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EL CENTRO, CA 92243-2875
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MANAGEMENT COMMITTEE AGENDA

ZOOM MEETING ONLY

**Wednesday, February 9, 2022
10:30 A.M.**

CHAIR: NICK WELLS

VICE CHAIR: MIGUEL FIGUEROA

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

To Join by Zoom Meeting click on the following link:

<https://us06web.zoom.us/j/82880156113?pwd=cFpvdkxxWXhNZSszbVdPbIBPM3MrQT09>

To Join by Phone, dial 720-707-2699

Meeting ID: 828 8015 6113

Passcode: 504269

I. CALL TO ORDER AND ROLL CALL

II. ACTION CALENDAR

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

With ICTC Counsel's direction, the Executive Director forwards this item to the Management 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.

III. EMERGENCY ITEMS

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

IV. 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 action on items that are not on the agenda.

V. CONSENT CALENDAR

- | | | | |
|----|---|-------------------|------------|
| A. | Approval of Management Committee Draft Minutes: | January 12, 2022 | Pages 8-25 |
| B. | Receive and File: | | |
| 1. | ICTC Commission Minutes: | January 26, 2022 | |
| 2. | ICTC TAC Minutes: | December 16, 2021 | |
| 3. | ICTC SSTAC Minutes: | January 5, 2022 | |

VI. REPORTS

- A. ICTC / LTA / IVRMA Executive Director
 - ICTC Executive Director Report on page 27
 - LTA Executive Director Report on page 32
- B. Southern California Association of Governments
 - See attached report on page 34
- C. California Department of Transportation – District 11
 - See attached report on page 41
- D. Committee Member Reports

VII. ICTC ACTION CALENDAR

- A. Imperial County Regional Active Transportation Plan Page 50

The ICTC Technical Advisory Committee met on February 3, 2022 and forwards this item to the Management Committee for review and consideration. It is requested that the Management Committee forwards this item to the Commission for review and approval after public comment, if any:

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

- B. Proposed Distribution plan for the COVID Relief Funds FY 2021-22- Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Page 243

The Technical Advisory Committee met on December 16, 2021 and forwards this item to the Management Committee for review and consideration. It is requested that the Management Committee forward this item to the Commission for review and approval after public comment, if any:

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

- C. Imperial County Transportation Commission (ICTC) resolution for Federal Fiscal Year (FFY) 2022/2023 – 2027/2028 Federal Transportation Improvement Program Page 247

The ICTC Technical Advisory Committee met on February 3, 2022 and forwards this item to the Management Committee for review and consideration. It is requested that the Management Committee forward this item to the Commission for review and approval after public comment, if any:

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

VIII. LTA ACTION CALENDAR

- A. Imperial County Local Transportation Authority Annual Financial Audit for Fiscal Year Ended June 30, 2021 Page 270

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

- 1. Receive, Approve and File the FY 2020-21 Imperial County Local Transportation Authority Annual Financial Audit for the following agencies: Brawley, Calexico, Calipatria, El Centro, Holtville, Imperial, Westmorland, the County of Imperial and the ICLTA.

IX. NEXT MEETING DATE AND PLACE

- A. The next Management Committee Meeting is scheduled for Wednesday, March 9, 2022, at 10:30 a.m. via Zoom Meeting.

X. ADJOURNMENT

- A. Motion to Adjourn

II. ACTION CALENDAR

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

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

RESOLUTION NO. _____

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

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

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

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

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

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

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

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

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

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

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

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

 NICKE WELLS
 Management Committee Chair

ATTEST:

 CRISTI LERMA
 Secretary to the Commission

VI. CONSENT CALENDAR

- A. Approval of Management Committee Draft Minutes:
January 12, 2022
- B. Receive and File:
 - ICTC Commission Minutes: January 26, 2022
 - ICTC TAC Minutes: December 16, 2022
 - ICTC SSTAC Minutes: January 5, 2022

**IMPERIAL COUNTY TRANSPORTATION COMMISSION
MANAGEMENT COMMITTEE
MINUTES OF JANUARY 12, 2022
10:30 a.m.**

VOTING MEMBERS PRESENT:

City of Brawley	Tyler Salcido
City of Calexico	Miguel Figueroa
City of Calipatria	Rom Medina
City of El Centro	Marcela Piedra
City of Holtville	Nick Wells
City of Imperial	Dennis Morita
County of Imperial	Absent
County of Imperial	Esperanza Colio-Warren
Imperial Irrigation District	Absent
City of Westmorland	Absent
ICTC	David Aguirre

STAFF PRESENT: Virginia Mendoza, Cristi Lerma, Daveline Villasenor

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

The following minutes are listed as they were acted upon by the Imperial County Transportation Commission Management Committee and as listed on the agenda for the meeting held Wednesday, January 12, 2022, together with staff reports and related documents attached thereto and incorporated therein by reference.

I. CALL TO ORDER AND ROLL CALL

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

II. ACTION CALENDAR

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

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

Agency	Roll Call
City of Brawley	Yes
City of Calipatria	Yes
City of Calexico	Yes
City of El Centro	Yes
City of Holtville	Yes
City of Imperial	Yes

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

III. EMERGENCY ITEMS

There were none.

IV. PUBLIC COMMENTS

There were none.

V. CONSENT ITEMS

A motion was made by Wells seconded by Morita to approve the consent calendar as presented; Roll call was taken:

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

Motion carried unanimously.

VI. REPORTS

A. ICTC Executive Director

- Ms. Mendoza had the following updates:
 - o The STBG and CMAQ Call For Projects began on November 18, 2021. The approved 2022 CMAQ & STBG Guidelines are posted on the ICTC website at <http://www.imperialctc.org/call-for-projects/>. Applications are due by 5:00 p.m. on Friday, February 25, 2022 (or postmarked no later than February 25, 2022) to ICTC at 1503 N. Imperial Ave., Suite 104, El Centro, CA 92243. For additional information, please contact Marlene Flores at (760) 592-4494 or at marleneflores@imperialctc.org.
 - o The next IMBA meeting is scheduled for January 20, 2021 via Zoom Meeting.
 - o Imperial County Transportation Commission is undertaking a Regional Active Transportation Plan (ATP) to improve access, mobility, and safety for non-motorized modes of travel, including walking, bicycling, and riding trans it. The Regional ATP is grant funded by the Southern California Association of Governments (SCAG). ICTC staff kicked off this project in April 2021 and has conducted two (2) Technical Advisory Committee meetings with City, County, SCAG, and Caltrans staff to start data gathering and early outreach efforts. A dedicated project page has been developed for the project: <https://ictcatp-ktuagis.hub.arcgis.com/> ICTC staff has coordinated with Caltrans planning staff leading the state's ATP effort. Participation and information sharing will

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

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

B. Southern California Association of Governments (SCAG)

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

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

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

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

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

C. Caltrans Department of Transportation – District 11

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

D. Committee Member Reports

- There were no updates.

VII. ACTION CALENDAR

A. Rotation of Chair and Vice-Chair Positions

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

A motion was made by [Salcido](#) seconded by [Medina](#) to appoint Mr. Nick Wells from the City of Holtville as the Chairperson of the ICTC Management Committee for 2022. Roll call was taken:

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

Motion carried unanimously.

A motion was made by [Piedra](#) seconded by [Wells](#) to appoint Mr. Miguel Figueroa from the City of Calexico as the Vice-Chair of the ICTC Management Committee for 2022. Roll call was taken:

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

Motion carried unanimously.

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

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

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

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

2. Authorize the Chairperson to sign the Services Agreement.

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

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

Motion carried unanimously.

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

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

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

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

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

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

Motion carried unanimously.

VIII. IVRMA ACTION CALENDAR

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

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

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

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

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

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

Motion carried unanimously.

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

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

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

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

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

X. **ADJOURNMENT**

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

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

VOTING MEMBERS PRESENT:

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

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

STAFF PRESENT: David Aguirre, Cristi Lerma, Virginia Mendoza

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

The following action minutes are listed as they were acted upon by the Imperial County Transportation Commission and as listed on the agenda for the meeting held Wednesday, January 26, 2022, together with staff reports and related documents attached thereto and incorporated therein by reference.

I. CALL TO ORDER AND ROLL CALL

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

II. ACTION CALENDAR

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

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

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

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

Motion Carried.

III. CLOSED SESSION

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

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

Motion Carried.

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

IV. EMERGENCY ITEMS

There were none.

V. PUBLIC COMMENTS

There were no public comments received.

VI. CONSENT CALENDAR

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

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

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

Motion Carried.

VII. REPORTS

- A. ICTC Executive Director

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

VIII. ACTION CALENDER

A. Rotation of Chair and Vice-Chair Positions

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

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

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

Motion Carried.

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

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

Motion Carried.

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

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

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

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

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

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

Motion Carried.

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

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

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

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

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

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

Motion Carried.

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

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

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

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

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

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

Motion Carried.

IX. NEXT MEETING DATE AND PLACE

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

X. ADJOURNMENT

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



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PHONE: (760) 592-4494
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TECHNICAL ADVISORY COMMITTEE

DRAFT MINUTES

December 16, 2021

Present:

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

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

Others:

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

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

1. The meeting was called to order at 10:05 a.m. A quorum was present, and introductions were made. There were no public comments made.
2. Adopted resolution authorizing remote teleconference meeting in accordance with Assembly Bill 361. ICTC requested a motion to adopt. (Anguis/Villegas). **Motion Carried.**
3. A *motion* was made to adopt the minutes for November 17, 2021 (Campos/Fiorenza) **Motion Carried.**
4. **Proposed Distribution plan for the COVID Relief Funds FY 2021-2022 Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)**
(Presented by: Virginia Mendoza and Marlene Flores)
 - The Imperial County Transportation Commission (ICTC) has received revenue information for the Coronavirus Response and relief Supplemental Appropriations Act (CRRSAA) Program by state at SCAG.
 - The CRRSAA Act of 2021 apportioned \$911.8 million to California. The Act allows states to cover revenue losses, which is important given that California's state-generated transportation revenues have declines by about \$ 1.5 billion due to the pandemic. Approximately \$842,000 is available for the Imperial County Region.
 - Virginia Mendoza explains the Proposed Distribution Plan options for the CRRSAA funds. She states that there are two options that can be discussed on how to handle the funds.
 - Ms. Mendoza further explains that the first option is the Population and Maintained Mileage Based Distribution Plan and the second option being the Flat Distribution for Jurisdictions with less than 10,000 population Plan.
 - The second option lets the smaller agencies, Holtville, Calipatria, and Westmorland, have the option of the distribution of \$50,000, rather than the first option that they would receive approximately \$25,000.
 - Veronica Atondo comments that it might not be worth the effort of using the Flat Distribution for Jurisdiction with less than \$10,000 population plan.
 - Joel Hamby agrees with Ms. Atondo' comment that it might not be worth the paperwork on that option. Perhaps, redistributing that money to the other cities might be a better option.
 - Ms. Mendoza mentioned that if they wish to use that option, where they wish to remove the smaller agencies, there will be a redistribution to the other cities.
 - Marlene Flores adds that the CRRSAA funds can be utilized for personal salaries, projects that include personal maintenance. There is not a lot of documentation being asked for this if there is a list being provided.
 - Ben Guerrero clarifies that these funds are being converted to state funds and these funds can be added to any existing project. There would not be any additional paperwork if the excel sheet was approved by CTC but would still need to submit the allocation request form. Furthermore, the agency would be able to get approved and invoice the amount of money that they were approved for.
 - Adriana Anguis shares that the City of Holtville has several projects needing the funding. Therefore, the second option, Flat Distribution for Jurisdictions with less than 10,000 population Plan, would be beneficial for the City of Holtville and worth the paperwork.
 - A *motion* was made to approve Option #2: Flat Distribution for Jurisdictions with less than 10,000 population Plan, with the caveat if the Cities of Westmorland, Holtville and Calipatria do not have projects to propose their amount would be equably distributed to the other agencies. **Motion Carried.**

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

- As of November 29, 2021, the INACTIVE and Future Inactive list was updated. Action is not required, as no projects are at risk for inactivity now.
- CTC Schedule is updated. Please review and follow the deadlines.
- Notify Caltrans with any anticipated submittal date for a forthcoming inactive project invoice. FHWA now requires status updated quarterly.
- DBE Goal Methodology Mid- Year Adjustments- OCR issued the following temporary guidance to increase the DBE goal for the rest of the current year. When the Exhibit 9-D: Contract Goal Methodology is sent to OCR for review and approval, OCR may modify the reduction factor from 80 percent to 100 percent. This modification will be on a contract by contract, district by district basis. When local agencies set DBE goals for their contracts, they will still use the factor of 80 percent.
- January 31, 2022- Federal Fiscal Year (FFY) 21/22 Requests for Authorization Obligations are due.
- Obligation Authority funds for redistribution are dwindling faster than in prior years. All RFA details must be transmitted on LAPM Exhibit 3-A and use the newest version from May 2021.
- February 1, 2022- “Clean California” Local Grant Program Application Deadline!
- Caltrans will administer approximately \$296 million as a part of a two-year program to improve and beautify rights-of-way, tribal lands, parks, pathways, and transit centers to restore pride in public spaces. Local, regional, or tribal governments, as well as public transit agencies, are eligible to apply. Nonprofit organizations may be sub-applicants.
- The fourth online grant workshop will be at 1:30 to 3:30 Wednesday, December 15, 2021.
- At-Risk Preliminary Engineering (PE)- local agencies may begin reimbursable Preliminary Engineering (PE) work prior to receiving federal authorization for such work, assuming the project and PE phase are included in a federally approved Federal Statewide Transportation Improvement Program (FSTIP) document or an FSTIP amendment prior to incurring costs.
- Disadvantaged Business Enterprise (DBE) Update:
- Exhibit 9-F must accompany every invoice that involves payment to a DBE subcontractor.
- Disadvantaged Business Enterprise (DBE) Update:
- Exhibit 9-F must accompany every invoice that involves payment to a DBE subcontractor.
- <http://www.localassistanceblog.com/2021/10/06/annual-disadvantaged-business-enterprise-goal>
- Quality Assurance Program (QAP) approval expires in January 2022 for the City of Imperial.
- Subsidized Classes for Local Agencies are available to apply. Both the Federal Aid Series and Resident Engineers Academy courses fill-up quickly.
- The LPA should use the Floodplain Encroachment Location Hydraulic Study(LHS) Memo- No Significant Encroachment for low risk project types located within the floodplain: <https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/env/kelly-hobb-floodplains-clearance-memo-pdf>.

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

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

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

- **SCAG GO-Human:** SCAG was awarded a \$1.25 million grant from the California State Office of Traffic Safety (OTS) to fund ongoing work around regional active transportation safety. The GO Human programs provides marketing and promotional materials which can be tailored to meet the needs of participating agencies. The Go Human campaign launched in 2015 to reduce collisions, improve safety for people walking and biking and raise awareness of the importance of traffic safety.
- **SCAG Broadband Action Plan** at the February 4th SCAG Regional Council (RC) Meeting, the SCAG RC adopted a resolution which directs SCAG staff to develop a “Broadband Action Plan.” The development of an action plan would provide a model resolution and policy paper for local jurisdictions, pursue funding opportunities and partnerships to assist local jurisdictions with broadband implementation, convene a working group, and further support broadband planning and data research. These efforts would also be developed to complement SCAG’s ongoing efforts to support an Inclusive Economic Recovery and efforts supporting Racial Equity and Social Justice.
- **SCAG Regional Data Platform (RDP):** The Regional Data Platform will standardize regionally significant datasets, provide opportunities for local partners to update their data in real time, and draw insights from local trends. More specifically, it will be an online tool or SCAG and local jurisdictions to access data necessary for local general plan development trends, housing and economic growth, and sustainability conditions.
- **SCAG Housing Policy Leadership Academy:** With support from the State’s Regional Early Action Planning (REAP) grant program and to support the region’s efforts in response to recent state investments in planning to accelerate housing production and meet the goals of the Regional Housing Needs Allocation (RHNA), SCAG has developed a series of trainings that will support elected officials, advocates, and interested stakeholders in moving forward a pro-housing development agenda.
- **Go Human Kit of Parts:** David Salgado included a presentation that demonstrates some examples of the pop-up demonstration materials.

7. Cities and County Planning / Public Works Updates:

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

8. ICTC Updates / Announcements

Presented by Marlene Flores, David Aguirre, and Virginia Mendoza

a. Transit Planning Updates

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

b. Transportation Planning Updates

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

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

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

9. General Discussion / New Business

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

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

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



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SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL

DRAFT MINUTES

January 5, 2022

Present

Voting Attendees:

Ted Ceasar	Consumer
Mitzi Perez	ARC-IV
Karen Teran	Access to Independence
Sarah Enz	Area Agency on Aging (AAA)
David Aguirre	CTSA-ICTC
Maricela Galarza	CTSA-ICTC
Gustavo Gomez	CTSA-ICTC

Non-Voting Attendees:

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

1. Ms. Enz called the meeting to order at 10:10 a.m. **No quorum was present.** Introductions were made.
 - Hybrid meeting. There was no quorum to pass a motion on the remote resolution to continue the meeting. All agenda items were postponed to the following meeting which will be held Wednesday, February 2, 2022.

