and Resident Engineers Academy courses fill-up quickly. Please enroll early!

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

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

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

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

Memorandum

Date: January 12th, 2021
To: ICTC Management Committee Meeting
From: David Salgado, Regional Affairs Officer (RAO)
Re: **Southern California Association of Government's (SCAG) Report**

The following is a summary of the SCAG Executive Director's Report and/or Federal and State Legislature Staff Report for the Imperial County Transportation Commission's Management Committee regular meeting for the month of January 2022.

- 1. 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.

Applications can be completed online and are due by January 10, 2022. Notifications of acceptance will be issued no later than Jan. 18, 2022.

2. **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.
3. **SCAG Toolbox Tuesday!! Equity in Action: Developing Equity Tools:** Tuesday, Jan. 25 1 – 2:30 p.m. Kick-off the new year by joining us for this equity-focused Toolbox Tuesday to learn about using and developing equity tool(s) for your jurisdiction.

Equity tools are designed to integrate the explicit consideration of equity in decisions, including policies, practices, programs, and budgets. They can focus on different aspects of your work, such as during project scope development or the budgeting process, or can serve as a checkpoint to help jurisdictions investigate disparities within their communities and incorporate equity in their work.

SCAG, along with a local jurisdiction, will share insights into the development of their own equity tools. SCAG's Racial Equity Toolkit contains a series of six tools aimed at different aspects of the planning process:

- Communications Tool
- Community Engagement & Relationship Building Tool
- Data Gathering & Analysis Tool
- Equitable Strategy & Action Tool
- Equity Assessment Tool
- Stakeholder Analysis Tool

4. **2022 SCAG SUSTAINABILITY AWARDS CALL FOR NOMINATIONS:** SCAG is now 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 | • Equity |
| • Clean Cities: Alternative Fuels & Infrastructure | • Green Region Initiative: Resource Conservation & Climate Action |
| • Efficient & Sustainable Land Use | • 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 scag.ca.gov/sustainabilityawards

5. **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.

6. **SCAG Aerial Imagery Project 2020-21 Update:** The flyovers have been completed and an introductory meeting was held with the vendor, EagleView. The meeting was offered to member jurisdictions and stakeholders to introduce some of the new products provided as a part of the project, which includes high resolution imagery, ortho imagery and other products. SCAG is working with the county to finalize an MOU prior to requesting local contributions for supporting the program.



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

Memorandum

Date: January 20, 2022
To: ICTC Commission 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 on January 26, 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):** *The 2021-22 Strategic Planning meeting and last IMBA meeting of the year was held both by Zoom Meeting and at Cety's University in Mexicali on Thursday, November 18, 2021. At the strategic planning meeting the new Chair and Vice-Chair positions were elected. For 2022, Andres Daniel Ruelas from Grupo Educativo de 16 de Septiembre (Mexican Representative) was selected to serve as the Chair, and Tom DuBose from IVEDC (Imperial Representative) was selected as the Vice-Chair. The next IMBA meeting is scheduled for January 20, 2022 via Zoom only as a precaution due to rise in COVID-19 cases.*
- 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 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.

- 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 and Right of Way Acquisition is underway and is expected to be completed in February 2022. 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 ongoing. 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). *The Free Fares Program received an additional grant that will allow for the continuation of free fares until grant funds are fully expended. The program now includes the IVT Medtrans service. All regular service eligibility requirements and restrictions remain in effect.*
- 8) **Organic waste: reduction regulations: local jurisdiction compliance:** Current law requires the State Air Resources Board to complete, approve, and implement a comprehensive strategy to reduce emissions of short-lived climate pollutants in the state to achieve, among other things, a reduction in the statewide emissions of methane by 40%. Current law requires the methane emissions reduction goals to include specified targets to reduce the landfill disposal of organics. Current law requires the Department of Resources Recycling and Recovery, in consultation with the state board, to adopt regulations to achieve those targets for reducing organic waste in landfills, and authorizes those regulations to require local jurisdictions to impose requirements on generators or other relevant entities within their jurisdiction, to authorize local jurisdictions to impose penalties on generators for noncompliance, and to include penalties to be imposed by the department for noncompliance. This bill would authorize a local jurisdiction facing continuing violations that commence during the 2022

calendar year of those regulations to submit to the department no later than March 1, 2022, a notification of intent to comply, as prescribed. For a copy of the senate bill go to: [Senate Bill \(SB\) 619 \(Laird D\)](#)

- 9) **\$60 million for SB 1383 Implementation - SB 170:** *The Legislature recently released language for a new budget bill jr., SB 170, that includes \$60 million for grants to local jurisdictions to assist in implementation of SB 1383 (Lara, 2016). Should SB 170 be passed by the Legislature and signed by Gov. Newsom, CalRecycle would be in charge of creating the grant application and timeline for submittal. Cities would need to apply for the funding and CalRecycle would determine that amount of the grant award. The specific details, however, are forthcoming.*

Additionally, there is approximately \$110 million in SB 170 for organic waste infrastructure, such as anaerobic digesters and compost facilities. For a full breakdown of the funds in SB 170, please see the Senate Budget and Fiscal Review's analysis here: [September 7 2021 Hearing Agenda Final.pdf\(ca.gov\)](#)

- 10) **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 early 2022 with construction completed in approximately six months after construction begins.*

- 11) **I-8 / Imperial Avenue Interchange Reconstruction:** Caltrans and construction team met with City of El Centro and ICTC to discuss details of construction phases and the public information campaign for both the Interchange Project and the Imperial Avenue Extension South Project. Stage 1 of construction began on Monday, May 6, 2020. During the extended closure, motorists on eastbound I-8 detoured along 4th Street/State Route 86 (SR-86) located east of Imperial Avenue. On July 23rd closure of the I-8 was needed to demolish and remove the existing bridge. Crews completed the demolition of the existing bridge at the I-8/Imperial Avenue Interchange. Stage 2 work on the northern portion of I-8 took four to six months to complete and could began in December. During Stage 2, all I-8/Imperial Avenue on- and off- ramps were fully closed. *The project ribbon cutting was conducted on December 21, 2022. The interchange was open to the public the evening of December 21, 2022.*

- 12) **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.*

- 13) **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.*
- 14) **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.*
- 15) **2018 Trade Corridor Enhancement Program:** The Trade Corridor Enhancement Program (TCEP), created by Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), provides approximately \$300 million annually for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network, and along other corridors that have a high volume of freight movement. ICTC in partnership with Caltrans and the San Diego Association of Governments (SANDAG) were successful in receiving TCEP funds for Advanced Technology Corridors at the California-Mexico Ports of Entry (POE). The goal project is to implement Intelligent Transportation System (ITS) strategies that will improve border travel delays. Some of the ITS strategies will include Bluetooth and Wi-Fi readers to help track vehicle delays, as well as implement changeable message signs on State Routes to inform border travelers of POE delays. Caltrans will serve as the implementing agency of this project and has an estimated completion date of early 2020. *Caltrans has initiated the environmental phase and preliminary design of the project. TCEP funds will be used in collaboration with the BUILD grant award for the design and construction phases. 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.*
- 16) **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
<i>Brawley</i>	<i>\$525,382</i>
<i>Calexico</i>	<i>\$785,624</i>
<i>Calipatria</i>	<i>\$148,015</i>
<i>El Centro</i>	<i>\$877,084</i>
<i>Holtville</i>	<i>\$122,158</i>
<i>Imperial</i>	<i>\$382,419</i>

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>

- 17) **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

18) Partnerships with IVEDC:

- a) **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 January 07, 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.

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

As of January 07, 2022, there is a remaining grant balance of \$70,283. Of the \$70,283, \$66,079 is the remaining contract balance for SCS Engineers.

Request for Funding Allocation (CRRSAA Projects)

Date: *PPNO: Agency: *Federal Project Number:

*Select from the drop-down list (a City or a County);
Enter agency name if not a City or a County.*

*Advantage Project ID: County:

**Leave blank if this is the first allocation request for
this project.*

Caltrans District:

Attention:

Caltrans District 1 DLAE

1656 Union St. (95501)
P.O. Box 3700
Eureka, CA 95502-3770

Dear Caltrans District 1 DLAE:

We request that Caltrans allocate funds for the local Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) project:

Project Name (as programmed by CTC - max 250 characters):

Project Description (be brief - max 250 characters):

1. Funding to be requested:**a. Allocation phase:**

The funding allocation request is Phase specific, i.e. Project Approval & Environmental Document (PA&ED), Plans, Specifications & Estimate (PS&E), Right of Way (ROW), Construction (CON) or Other. Check the project phase(s) that have been allocated previously and those that this form is requesting.