VI. REPORTS

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



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Memorandum

Date: February 3, 2022
To: ICTC Committee Members
From: David Aguirre, Interim Executive Director
Re: Executive Director's Report

The following is a summary of the Executive Director's Report for the ICTC Management Committee on February 9, 2022

- 1) **Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality Program (CMAQ) 2022 Call for Projects – FFY 2022/2023 to FFY 2024/2025:** *The STBG and CMAQ Call For Projects began on November 18, 2021. The approved 2022 CMAQ & STBG Guidelines are posted on the ICTC website at <http://www.imperialctc.org/call-for-projects/>. Applications are due by 5:00 p.m. on Friday, February 25, 2022 (or postmarked no later than February 25, 2022) to ICTC at 1503 N. Imperial Ave., Suite 104, El Centro, CA 92243. For additional information, please contact Marlene Flores at (760) 592-4494 or at marleneflores@imperialctc.org.*
- 2) **Imperial Mexicali Binational Alliance (IMBA):** *On January 20, 2022 the IMBA meeting was held via Zoom. The meeting discussions included updates of the New River rehabilitation project led by the City of Calexico, presentation was made by City Manager Miguel Figueroa. Other updates included border infrastructure and economic development updates. The next IMBA meeting is scheduled for March 10, 2022 via Zoom.*
- 3) **Regional Active Transportation Plan:** Imperial County Transportation Commission is undertaking a Regional Active Transportation Plan (ATP) to improve access, mobility, and safety for non-motorized modes of travel, including walking, bicycling, and riding trans it. The Regional ATP is grant funded by the Southern California Association of Governments (SCAG). ICTC staff kicked off this project in April 2021 and has conducted two (2) Technical Advisory Committee meetings with City, County, SCAG, and Caltrans staff to start data gathering and early outreach efforts. A dedicated project page has been developed for the project: <https://ictcatp-ktuagis.hub.arcgis.com/>

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

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

- 4) **Calexico Intermodal Transportation Center (ITC):** A new Intermodal Transportation Center in the City of Calexico has been part of ICTC's long range transit planning. The new Calexico ITC will serve as a regional mobility hub that will accommodate bus bays for Imperial Valley Transit in addition to the City of Calexico's private transit operators, taxis and farm labor buses. ICTC received a Congestion Mitigation and Air Quality federal program fund to complete the environmental and design plans of the new Calexico ITC. ICTC staff is in the process of completing the contract award for a consultant firm that will complete the environmental and design phase. Currently, ICTC staff is completing the Caltrans award review process with multiple Caltrans' departments. The ICTC Board adopted the agreement with Psomas on September 26, 2018. Environmental phase has been completed. *Design is expected to be completed February 2022 and Right of Way Acquisition is underway. ICTC is exploring funding opportunities for the \$12.5 million needed for construction.*
- 5) **Calexico East Port of Entry Bridge Widening Project:** The Project proposes to widen the bridge over the All-American Canal at the U.S./Mexico border approximately 0.7 miles south of State Route (SR) 7. The project proposes to widen the existing structure by adding four-lanes: Two New Northbound Auto Lanes and Two New Northbound Commercial Vehicle Lanes. In May 2018, Caltrans and ICTC received \$3,000,000 from the California Transportation Commission and the Trade Corridor Enhancement Program (TCEP) to complete the Project Approval and Environmental Document (PA/ED) for the project. In June 2018, Caltrans completed a Project Initiation Document (PID). In Fall of 2018, the PA/ED phase was initiated by Caltrans, technical studies for the National Environment Policy Act (NEPA) document under Caltrans as the NEPA lead are in progress and is scheduled for completion in May 2020. In December 2018, ICTC was awarded \$20 million under the U.S. Department of Transportation's BUILD discretionary grant program to complete the Design-Build construction phase. *The design portion of the project is near completion. The project is estimated to begin construction in early 2022, and is scheduled for completion in 2023.*
- 6) **Potential Bus Stop in Calipatria:** ICTC has evaluated all of its fixed route service routes to attempt to provide service to the east side of Calipatria. Staff conducted time trials as well utilized several types of buses to verify buses would not have issues with other existing stops within proposed routes. Potential stops for the area include a stop along Commercial Avenue and potentially another stop near Alexandria Street. Staff is proposing to utilize its IVC Express route to potentially service the area. ICTC and City staff have begun coordination to implement final location and infrastructure associated with the potential bus stop(s). *ICTC has begun utilizing the IVC Express route to service both bus stops along the east side (intersection of Bonita Place and Commercial Avenue) and (intersection of Alexandria Street and Brown Avenue) of Calipatria.*
- 7) **Imperial Valley Transit (IVT) FREE FARES PROGRAM:** On August 7, 2020, the Imperial County Transportation Commission (ICTC) announced the implementation of a **Free Fares Program** for various Imperial Valley Transit (IVT) services. Eligible services include IVT Fixed Route, IVT Circulators (Blue, Green and Gold Lines), IVT ACCESS and IVT RIDE (EL Centro, Imperial, Heber, Brawley, Calexico, Westshores). All passengers are eligible to benefit from the Free Fares Program. The fares are subsidized by a State of California grant and fare contributions to IVT RIDE passengers by the County of Imperial's Area Agency for the Aging (AAA). *Unfortunately, The Free Fares Program has nearly expended all grant funds. The Free Fares Program will end March 31, 2022. ICTC will begin charging fares for all services beginning April 1, 2022. ICTC will continue to pursue grant opportunities to provide free fares at a later time.*
- 8) **\$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 \(ca.gov\)](#)

- 9) **State Route 86 (Northbound) Border Patrol Checkpoint:** State Route 86 (Northbound) Border Patrol Checkpoint: In August 2017 following a year of coordination, Caltrans, the County of Imperial and ICTC met

with CBP management and operations staff achieved consensus for a new conceptual alternative prepared by Caltrans. The LTA Board met on September 27, 2017, staff presented the Board with a fund request for \$1.3 million from the 5% Regional Highway Set-Aside from the Measure D allocations. A Consultant Agreement with AECOM for design and construction engineering was approved by the LTA on February 28, 2018. Following our ICTC Board meeting in late September 2020, ICTC has initiated a traffic study as required by Caltrans. Design work has been delayed due to Border Patrol's concern related to their ability to provide additional funding necessary to meet their operational requirements. Discussions have been on-going through to this week of March 15, 2021. On Wednesday, March 17, 2021 ICTC received confirmation from Border Patrol Headquarters in Washington D.C. that they wish to proceed with the original Canopy Design that is similar to Interstate 8 Pine Valley Checkpoint.

As discussed and confirmed with Border Patrol, ICTC will only provide the remaining funds we had available (February 2021) of approximately \$1 million to complete the traffic study, 100% design plans, and construction of the canopy, lighting related to the canopy, and traffic related improvements required by Caltrans. Border Patrol has committed paying for all other construction related costs and Border Patrol will lead the construction contract. *Border Patrol, Caltrans and ICTC are having weekly meetings toward completing design plans and Caltrans Permits with a goal to begin construction in 2022 with construction completed in approximately six months after construction begins.*

- 10) **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.*
- 11) **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.*
- 12) **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.*
- 13) **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.*

- 14) **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.*
- 15) **State Legislation for Transportation Funding – SB 1 Road Maintenance and Rehabilitation Account (RMRA):** *The following are projected annual revenues of RMRA for the FY 21/22. In addition to the funding estimates of RMRA funds listed below, the League of California Cities website and the State Controllers office provides additional resources on the various transportation funding and reporting requirements associated with transportation funds.*

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

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

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

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

- 16) **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

17) 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.*



Imperial County Local Transportation Authority

1503 N. Imperial Ave., Suite 104, El Centro, CA, 92243

Phone: 760-592-4494 | Fax: 760-592-4410

Memorandum

Date: February 4, 2022
To: Local Transportation Authority
From: David Aguirre, Interim Executive Director
Re: Executive Director's Report

The following is a summary of the Executive Director's Report for the LTA meeting of January 26, 2022

1. 2012 LTA Bond Projects: All project funds for the LTA 2012 Bonds have been expended.

2012 Original Bond Funds	
Brawley	\$8,155,000
Calexico	\$15,410,000
Calipatria	\$2,305,000
Imperial	\$6,170,000
County	\$21,935,000

Remaining Bond Funds*		% Spent
Brawley	\$0	100%
Calexico	\$0	100%
Calipatria	\$0	100%
Imperial	\$0	100%
County	\$0	100%

*Remaining Project Bond funds as of Bank Statements dated 12-31-21

2. 2018 LTA Bond Projects: The following lists the remaining funds for the LTA 2022 Bond.

2018 Original Bond Funds	
Calexico	\$12,375,000
Calipatria	\$1,450,000
Holtville	\$2,940,000

Remaining Bond Funds*		% Spent
Calexico	\$2,643,892	79%
Calipatria	\$105,340	93%
Holtville	\$0	100%

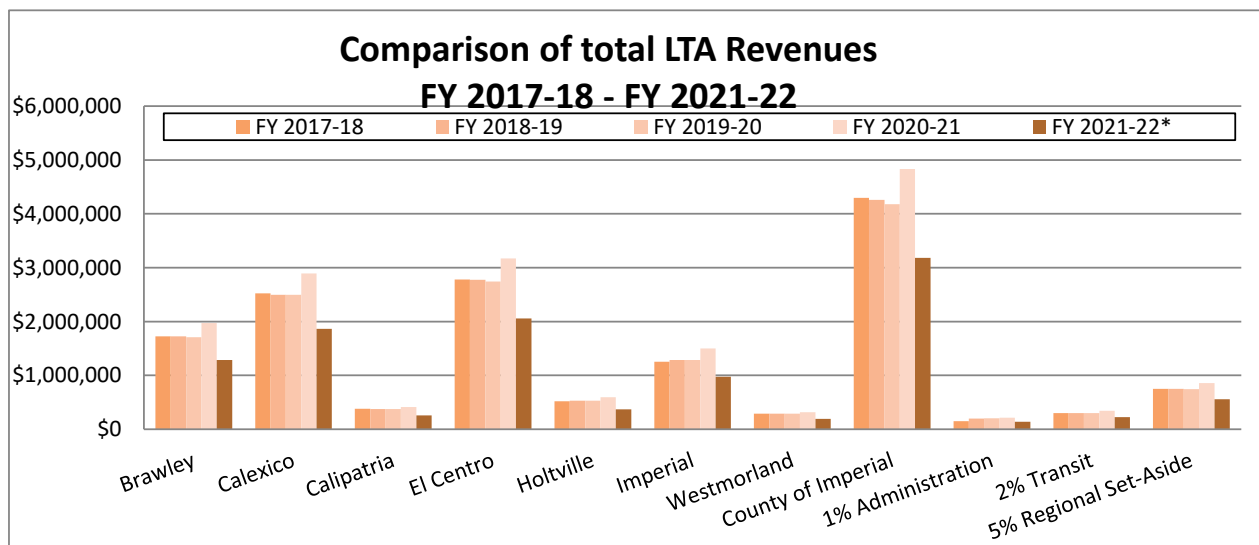
*Remaining Project Bond funds as of Bank Statements dated 12-31-21

3. LTA 2% Transit Set-Aside
 - a. Total Allocations for FY 2021-22
 - i. IVT Ride \$250,000 (Brawley, Calexico, Imperial, El Centro, Heber & West Shores)
 - ii. Available Balance 1/20/22 \$377,191
4. LTA 5% Highway Set-Aside
 - a. Processed Disbursements \$3,228,693
 - b. Pending projects \$4,183,721
 1. Traffic Signal SR 86 & Dogwood Rd Imperial County, \$1,680,815
 2. Forrester Road PSR, \$337,805
 3. SR 86 Border Patrol Checkpoint, \$942,406
 4. Calexico East Port of Entry Bridge Expansion, \$1,222,695
 - c. LTA 5% Regional Hwy Available Balance as of 1/20/22: \$3,488,329

5. LTA FY revenues

LTA Revenues

	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22*
Brawley	\$1,724,444.04	\$1,725,712.20	\$1,708,309.63	\$1,973,179.09	\$1,286,005.15
Calexico	\$2,522,261.10	\$2,498,561.57	\$2,496,364.99	\$2,895,513.18	\$1,863,820.11
Calipatria	\$376,847.80	\$375,882.59	\$375,010.38	\$411,033.42	\$255,715.63
El Centro	\$2,777,968.18	\$2,772,865.22	\$2,745,303.02	\$3,169,283.41	\$2,058,022.40
Holtville	\$520,865.11	\$528,409.50	\$530,539.51	\$592,883.74	\$369,744.17
Imperial	\$1,254,758.35	\$1,283,934.58	\$1,284,456.38	\$1,500,288.41	\$973,904.96
Westmorland	\$286,856.02	\$285,903.42	\$287,435.95	\$312,555.82	\$191,874.16
County of Imperial	\$4,295,754.01	\$4,261,906.22	\$4,179,704.84	\$4,830,782.66	\$3,181,456.89
1% Administration	\$149,562.56	\$195,223.72	\$199,626.70	\$211,624.03	\$137,751.40
2% Transit	\$299,125.10	\$299,535.46	\$296,919.39	\$341,874.07	\$221,898.82
5% Regional Set-Aside	\$747,812.75	\$748,838.66	\$742,298.46	\$854,685.13	\$554,747.04
	\$14,956,255.02	\$14,976,773.14	\$14,845,969.25	\$17,093,702.96	\$11,094,940.73



Revenue distributions listed are prior to bond payments for the participating agencies

*Revenues up to January 2022

6. FY 2020-21 Audit status and outstanding items

- a. ICLTA, City of El Centro, City of Imperial, City of Holtville and County of Imperial FY 2020-21 audits are in draft form and have been circulated for comment. Audits are expected to be presented to the Oversight Committee on 2/xx/22 and subsequently to ICLTA Board for approval on 2/xx/22
- b. City of Calipatria and City of Brawley's FY 2020-21 audit drafts are expected early next week.
- c. City of Westmorland has outstanding requested documents, a draft is not able to be completed until documents are received.
- d. 5-year list of projects status:
 - i. County of Imperial 2020-2025 renewal due in 2025
 - ii. City of Westmorland 2021-2026 renewal due in 2026
 - iii. City of Holtville 2018-2023 renewal due in 2023
 - iv. City of Calipatria 2016-2056 renewal due in 2056
 - v. City of Calexico 2019-2024 renewal due in 2024
 - vi. City of El Centro 2016-2020
 - vii. City of Brawley 2020-2024 renewal due in 2024

Memorandum

Date: February 9th, 2022
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 February 2022.

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

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

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

PRELIMINARY REGIONAL AND COUNTY GROWTH PROJECTIONS

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

EMERGING ISSUES UPDATE

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

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

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

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

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

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

6. **SCAG Regional Data Platform (RDP):** The Regional Data Platform will standardize regionally significant datasets, provide opportunities for local partners to update their data in real-time, and draw insights from local trends. More specifically, it will be an online tool for SCAG and local jurisdictions to access data necessary for local general plan development and general decision making by monitoring transportation, land development trends, housing and economic growth, and sustainability conditions. The platform will also feature a data-driven collaboration hub for local jurisdictions to engage with stakeholders for individual projects, such as local and regional land use planning, active transportation planning, greenhouse gas reduction strategies and development impact assessments.

Moving beyond just technology, this platform will help government engage with data in a simpler way, allowing the interpretation of information into actionable insights and knowledge, and provide a digital venue for local agencies to engage with their residents using data as a medium.

Process wise, SCAG will enable users to improve the platform through data revision and insight sharing, empower local partners to use the platform for their own initiatives (thereby spotlighting best practices), and ultimately foster continuous experimentation at the local level by helping jurisdictions understand how their plans could impact the region's most significant challenges – transportation, jobs, housing, and sustainability.

- **Housing Element Parcel Tool (HELPR):** The HELPR tool is a readily available mapping and data tool available to SCAG member agencies and partners. The tool drills down on parcel specific data and demographics which will support the development of housing plans and general plan updates.
 - **Local Information Services Team (LIST):** SCAG has created the “Local Information Services Team” to support the roll out of the Regional Data Platform (RDP) and other housing and data support needs.
7. **SCAG Aerial Imagery Project 2020-21 Update:** The flyovers have been completed and an introductory meeting was held with the vendor, EagleView. The meeting was offered to member jurisdictions and stakeholders to introduce some of the new products provided as a part of the project, which includes high resolution imagery, ortho imagery and other products. SCAG is working with the county to finalize an MOU prior to requesting local contributions for supporting the program.

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

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

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

SAVE THE DATE! 57TH REGIONAL CONFERENCE & GENERAL ASSEMBLY

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

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

TWO OPPORTUNITIES FOR STUDENTS IN THE SCAG REGION

2022 STUDENT SHOWCASE

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

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

2022 SCAG SCHOLARSHIP PROGRAM

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

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

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

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

LAST MILE FREIGHT PROGRAM UPDATE

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

SUBREGIONAL PARTNERS LISTENING SESSIONS

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

JOINT MEETING WITH KERN COUNCIL OF GOVERNMENTS

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

GO HUMAN UPDATE

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

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

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

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

LADOT DEMONSTRATION AT MAGNOLIA AVENUE ELEMENTARY SECURES FUNDING, INSTALLATION PLANNED

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

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

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

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

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

SUNLINE TRANSIT HYDROGEN FUEL CELL BUS WORKSHOP

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

California Department of Transportation



To: ICTC Management Committee

Date: February 2022

From: GUSTAVO DALLARDA
Caltrans District 11 Director

Subject: **DISTRICT DIRECTOR'S REPORT**

CONSTRUCTION

1. **I-8/Imperial Avenue Interchange:** The project includes installing two ramps that will provide direct access to southbound Imperial Avenue which will provide connectivity to southern El Centro. The interchange was opened to traffic on December 21st. The community identifier installation is undergoing adjustments and estimated to be completed by mid-February.



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

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

2. **SR-98 Widening Project:** As part of the Calexico West POE Expansion project, SR-98 and Cesar Chavez Boulevard were widened and improved to serve the expansion to the west. SR-98 work between VV Williams and Ollie Avenue was completed in March 2018, and the Cesar Chavez Blvd. widening was completed in October 2019 by the City of Calexico. Construction for stage 1 of the SR-98 widening between Rockwood Avenue and Ollie Avenue is underway. Stage 2 is expected to start in March 2022. The project is expected to be substantially completed and open to traffic in late 2022. The total project cost is estimated at \$8.2 million.

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

PROJECT DELIVERY

1. **SR-186 All-American Canal Bridge:** This project proposes to construct a new bridge over the All-American Canal (AAC). The new bridge will improve safety and better facilitate international and interregional movement of people, goods and services. A 2019 feasibility study proposed 8 alternatives including a no-build option. The following stakeholders have been identified, Fort Yuma Quechan Indian Tribe, US BIA, US BOR, IID, International Boundary and Water Commission, County of Imperial, Union Pacific Railroad and US GSA. *Project Milestones: Project Approval/Environmental Clearance 9/2023. The Anticipated funding fiscal year for construction is 2025/26.*

MAINTENANCE AND TRAFFIC OPERATIONS

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

1. El Centro Traveled Way Crew – Sweeping I-8/SR111, mowing SR115, lateral support SR111, guardrail repair on SR111/I-8



2. El Centro Functional/Landscape – Sign/landscape maintenance, chemical control SR86, striping installation orders for SR78/Orita Curve.



3. Midway Traveled Way Crew – Sweeping/brush control/mowing on I-8
4. Brawley Traveled Way Crew – SR86 brush control/crack sealing, SR78 brush control
5. **SR-86/Customs & Border Protection Checkpoint Expansion:** ICTC received confirmation from Customs & Border Protection (CBP) HQ that they will move forward with the original canopy design similar to the I-8 Pine Valley checkpoint. Caltrans has reviewed the 65% plan set and provided comments to ICTC's consultant, AECOM, in late November 2021. The environmental studies are being prepared by AECOM and will soon be sent for review. Caltrans will assist ICTC in coordinating upcoming meetings.

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

PLANNING AND LOCAL ASSISTANCE

1. **District 11 Active Transportation Plan:** The D11 CAT Plan survey period has ended. Caltrans will begin determining the location-based needs and compile a needs list over the next months. The District 11 CAT Plan is scheduled for completion in summer 2022. For more information please visit: <https://www.catplan.org/district-11>
2. **Project Study Report: Forrester Road Improvements:** This study will propose improvements to Forrester Road from I-8 to the SR 78 intersection in the City of Westmorland. This is a critical goods movement corridor that handles a high volume of interregional and local agricultural trucks and anticipated volumes will continue to increase. Caltrans and ICTC are preparing a PSR spearheaded by a Technical Working Group (TWG) that includes the County of Imperial, the Imperial Irrigation District (IID), and the cities of El Centro, Westmorland, Imperial, and Brawley. To address the needs of this corridor, likely improvements will include shoulder widening, passing lanes, intersection improvements, multimodal elements, and a bypass to the city of Westmorland.
3. **Grant Opportunities:**
Caltrans Internal Project Nominations of SB1 Competitive Programs for the Solutions for Congested Corridor Program (SCCP) and Trade Corridor Enhancement Program (TCEP) Cycle 3 kicked off in September. Caltrans is working with our transportation partners to properly identify competitive

projects for nomination and to develop high-quality applications. Each District may submit up to five (5) projects for nomination consideration for each Programs, respectively, by December 15, 2021.

Program dates (internal) to consider:

- September 2021 – December 2021: Call for projects
- February 1: Project nominations due
- July 2022: Final project approval
- August 2022: Draft applications due from districts - *subject to change based on final program schedules*
- October 2022: Final applications due to HQ (for signature) – *subject to change based on final program schedules*

<https://catc.ca.gov/programs/sb1>

4. **Local Assistance:**

Active Transportation Program Guidelines Virtual Workshop Series

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

Attached is a tentative schedule for these workshops

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

CTC Active Transportation Program Virtual Site Visits

The CTC's Active Transportation Program will be holding virtual site visits for all interested agencies across the state. The site visits will allow Cycle 6 applicants the opportunity to discuss upcoming projects with Commission staff.

Commission staff will be available on Tuesday's (1:00 pm - 3:00 pm) and Friday's (9:00 am - 3:00 pm) each week beginning November 2021 through February 2022. To schedule a site visit with Commission staff, please use the following link: https://docs.google.com/forms/d/e/1FAIpQLSeauLojjlB2cNM-Q0U6R7l6tui2lfURcTTNqXRhZ-_g1JapQ/viewform

See attached flyer for more information.