Phase(s) previously allocated: ☐ PA&ED ☐ PS&E ☐ ROW ☐ CON ☐ Other*

This request is for: ☐ PA&ED ☐ PS&E ☐ ROW ☐ CON ☐ Other*

* Operations, personnel, debt service, payments for other revenue loss

b. Amount(s) to Be Requested - Enter the amount(s) of funds of this request and of the previous allocations:

Component	Previous	This Request	Total
Project Approval & Environmental Document (PA&ED)	\$0	\$0	\$0
Plans, Specifications & Estimate (PS&E)	\$0	\$0	\$0
Right of Way (ROW)	\$0	\$0	\$0
Construction (CON)	\$0	\$0	\$0
Other	\$0	\$0	\$0
Total	\$0	\$0	\$0

2. Type of funding requested:

Does the project have federal funds programmed or expended on any phase?

☐ Yes - Project not eligible for state funds.

☐ No - Project may be eligible for SOF.

Indicate type of funding being requested:

☐ CRRSAA

☐ CRRSAA - SOF*

* See program requirements.

3. Requirements for Construction Allocation Request:

If this request is for Construction phase, the below requirements must be met.

a. Environmental Clearance:

☐ The project must meet the requirements of the California Environmental Quality Act (CEQA). The local agency is the lead agency under CEQA for SOF projects.

CEQA Document Type:

Approval Date:

☐ The project must meet the requirements for NEPA.

NEPA Document:

Approval Date:

b. Right of Way Clearance:

SOF projects: ☐ The local agency self-certifies the Right of Way clearance.

Date of R/W Clearance:

☐ Caltrans approved R/W Certification required for CRRSAA funds. Attach R/W Certification to submittal.

c. PS&E Certification:

The local agency hereby certifies that the PS&E package is complete, accurate, unambiguous, and adequate for its purpose.

☐ Furthermore, the local agency certifies that the project scope of work for which this construction allocation is being requested is consistent with the scope of work identified in the original ePPR.

Date of the PS&E Certification:

Local Agency Certification:

This Request for Funding allocation has been prepared in accordance with the procedures outlined in the Local Assistance CRRSAA Guidelines. I certify that the information provided in the attached checklist is accurate and correct. I understand that if the required information has not been provided this form will be returned and the funding allocation may be delayed. Please advise us as soon as the fund allocation has been approved. You may direct any questions to:

Name:

Title:

Signature*:

Date:

Phone Number:

* Please print and sign if the digital signature does not work for you.

Attachments:

1. Printout of the CTC approved project list (only the page that includes this project);
2. ePPR;
3. A detailed Engineer's Cost Estimate for construction items (for CON allocation request only).

Caltrans District Local Assistance Engineer Acceptance:

I have reviewed the information submitted on the Request for Funding and agree it is complete and has been prepared in accordance with the procedures outlined in the Local Assistance CRRSAA Guidelines.

Name:

Title:

Signature:

Date:

Phone Number:

Letterhead

January 21, 2022

David Aguirre, Interim Executive Director
Imperial County Transportation Commission
1503 N. Imperial Ave., Suite #104
El Centro CA 92243

SUBJECT: Coronavirus Response and Relief Supplemental Appropriations (CRRSAA) Acts Funds

Dear Commission Members:

As agreed, the city of _____ portion of the CRRSAA Act Funds is \$50,000.

The city will use the \$50,000 to fund personnel cost of our Public Works staff to maintain our public roads.
We anticipate expending these funds in FY 22/23.

Please let me know if you have any questions or need additional information.

Sincerely,

Signature

Letterhead

January 21, 2022

David Aguirre, Interim Executive Director
Imperial County Transportation Commission
1503 N. Imperial Ave., Suite #104
El Centro CA 92243

SUBJECT: Coronavirus Response and Relief Supplemental Appropriations (CRRSAA) Acts Funds

Dear Commission Members:

As agreed, the city of _____ portion of the CRRSAA Act Funds is \$50,000.

I am writing to identify the project and provide project details associated with the subject program requirements.

The Department of Public Works intends to utilize the \$50,000 in available funding to contribute toward our countywide paving program. This program includes the resurfacing of County maintained roads throughout the County. This funding will allow us to pave miscellaneous road/contingency identified in the 2021-2024 paving schedule. Dependent upon when funds are available to local jurisdictions, we anticipate fully expending these funds in FY22/23.

Please let me know if you have any questions or need additional information.

Sincerely,

Signature

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 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
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 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	

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
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	\$ -	