Quality Assurance Program (QAP) – Renewal for 2022

As a reminder, Quality Assurance Program (QAP) approval expires in January 2022 for the City of Imperial. Updated QAP packages must be submitted to the Local Area Engineer, Benjamin Guerrero. Otherwise, no Construction funding authorization requests will be processed.

California Transportation Commission (CTC) Allocation Requests

Please review the attached schedule of deadlines to send requests for California Transportation Commission (CTC) allocation at the May 18-19, 2022

CTC meeting. Caltrans District 11 must receive all documents at least two months prior to the preferred CTC meeting date. *Friday, March 18, 2022 is the deadline for the May 18-19, 2022 CTC meeting.*

Title VI Nondiscrimination Program

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

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

RELINQUISHMENTS

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



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
Guidelines	Tuesday, January 11, 2022 1:00pm – 4:00pm
Applications	Wednesday, January 19, 2022 9:30am – 12:30pm
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 Erika Changizi.

For more information, please contact:

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

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

Erika Changizi at Erika.Changizi@catc.ca.gov

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

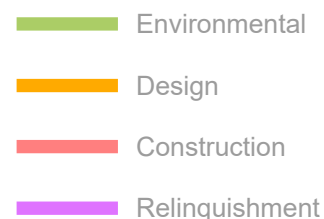
* No Scheduled Meeting in: February, April, July, September and November

Moved - Christmas
Moved - July 4

Moved - Christmas

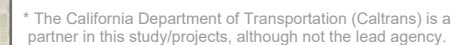
Moved - Christmas

STATUS OF TRANSPORTATION PROJECTS



48: Port of Entry

Date:01/19/2022



13. SR-111 Relinquishment from 2nd St to SR-98 to City of Calexico
Date Estimate 2024

VII. ACTION CALENDAR

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



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

February 2, 2022

ICTC Management 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**

The ICTC Technical Advisory Committee met on February 3, 2022, and forward this item to the 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

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SCAG

Mariana Pulido, Senior Regional Planner

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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

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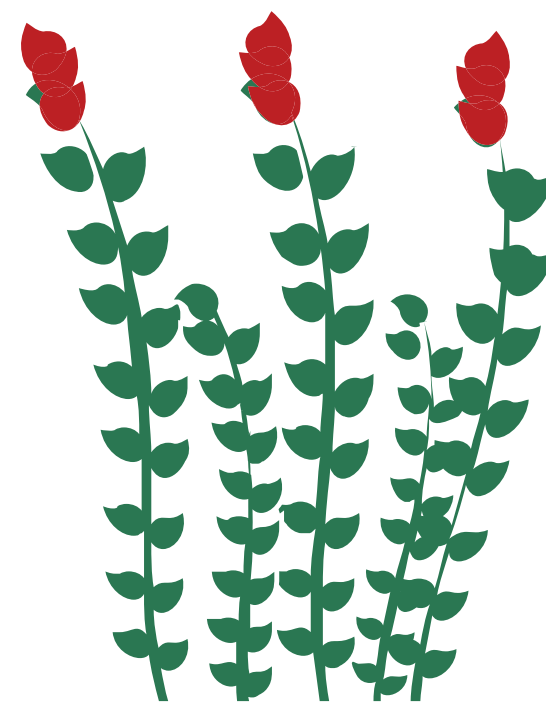


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Chapter 1

Introduction



1.1 SCOPE AND VISION

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

1.1.1 PROCESS

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

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





Literature review of previous planning efforts

Literature review of previous planning efforts

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



Existing active transportation analysis

Existing active transportation analysis

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



Comprehensive and flexible community engagement process

Comprehensive and flexible community engagement process

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

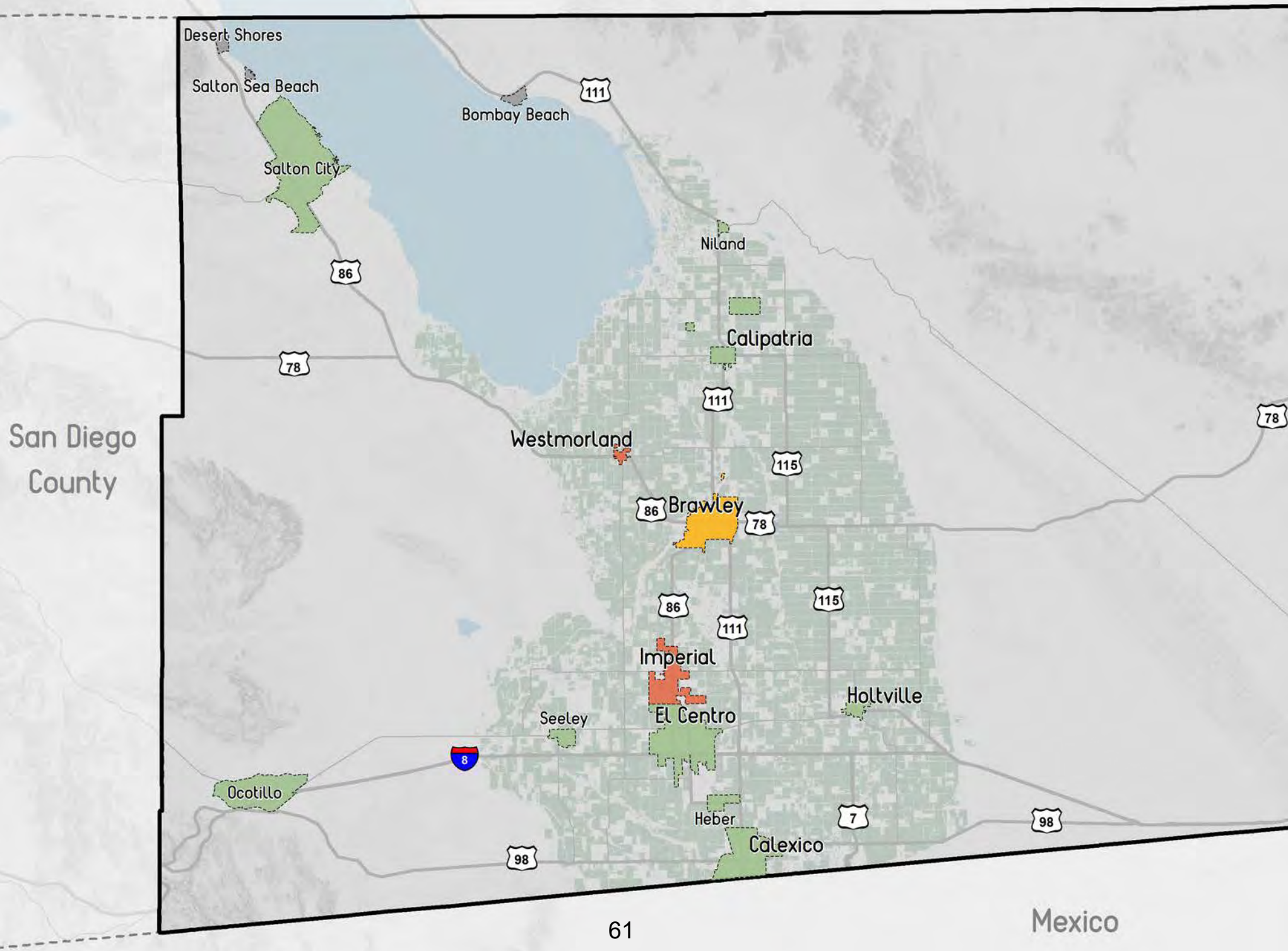


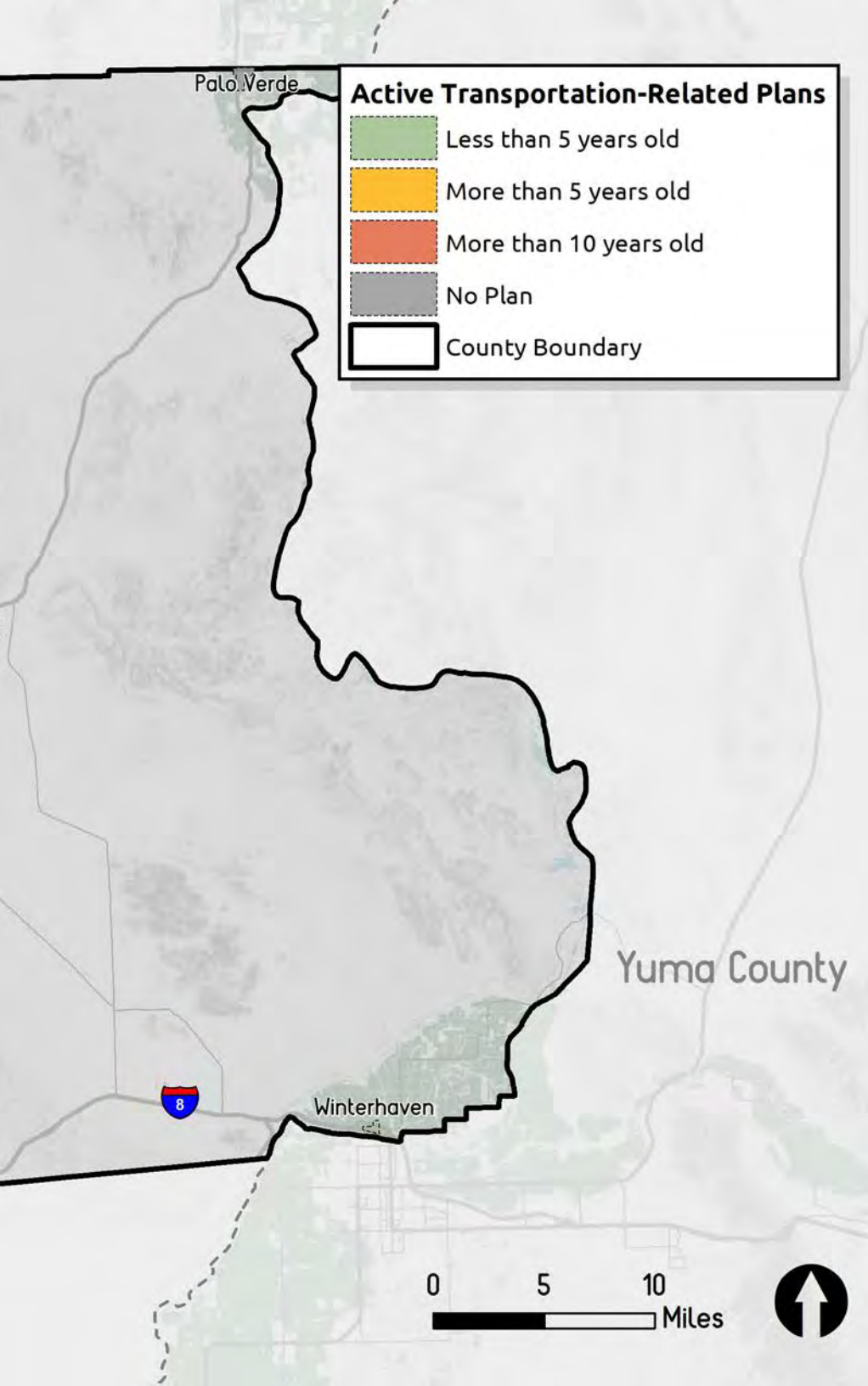
Implementable active transportation plan

Implementable active transportation plan

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

FIGURE 1-1: Active Transportation-Related Plans





1.2 STUDY AREA

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

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

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

1.3 ACTIVE TRANSPORTATION TRENDS AND BENEFITS

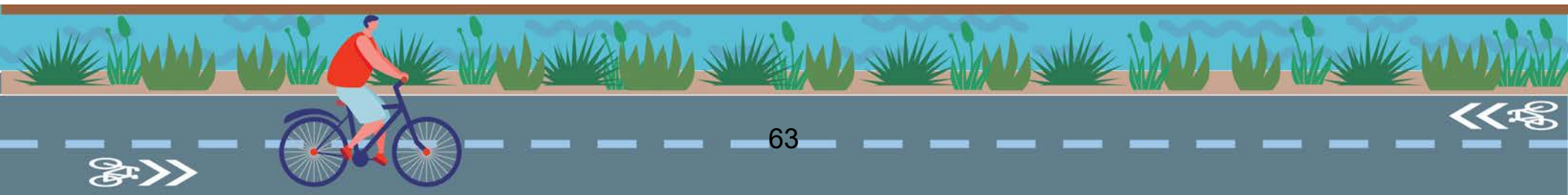
Many American cities were built on a foundation of auto-centric infrastructure, but many of those same cities are embracing active transportation as an equally important transportation option. Over the last 10 years, cities have been transforming their street network to support walking, bicycling, transit,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

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

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

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

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



1.3.1 ENVIRONMENTAL BENEFITS

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

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

1.3.2 HEALTH BENEFITS

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

Vehicle-generated air pollution are harmful and can cause:



- Asthma

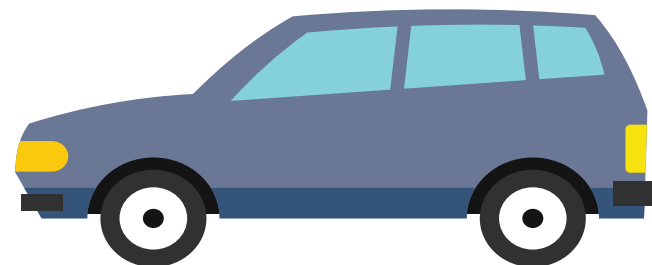
- Bronchitis



- Pneumonia



- Decreased resistance to respiratory infections



28%

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

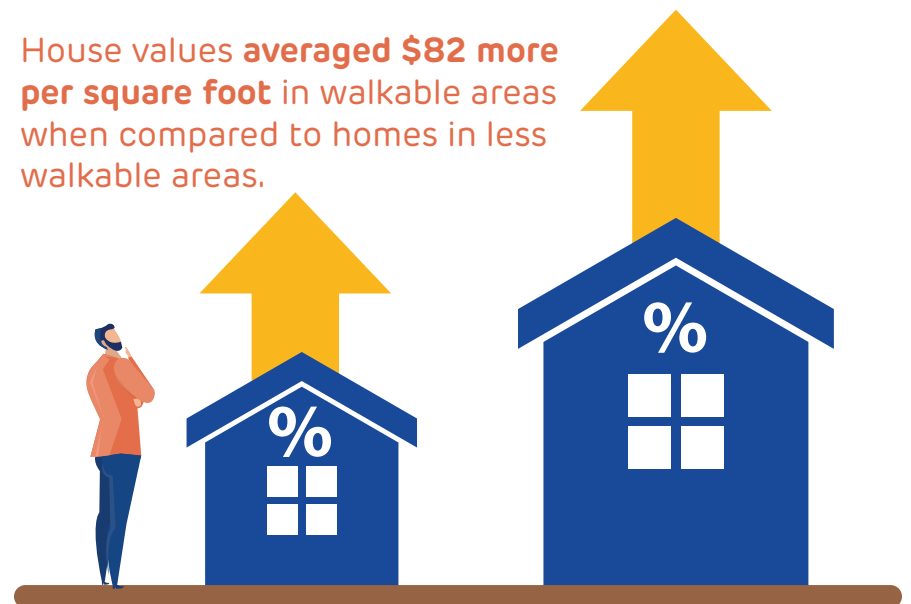
Exercise such as walking, jogging, and biking, has been shown to improve mental health by relieving depression, anxiety, and stress. This is especially important in rural or low-income areas, where community members are more likely to not have easy access to parks or fitness centers. A well-designed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

1.3.3 ECONOMIC BENEFITS

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

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

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



1.3.4 EQUITY

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

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

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

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

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



"Going to the people" to maximize community engagement



1.4 PLANNING CONTEXT SUMMARY

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

1.4.1 REGIONAL PLANNING EFFORTS

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

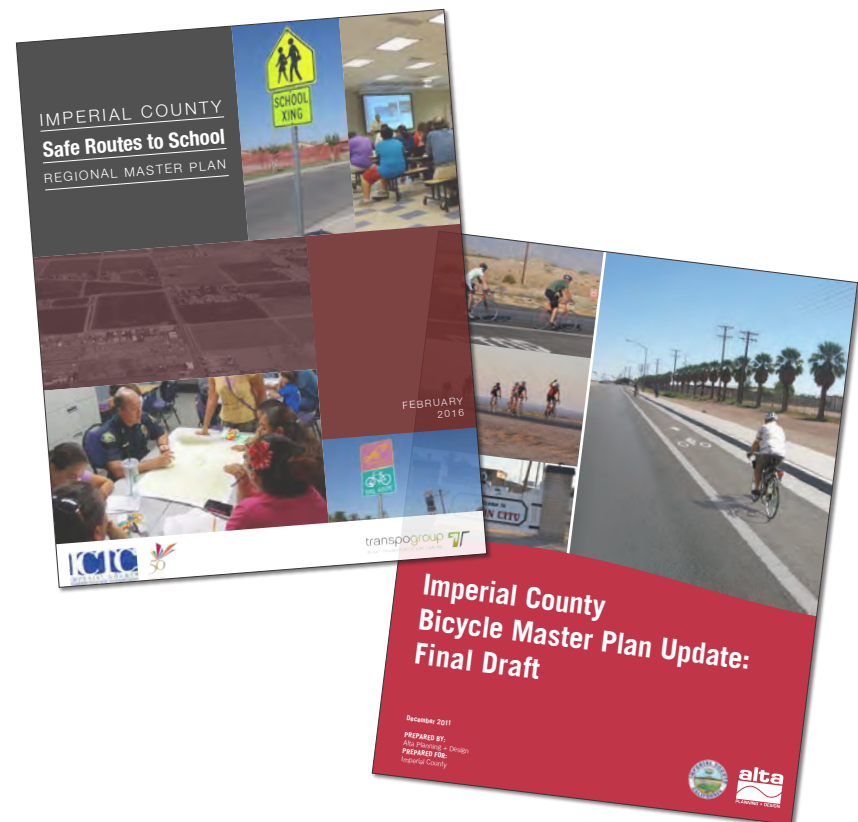
- » Imperial County Active Transportation Plan (2018)
- » Imperial County Pedestrian Master Plan (2021)
- » Imperial County Safe Routes to School Regional Master Plan (2016)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)
- » ICTC Regional Mobility Hub Implementation Strategy (2017)

1.4.2 MUNICIPAL PLANNING EFFORTS

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

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

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



PLANNING CONTEXT

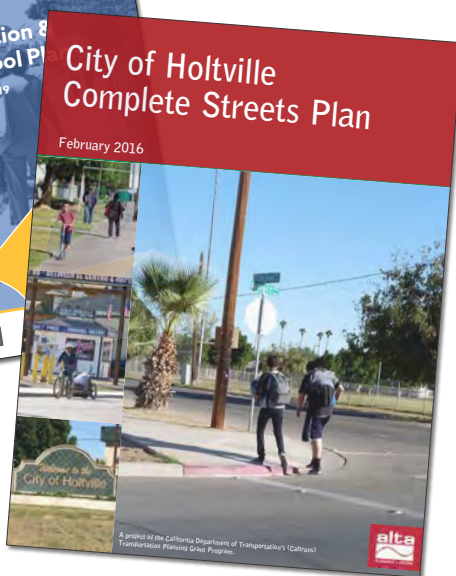
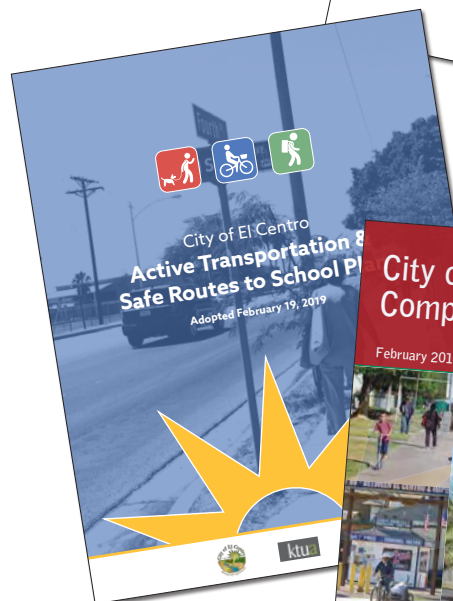
7 Cities in Imperial County

10 Census-Designated Places

22 Unincorporated Communities

2 Native American Reservations

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



1.5 STATE OF PRACTICE

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

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

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

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

1.5.1 PRIMARY GUIDANCE

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

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

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

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

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

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

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

1.5.2 APPLICABLE LEGISLATION

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



State Legislation and Policies

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

Federal Legislation

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

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Chapter 2

Existing Conditions



2.1 EXISTING CONDITIONS OVERVIEW

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

Cities in Imperial County

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

Indian Reservations in Imperial County

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

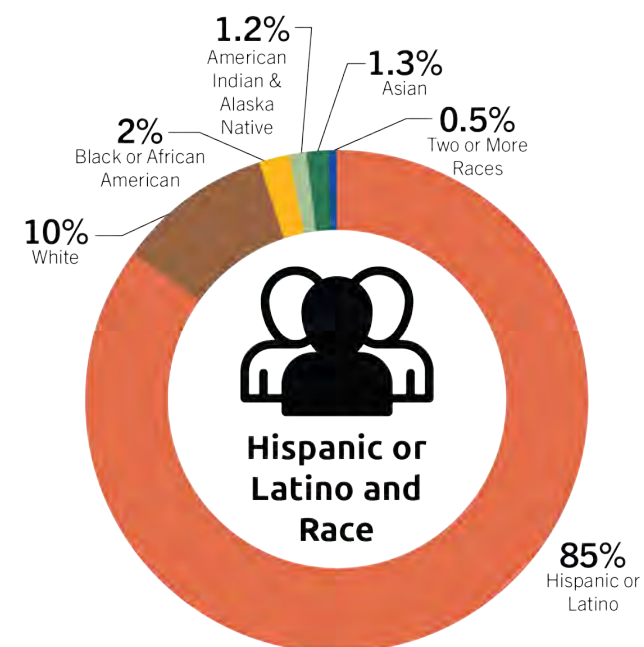
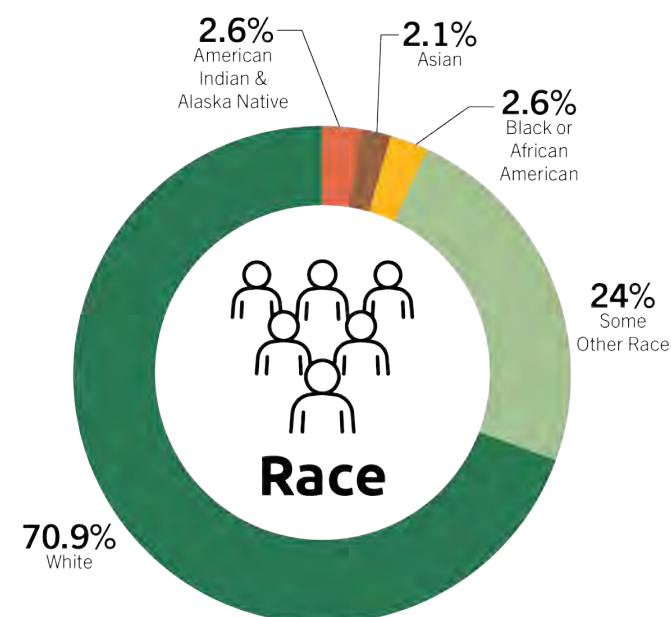
Communities in Imperial County

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

2.1.1 COUNTY DEMOGRAPHICS

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

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



2.1.2 COUNTY MODE SHARE

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

Imperial County

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

California

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

US

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

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

WALKING MODE SHARE

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

BICYCLING MODE SHARE

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

PUBLIC TRANSIT MODE SHARE

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

TRAVEL TIME TO WORK (Drive and Walk)

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

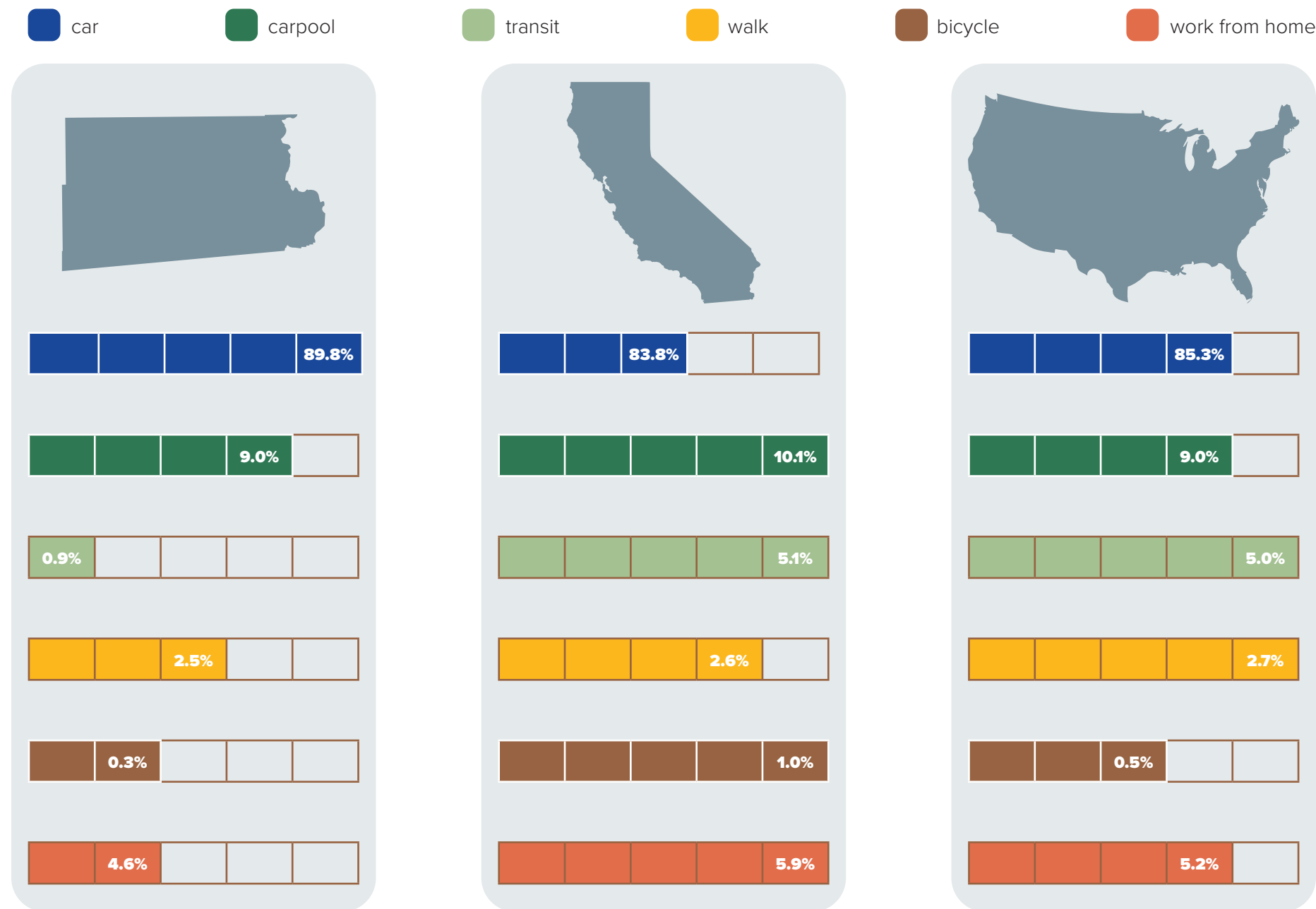
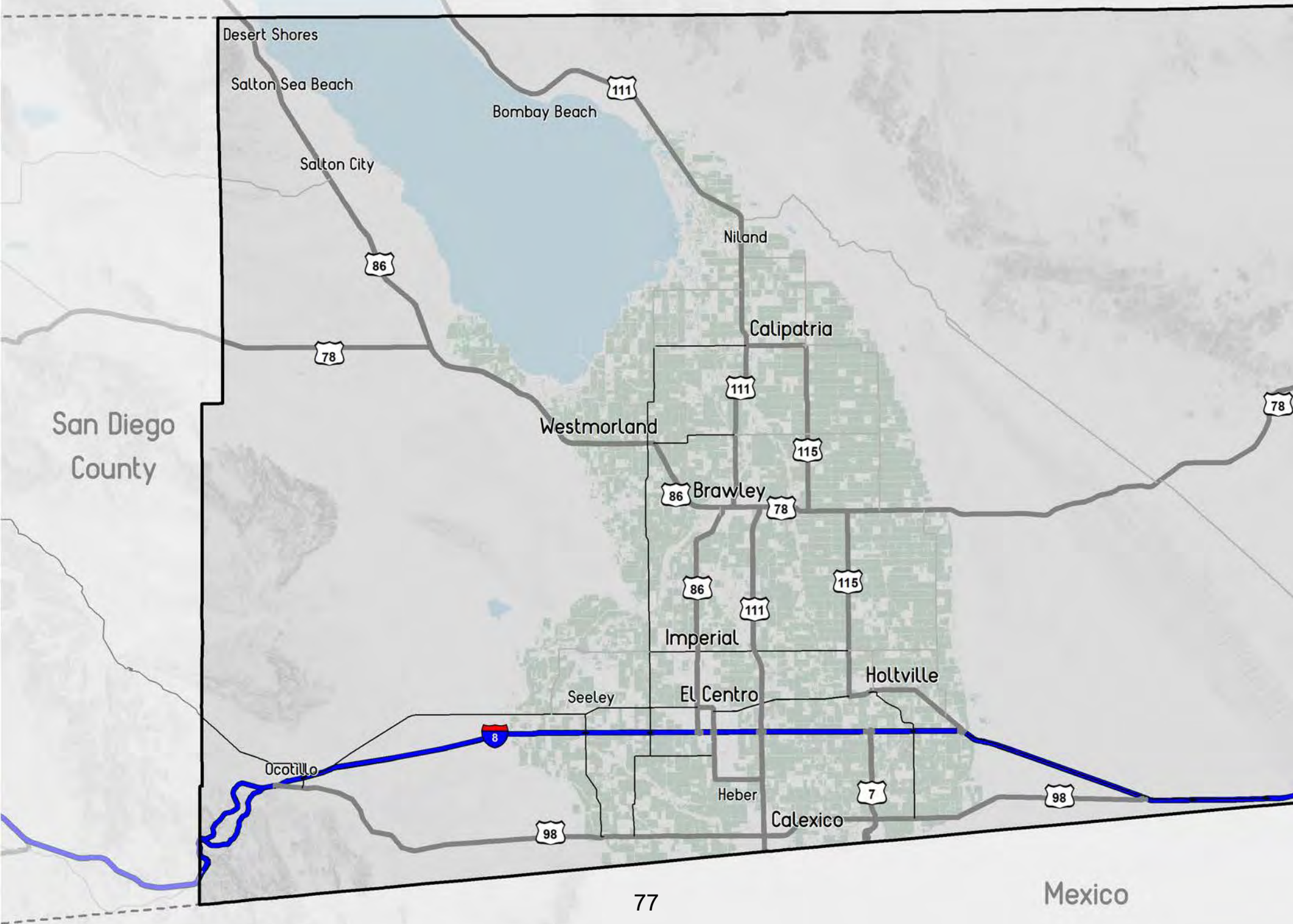
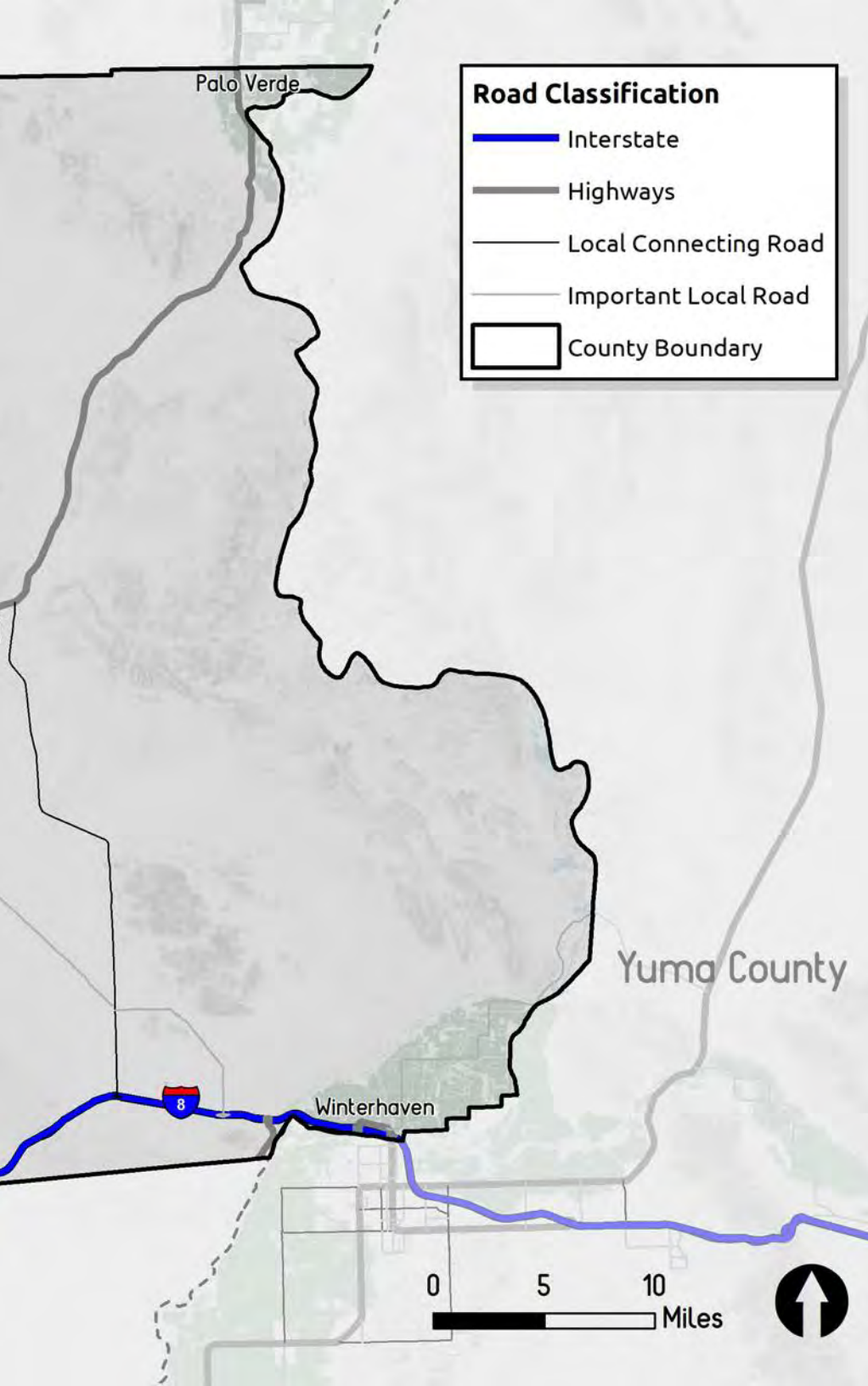
FIGURE 2-1: Correlation of Travel Modeshare

FIGURE 2-2: Major Roads and Highways





2.1.3 MAJOR ROADS AND HIGHWAYS

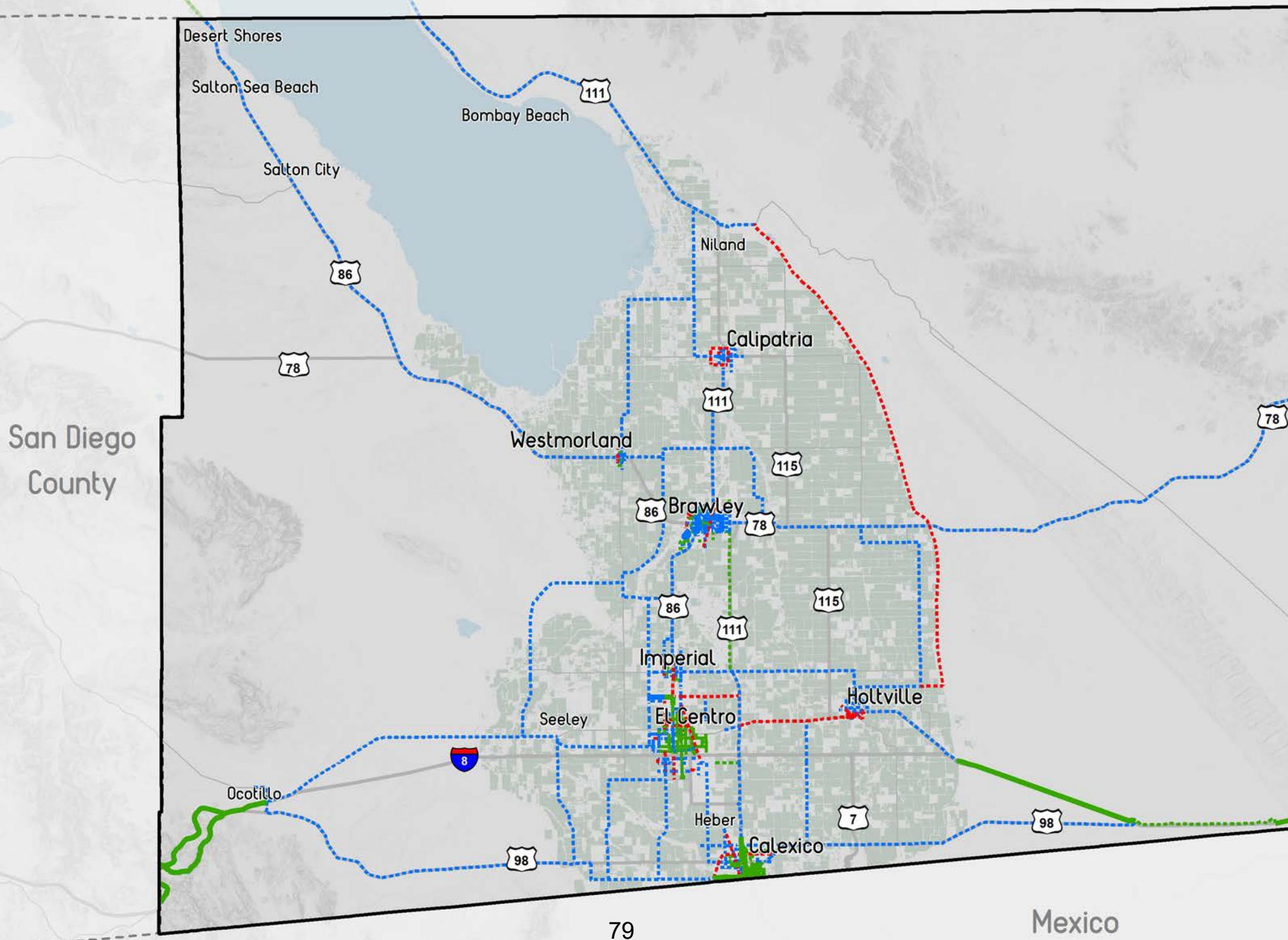
Imperial County is highly dependent on its interstate and highway system for the transportation of people and goods. The single interstate (I-8) in the County not only connects the region to San Diego County and Yuma County, but it also connects small communities like Ocotillo and Winterhaven to bigger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

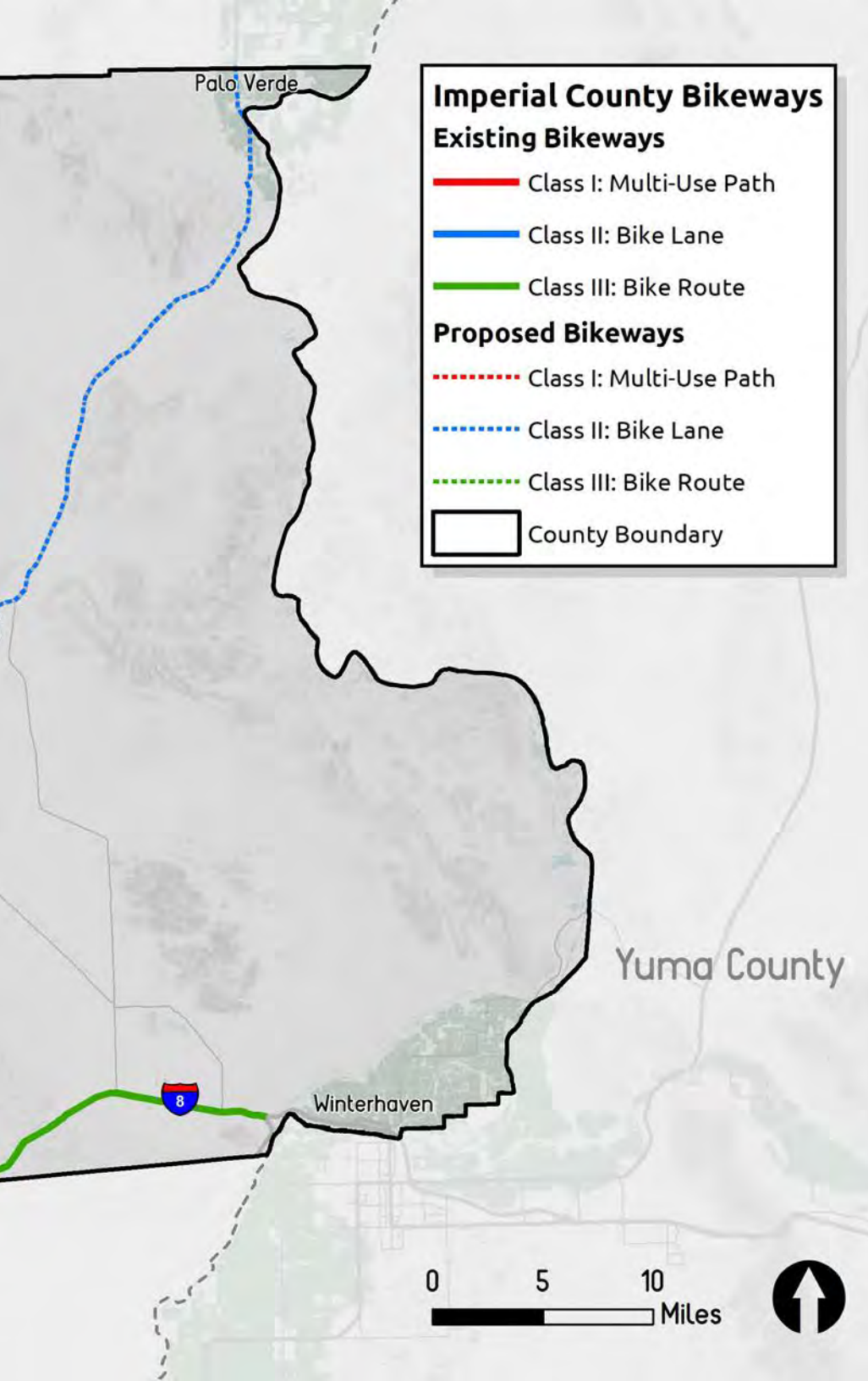
The highway system in the County provides the majority of the high-volume connectivity to communities and cities in the region. Many of these highways serve as arterial corridors or "main streets" because essential land uses such as commercial, schools, and employment destinations are located adjacent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

Interstate and highway routes in Imperial County include:

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

FIGURE 2-3: Existing and Previously-Proposed Bikeways





2.1.4 EXISTING AND PREVIOUSLY- PROPOSED BICYCLE FACILITIES

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

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

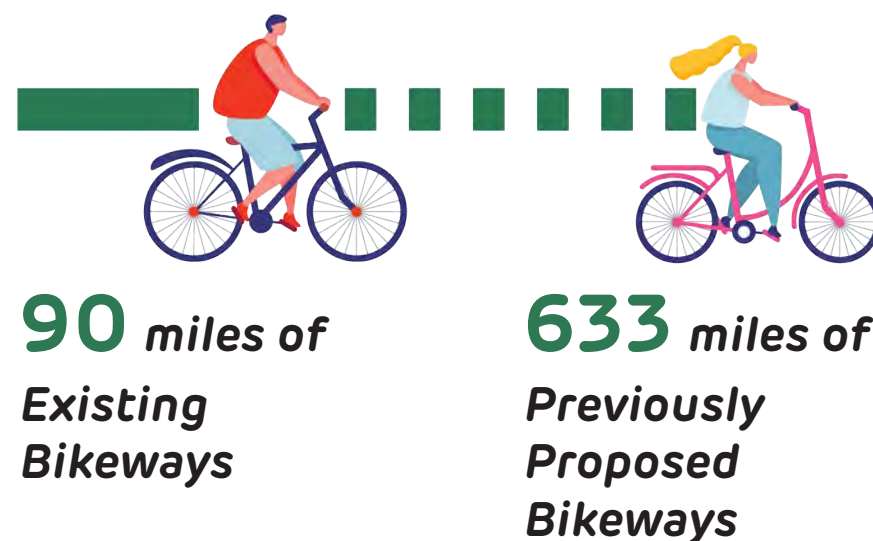
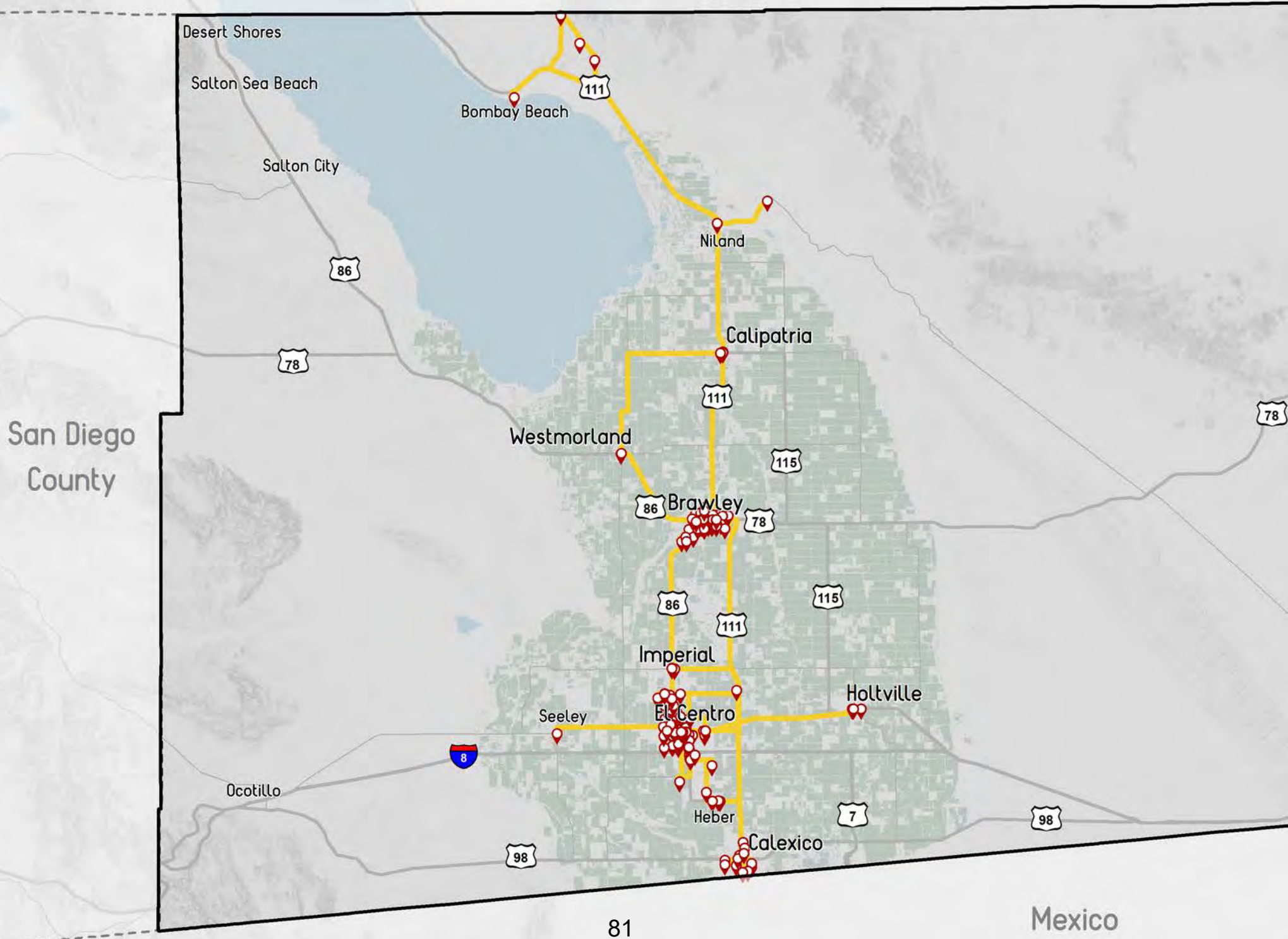
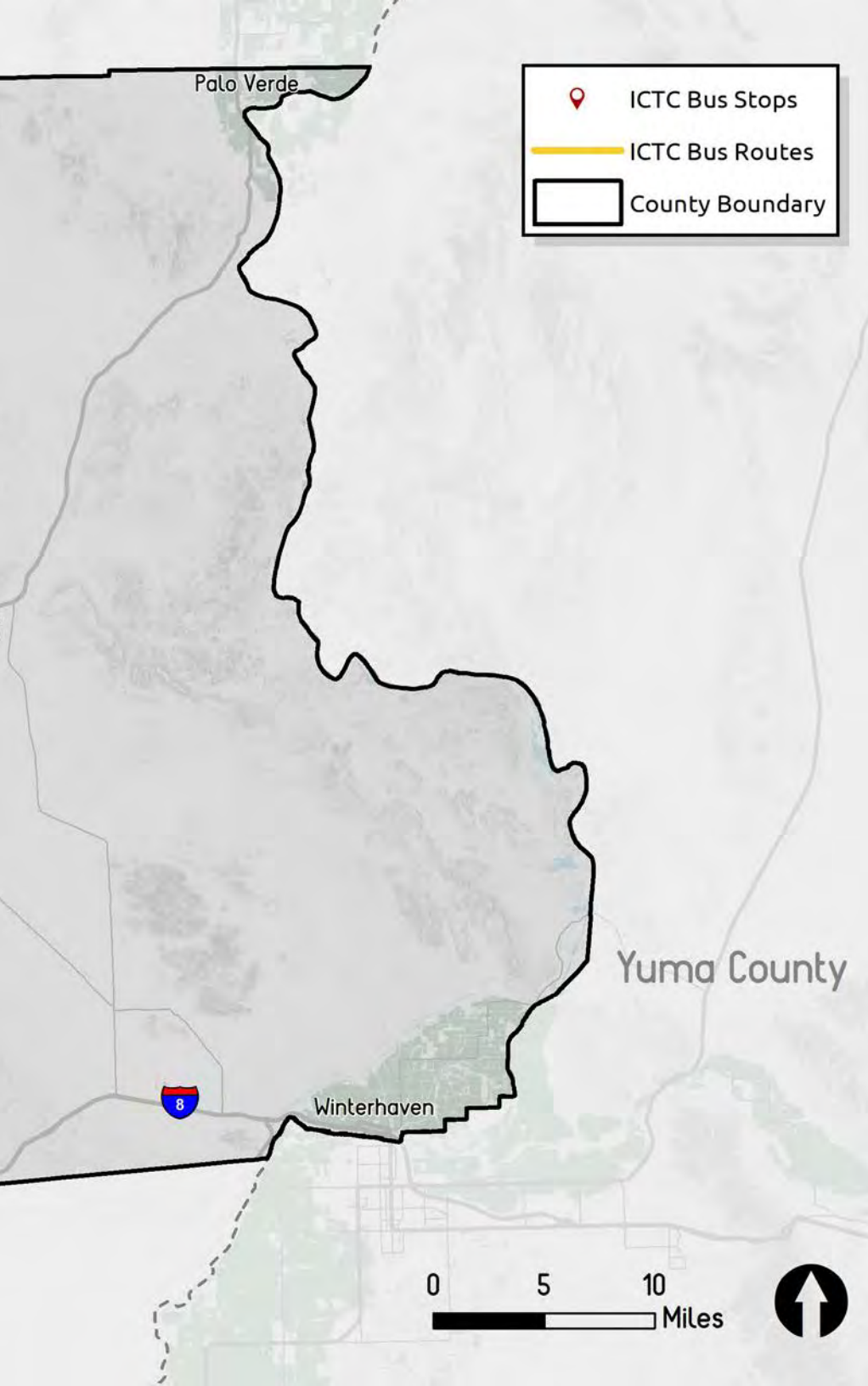


FIGURE 2-4: IVT Transit Stops





2.1.5 TRANSIT ROUTES AND STOPS

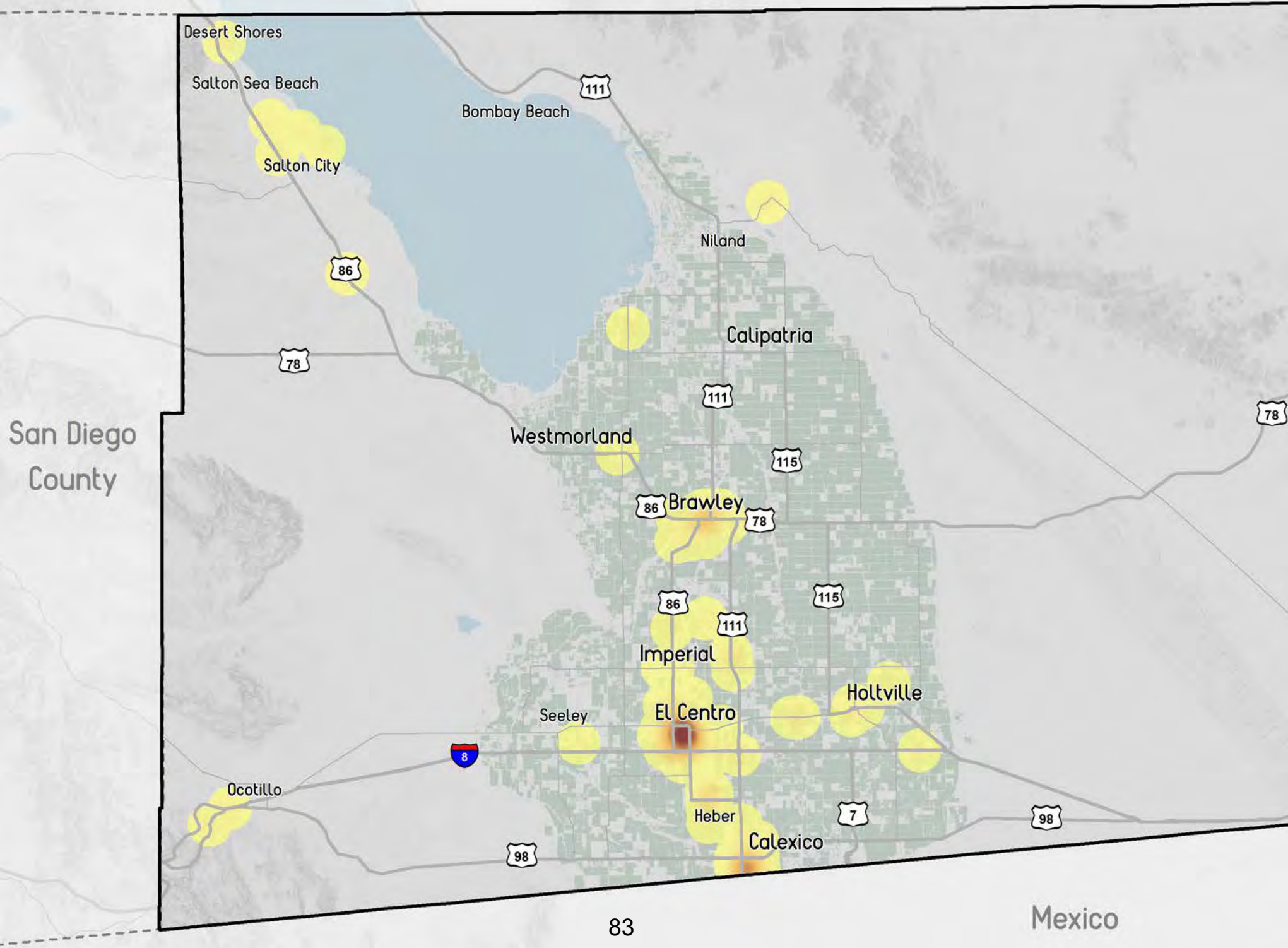
Imperial Valley Transit (IVT) is the public transit service provider serving Imperial County since 1989. Bus services provided by IVT include fixed routes, deviated fixed routes, and remote zone routes. IVT services all of the cities in the County as well as the communities of Bombay Beach, Niland, Seeley,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

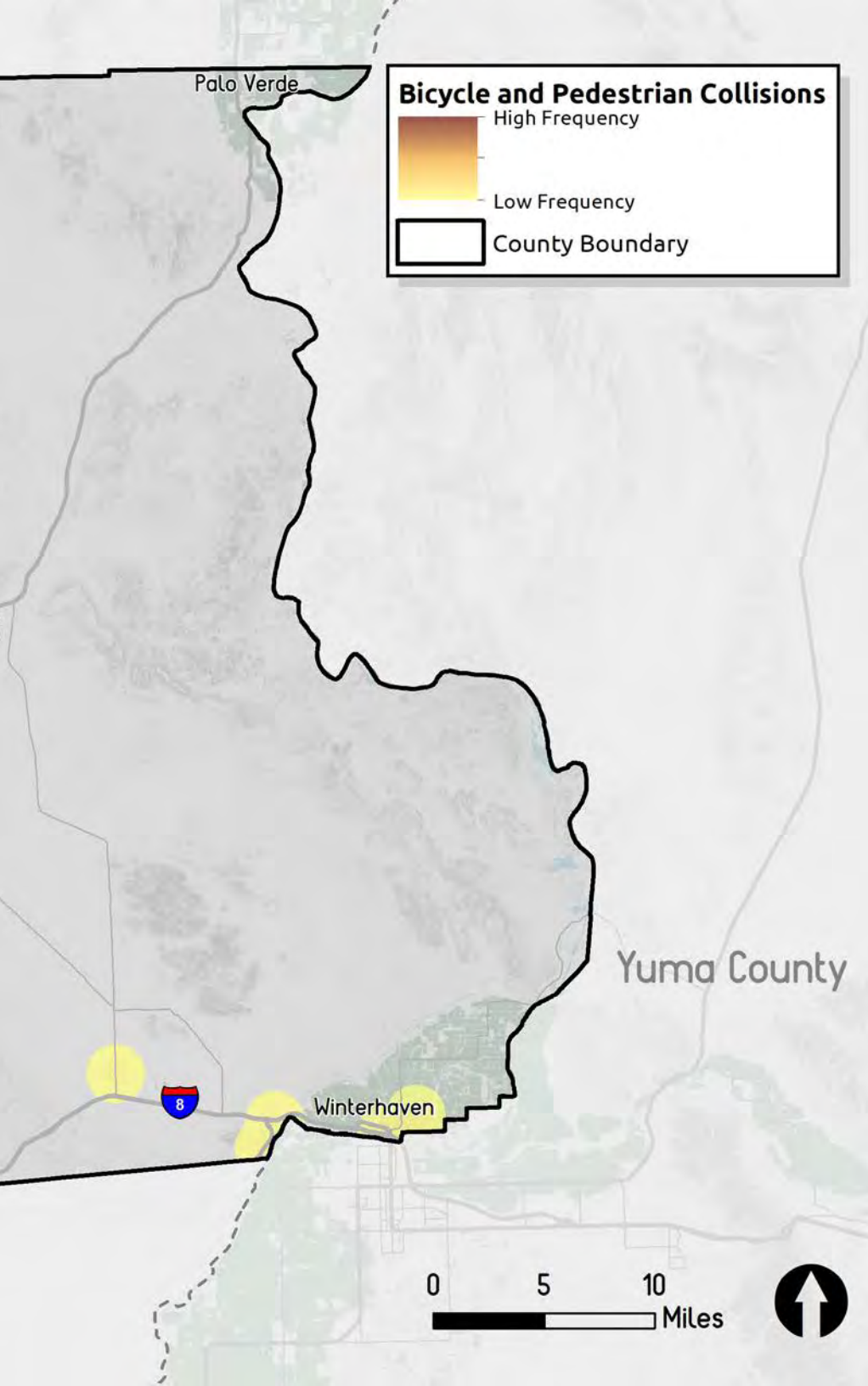
128 of 143

transit stops are in
incorporated cities



FIGURE 2-5: Collisions between 2015-2019





2.1.6 COLLISION HISTORY

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

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

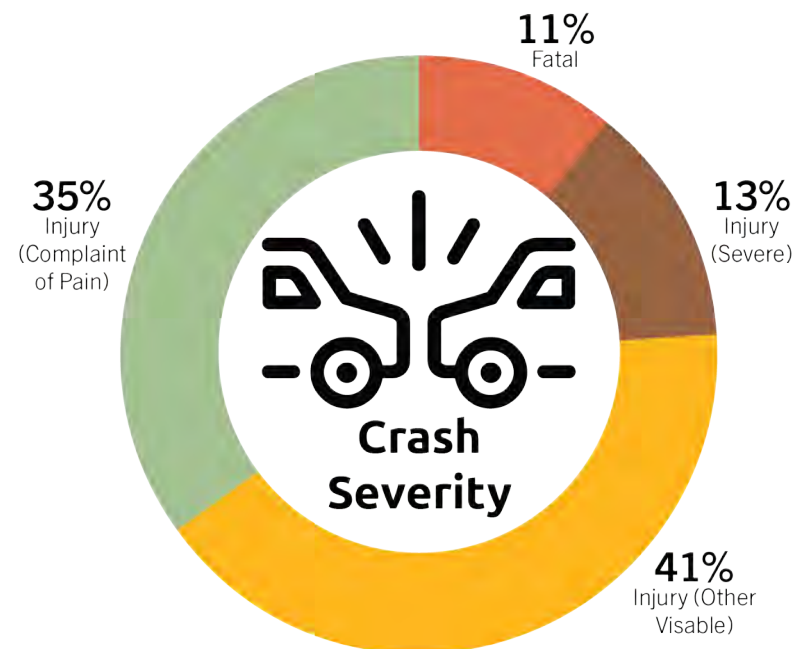
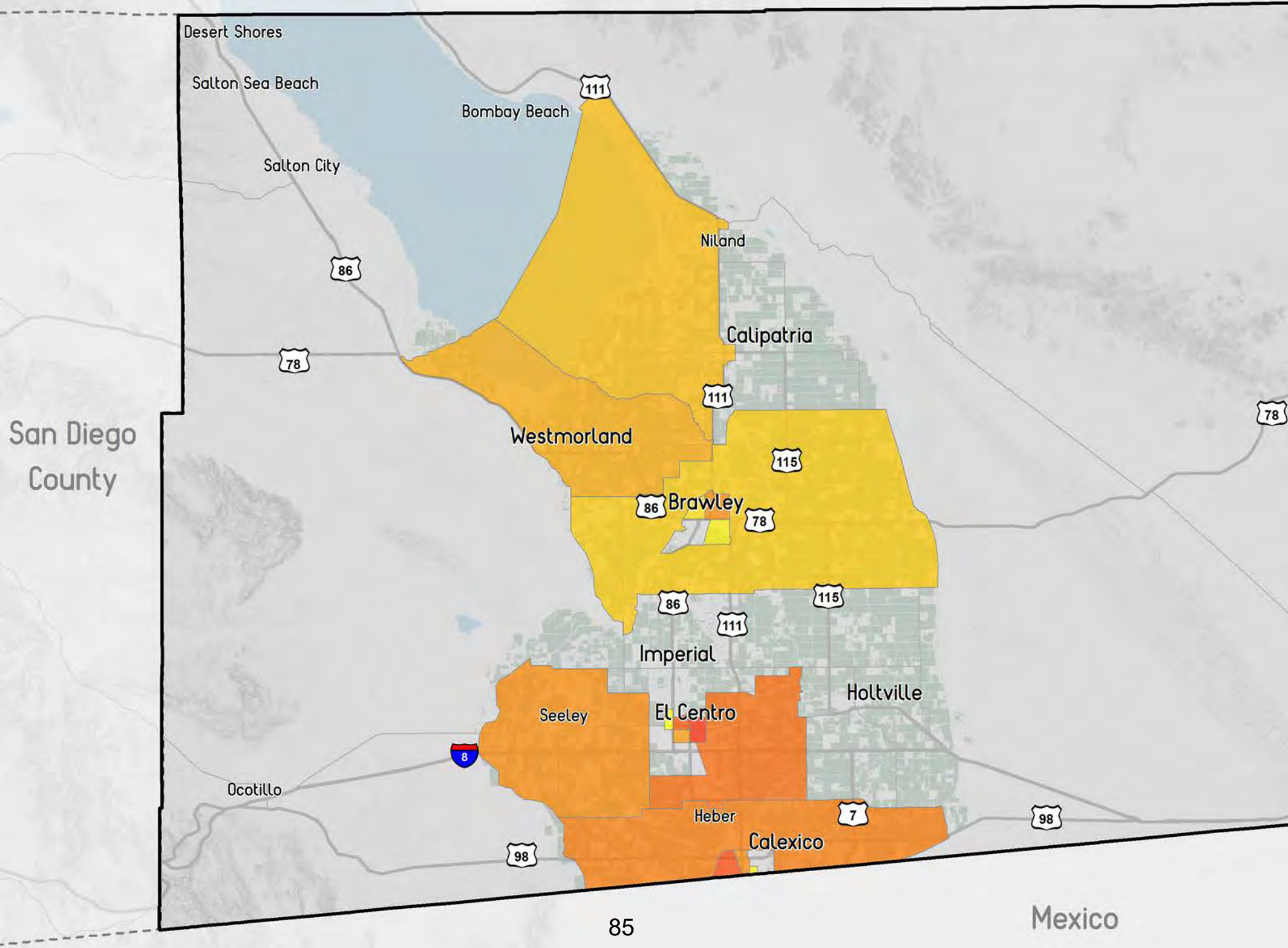
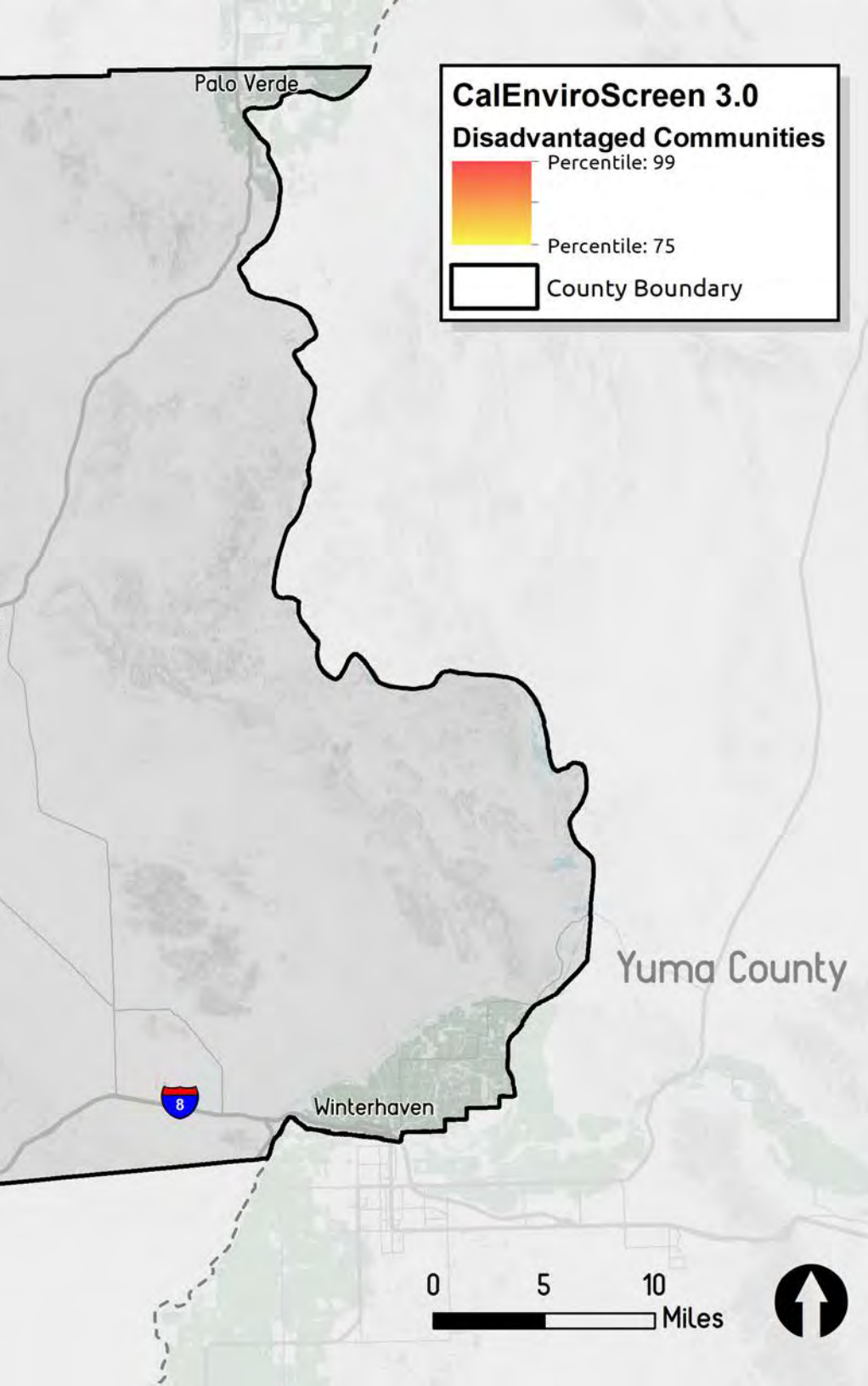


FIGURE 2-6: CalEnviroscreen 3.0 Results





2.1.7 CALENVIROSCREEN 3.0

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

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

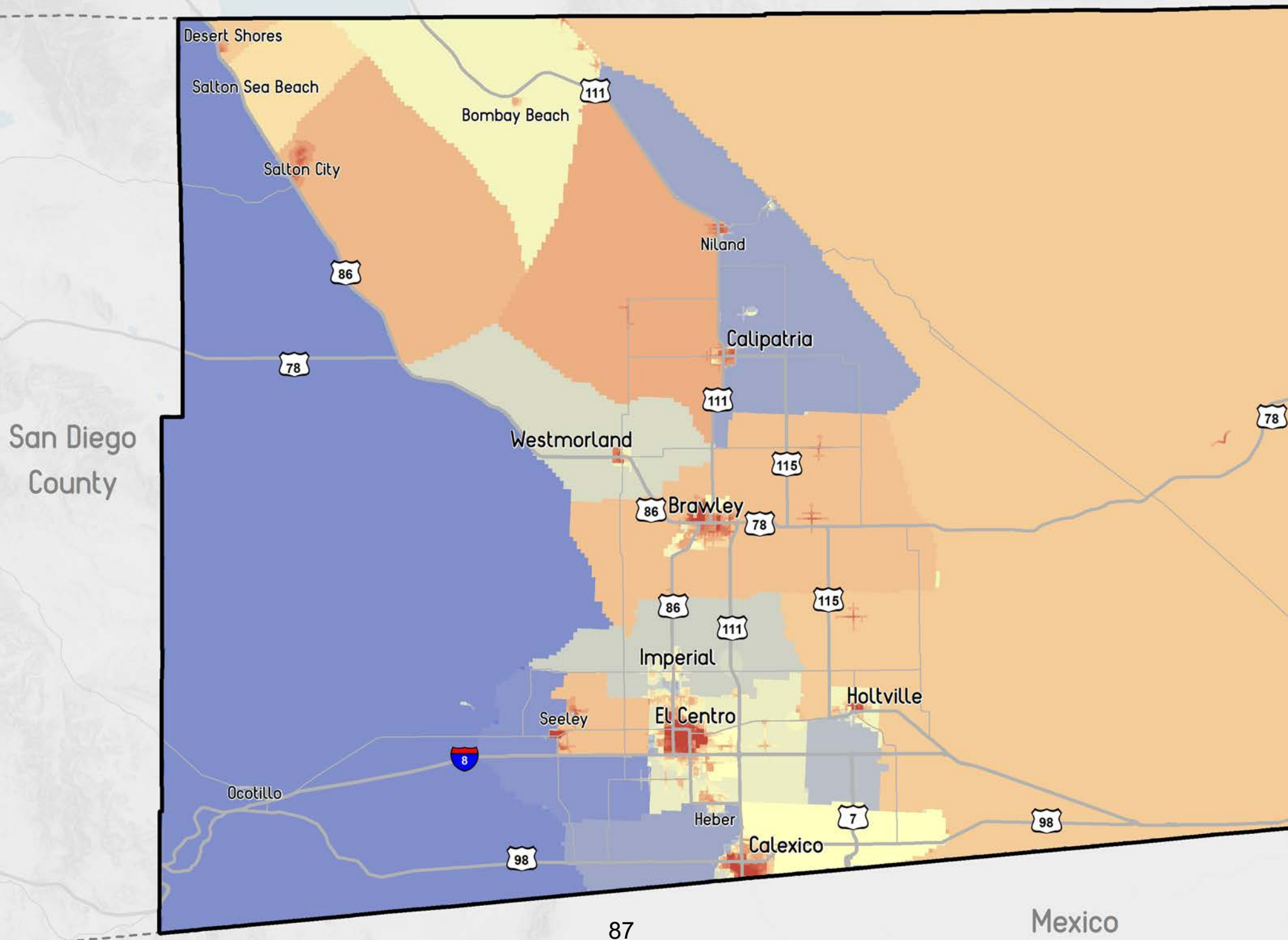
The results from this analysis can assist the planning team and the city make informed decisions during the recommendations and prioritization process. Agencies that distribute grants value an ATP process that prioritizes projects located in underserved areas.

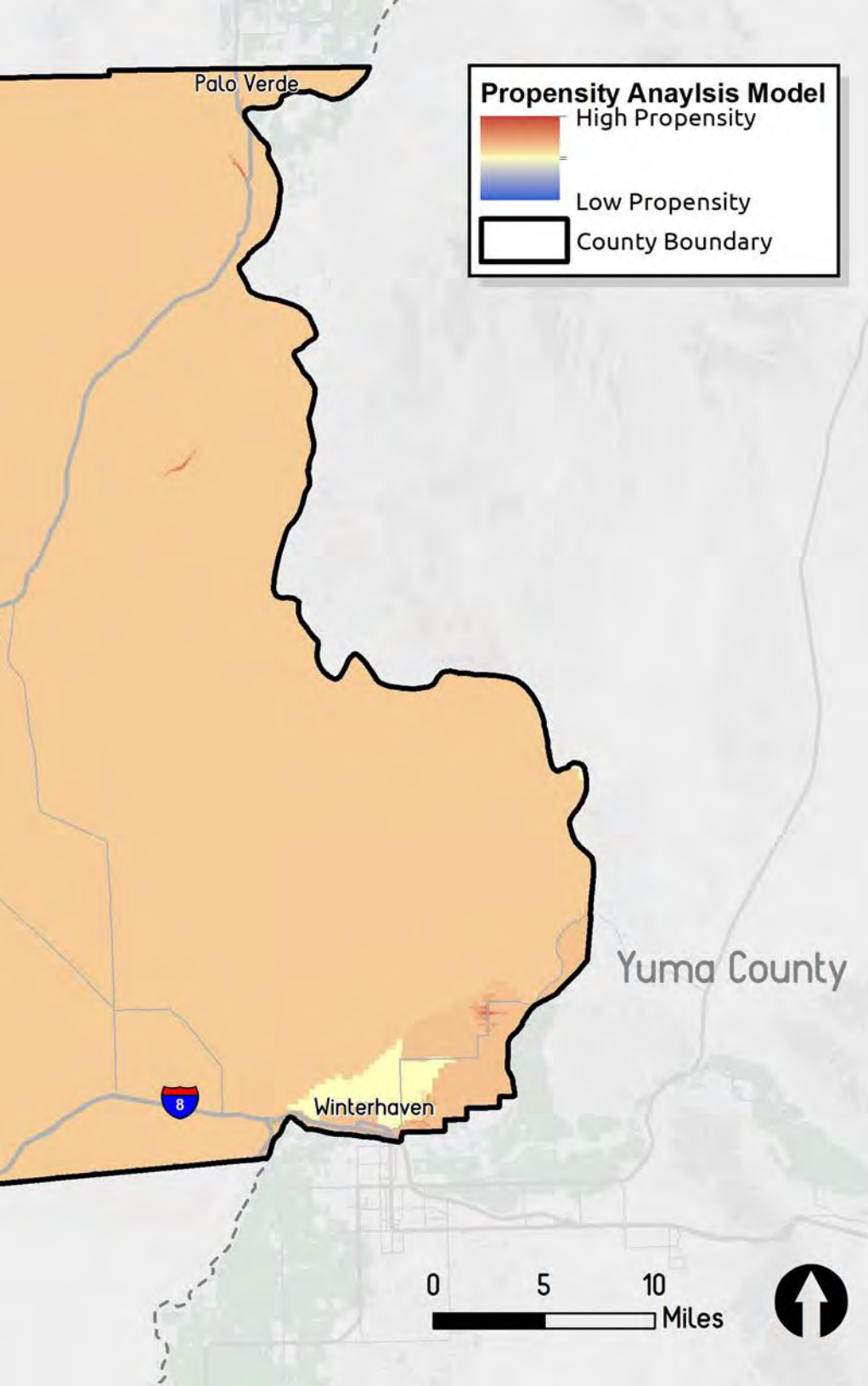
16 of 31

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



FIGURE 2-7: Propensity Analysis

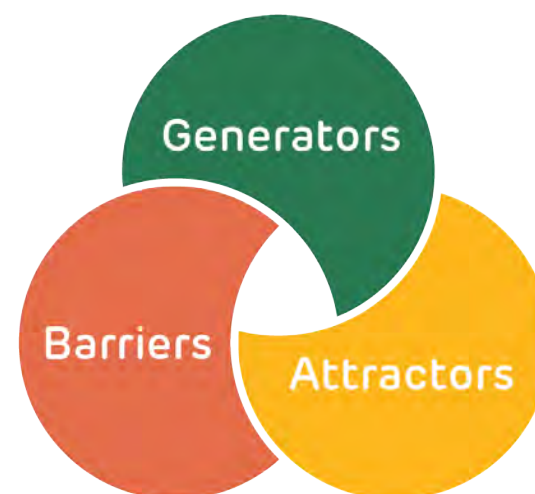




2.1.8 BICYCLE AND PEDESTRIAN PROPENSITY MODEL (PROPENSITY GRAPHIC)

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

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



2.2 CITY OF BRAWLEY

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

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

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



Existing bikeways in Brawley



Population: 26,076



Existing Bike Facilities: 13.4 miles



Transit Stops: 39



Collisions: 40



Median Household Income: \$42,326

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

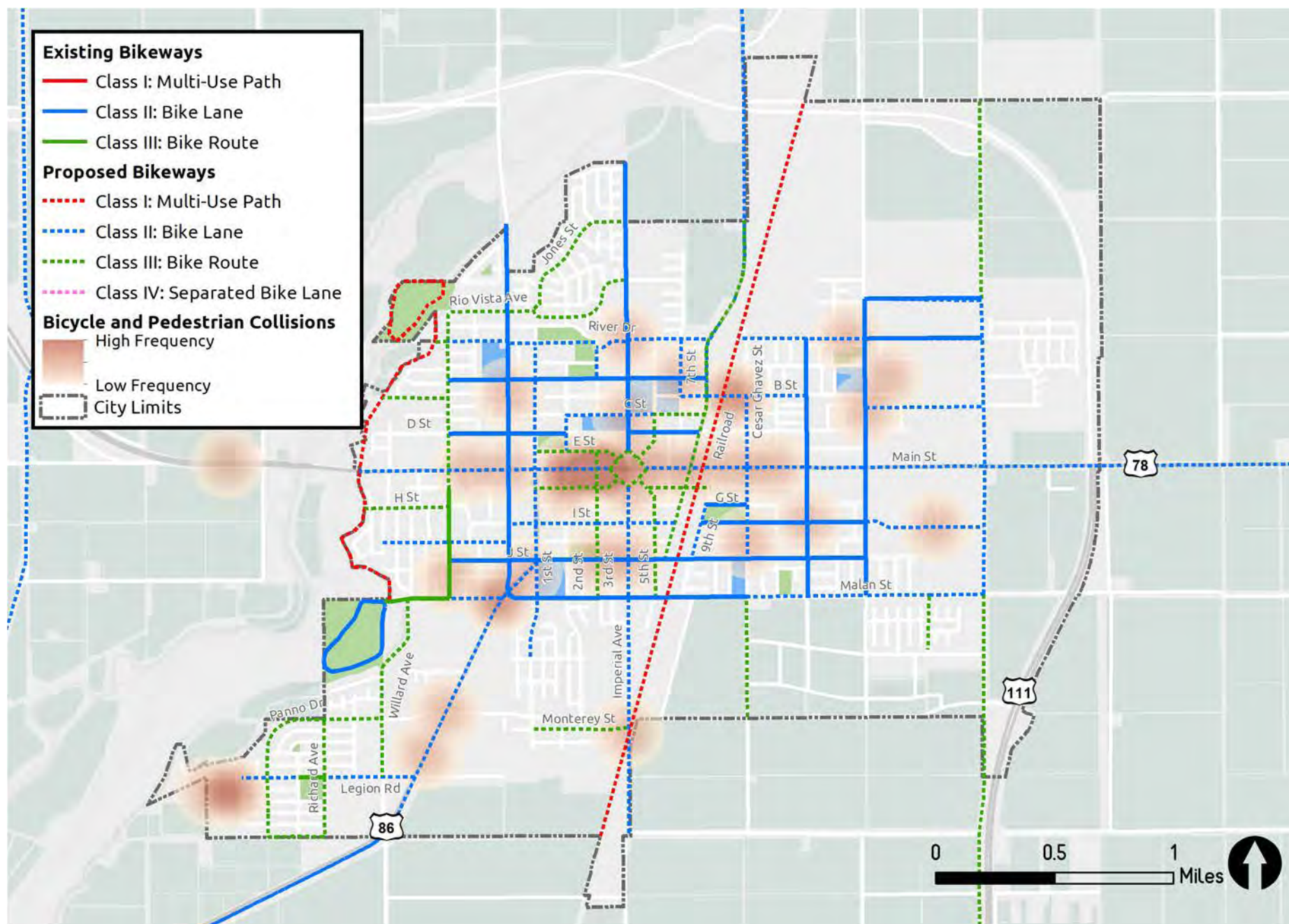


FIGURE 2-8: Bikeways and Collision Heat Map in Brawley

2.3 CITY OF CALEXICO

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

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

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



Existing bike racks in Calexico

Source: CR Associates



Population: 39,946



Existing Bike Facilities: 1.4 miles



Transit Stops: 13



Collisions: 43



Median Household Income: \$43,592

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

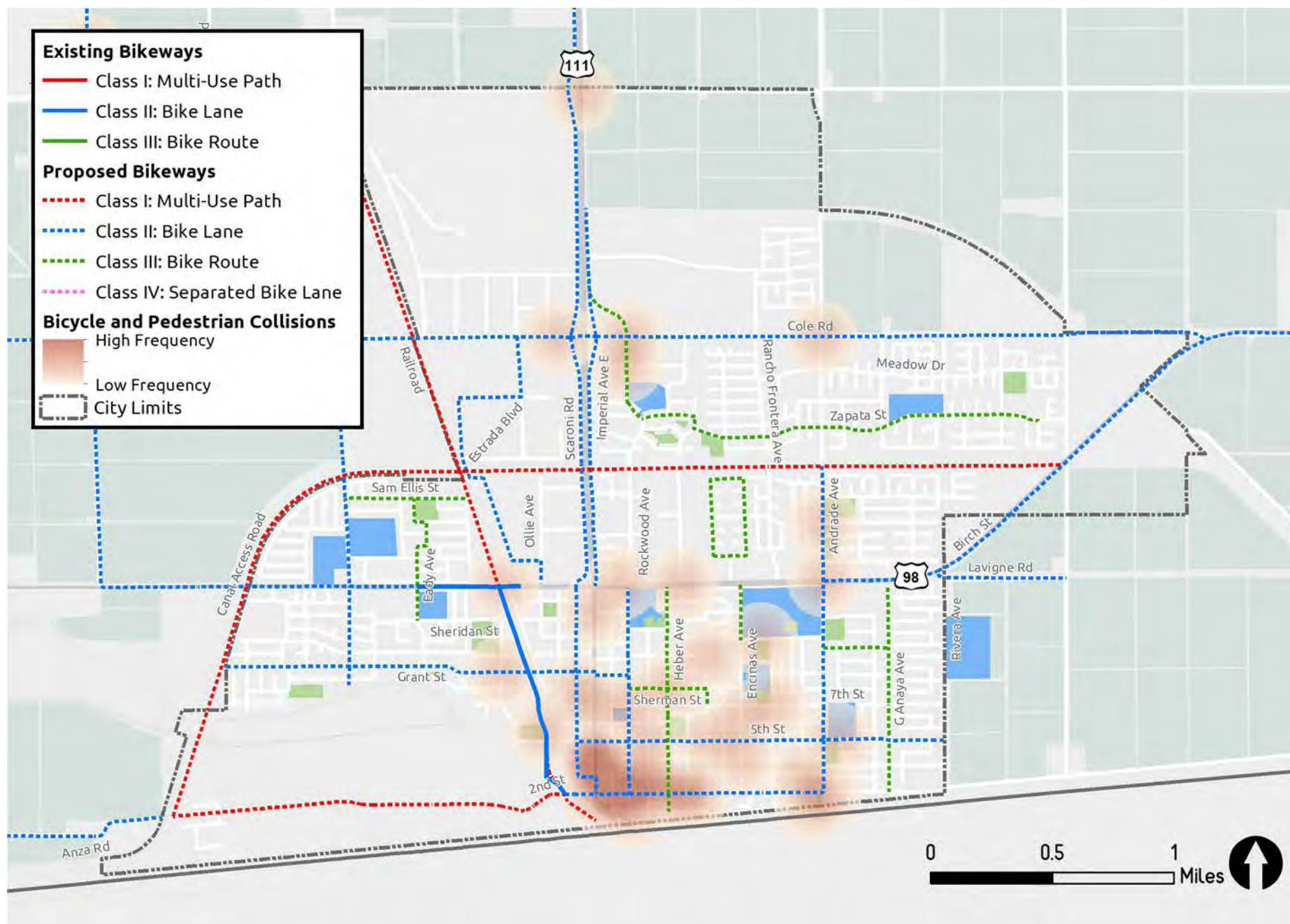


FIGURE 2-9: Bikeways and Collision Heat Map in Calexico

2.4 CITY OF CALIPATRIA

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

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

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



Existing pedestrian facilities in Calipatria



Population: 7,395



Existing Bike Facilities: 0 miles



Transit Stops: 4



Collisions: 0



Median Household Income: \$36,883

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

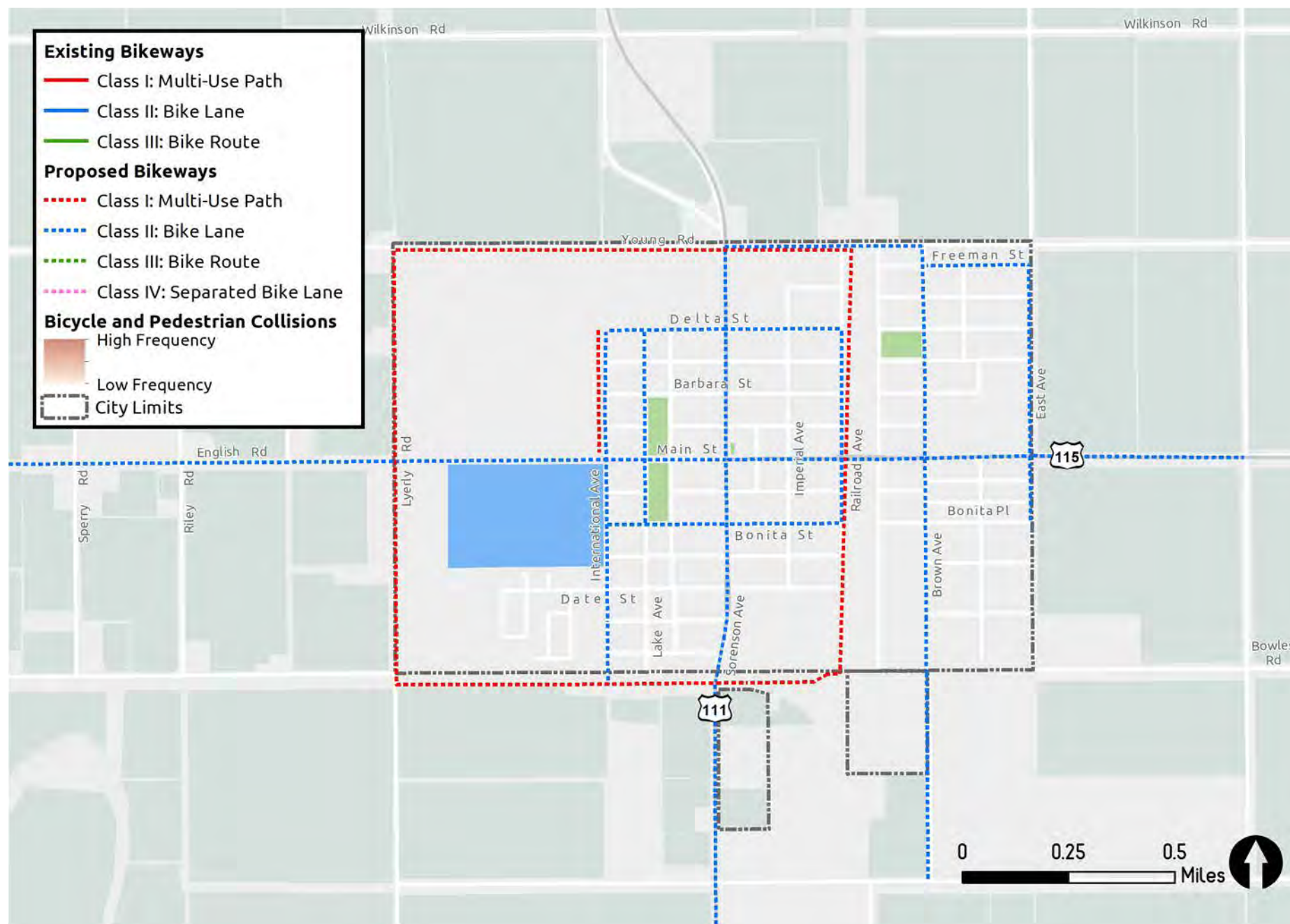


FIGURE 2-10: Bikeways and Collision Heat Map in Calipatria

2.5 CITY OF EL CENTRO

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

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

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



Existing bikeways in El Centro



Population: 44,003



Existing Bike Facilities: 55.9 miles



Transit Stops: 56



Collisions: 111



Median Household Income: \$47,864

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

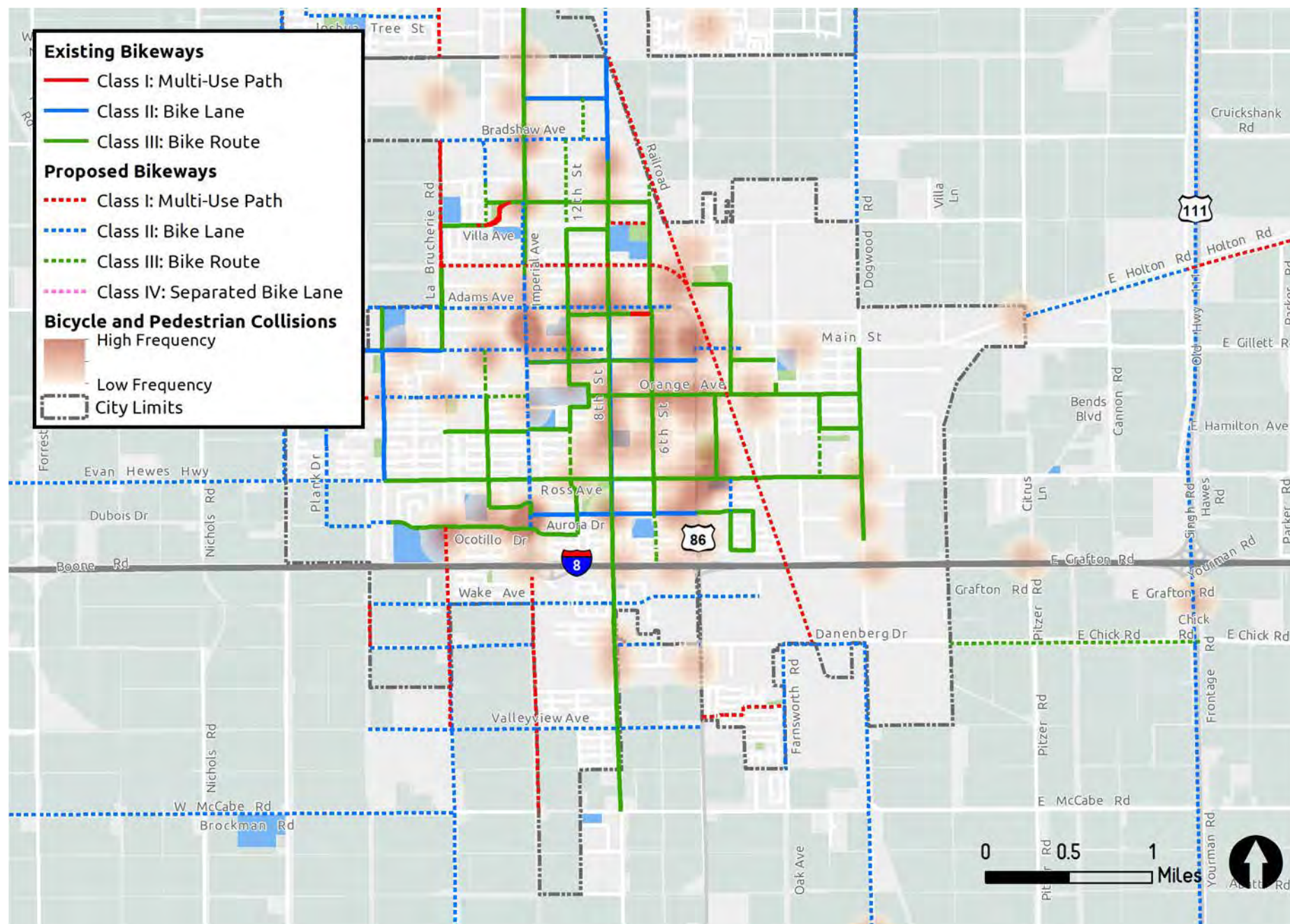


FIGURE 2-11: Bikeways and Collision Heat Map in El Centro

2.6 CITY OF HOLTVILLE

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

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

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



Existing bikeways in Holtville



Population: 6,527



Existing Bike Facilities: 1.1 miles



Transit Stops: 4



Collisions: 5



Median Household Income: \$46,161

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

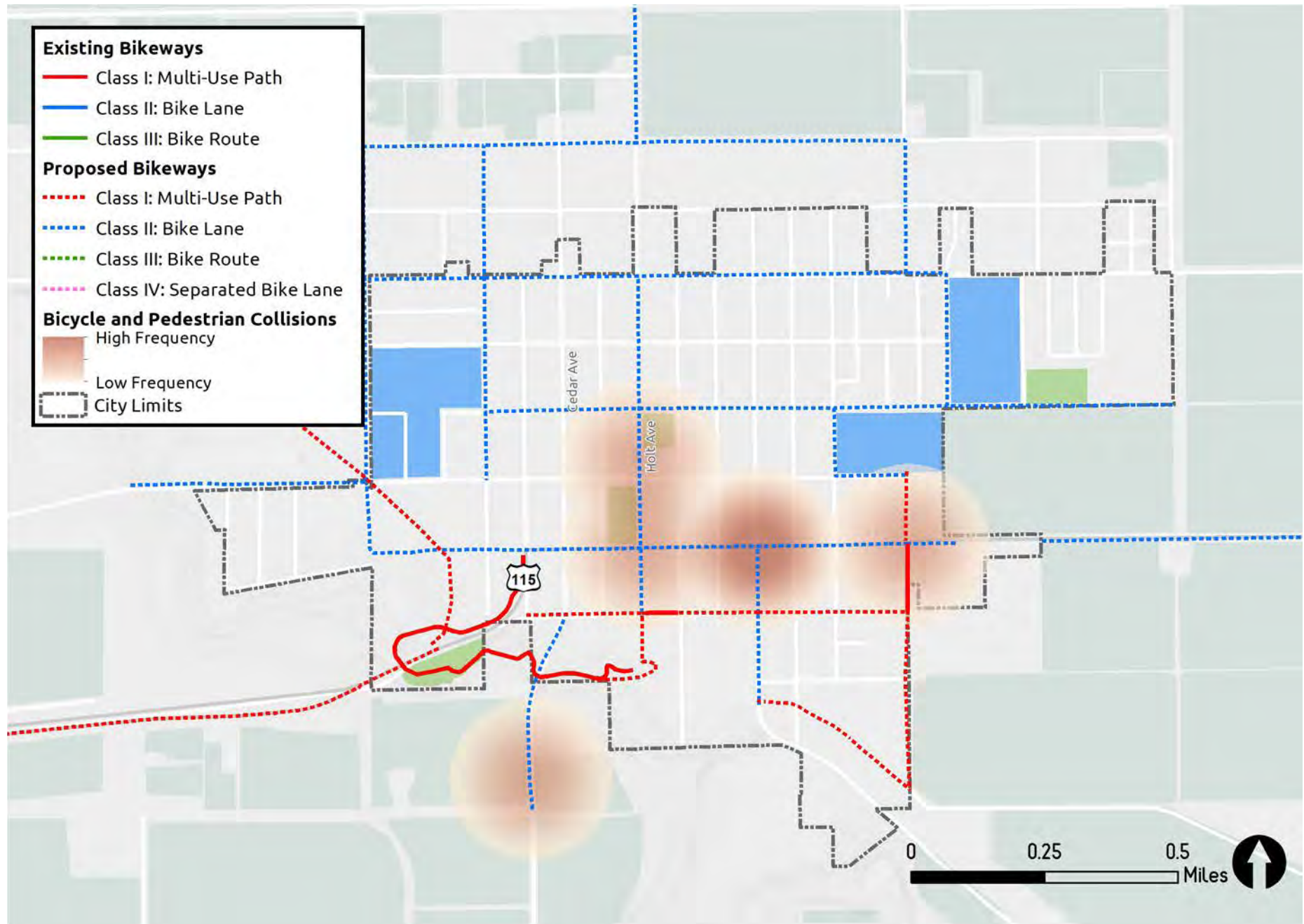


FIGURE 2-12: Bikeways and Collision Heat Map in Holtville

2.7 CITY OF IMPERIAL

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

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

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



Existing transit stop in Imperial



Population: 14,454



Existing Bike Facilities: 0.8 miles



Transit Stops: 10



Collisions: 4



Median Household Income: \$85,654

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

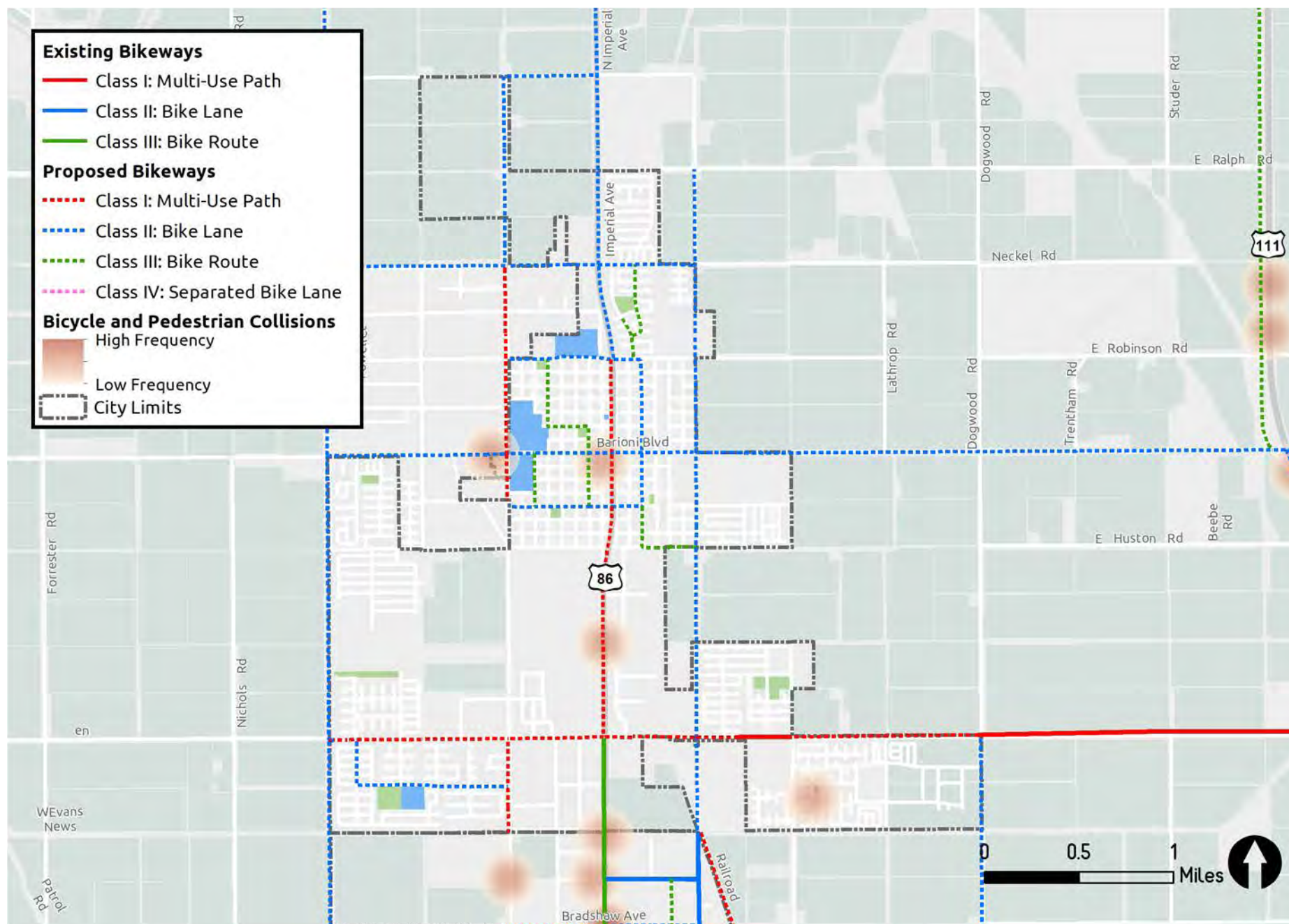


FIGURE 2-13: Bikeways and Collision Heat Map in Imperial

2.8 CITY OF WESTMORLAND

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

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

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



Existing pedestrian facilities in Westmorland



Population: 2,432



Existing Bike Facilities: 0.17 miles



Transit Stops: 2



Collisions: 1



Median Household Income: \$29,730

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

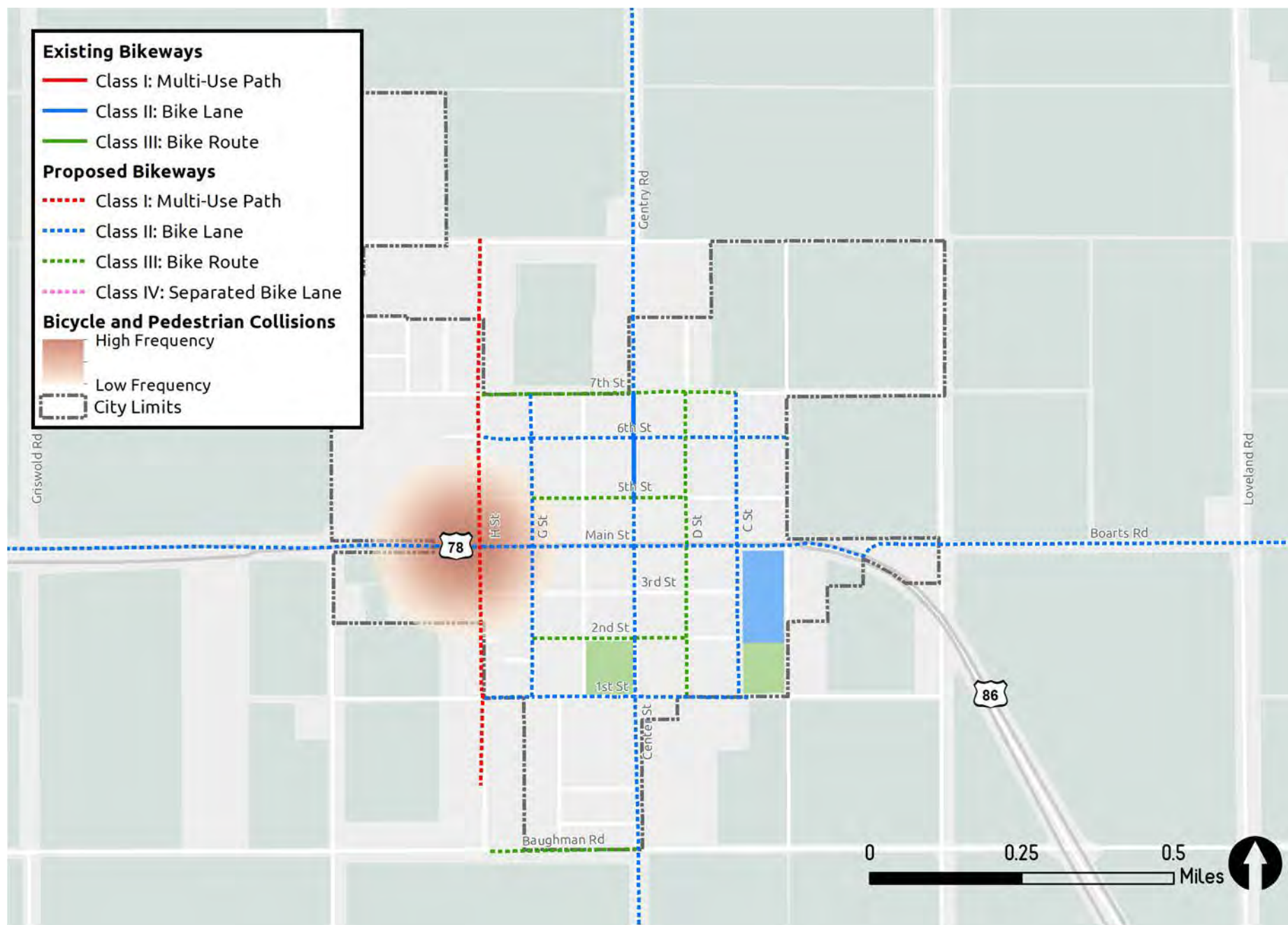
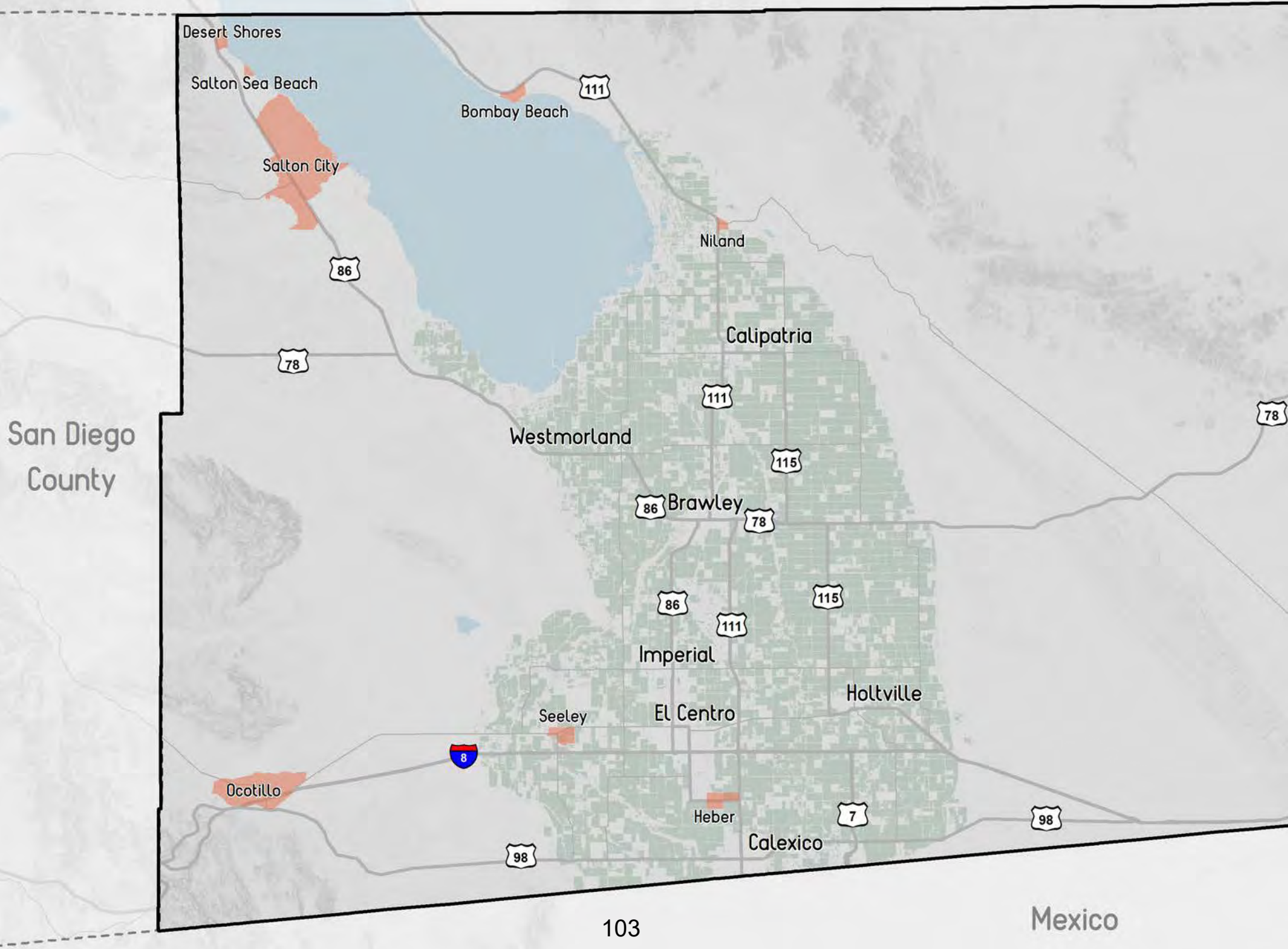
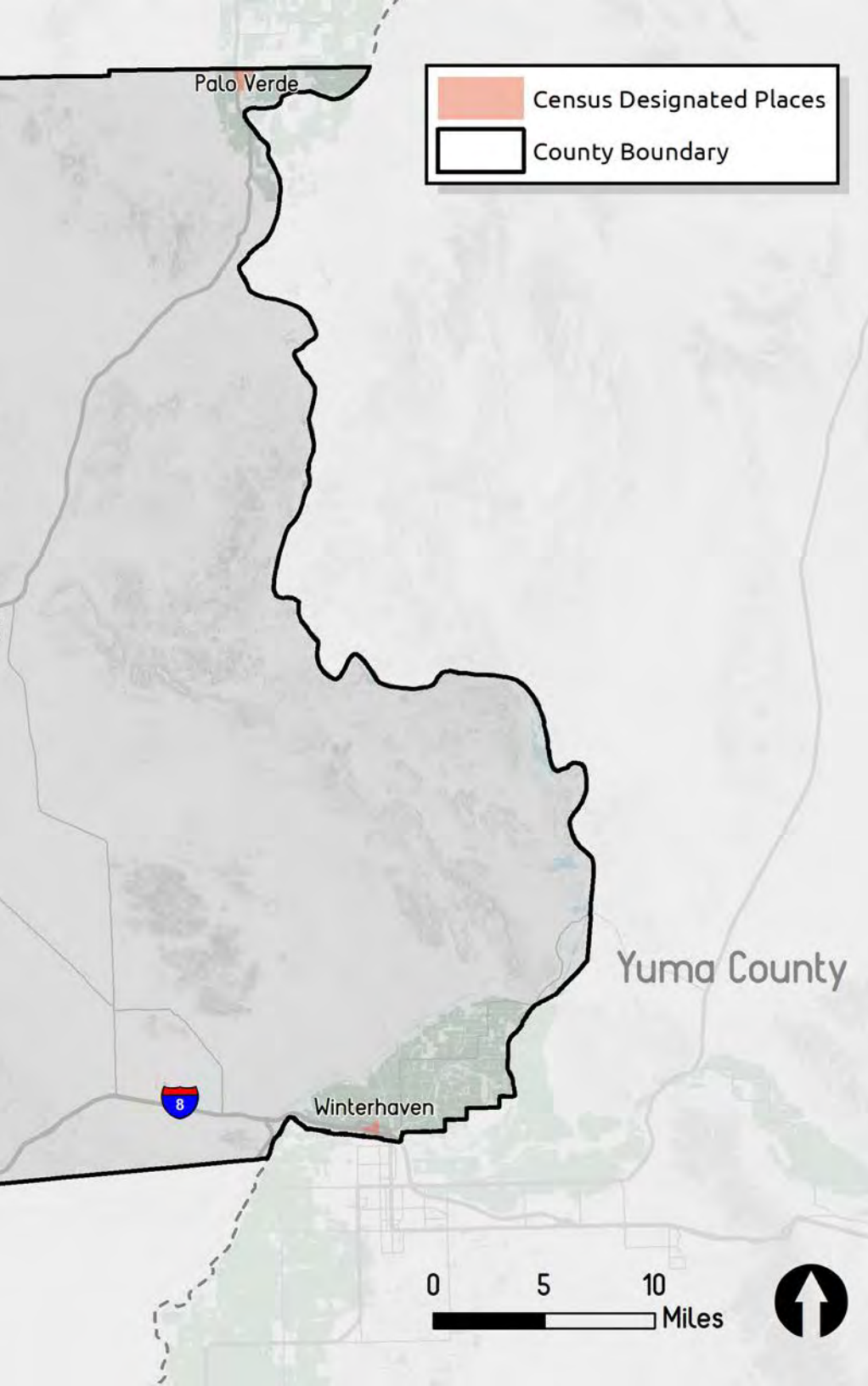


FIGURE 2-14: Bikeways and Collision Heat Map in Westmorland

FIGURE 2-15: Census Designated Places





2.9 IMPERIAL COUNTY CENSUS DESIGNATED PLACES

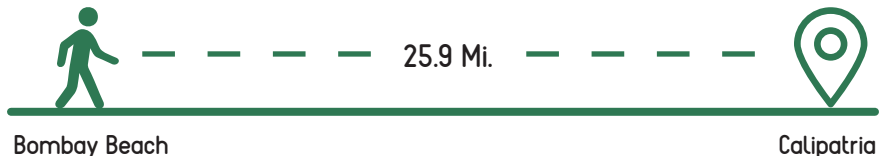
Census Designated Places (CDPs) are population centers without legally defined corporation limits, as defined by the Census Bureau. CDPs are the statistical equivalent of an incorporated city. CDP defined limits are updated every decennial census, based on developed settlement limits. The County of Imperial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

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

2.9.1 COMMUNITY OF BOMBAY BEACH

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

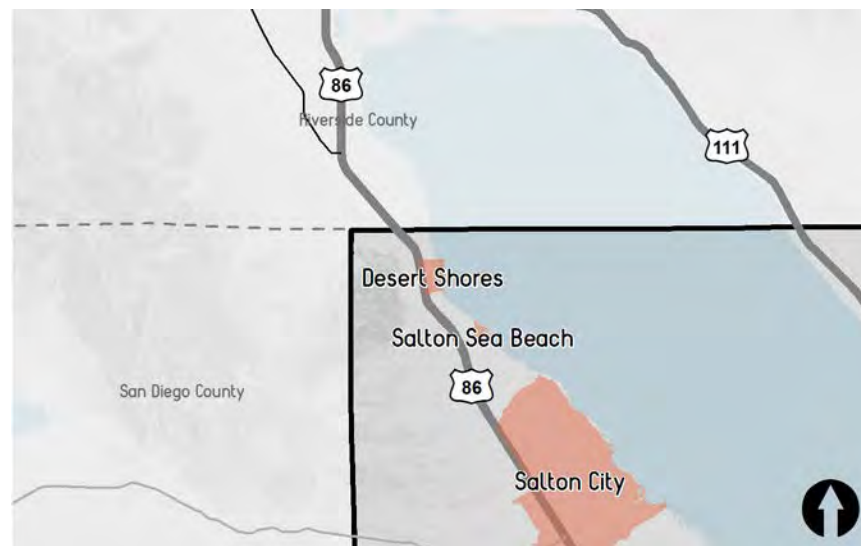
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



2.9.2 COMMUNITY OF DESERT SHORES

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

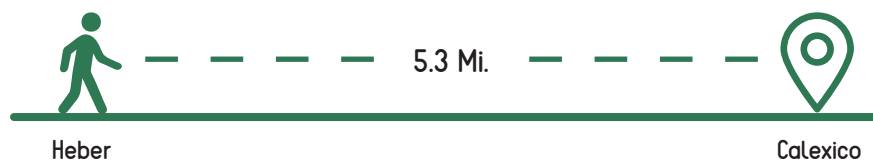
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



2.9.3 COMMUNITY OF HEBER

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

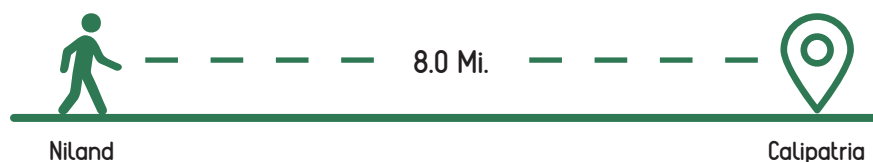
- » Imperial County Active Transportation Plan (2018)
- » Imperial County Pedestrian Master Plan (2021)
- » Imperial County Safe Routes to School Regional Master Plan (2016)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



2.9.4 COMMUNITY OF NILAND

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

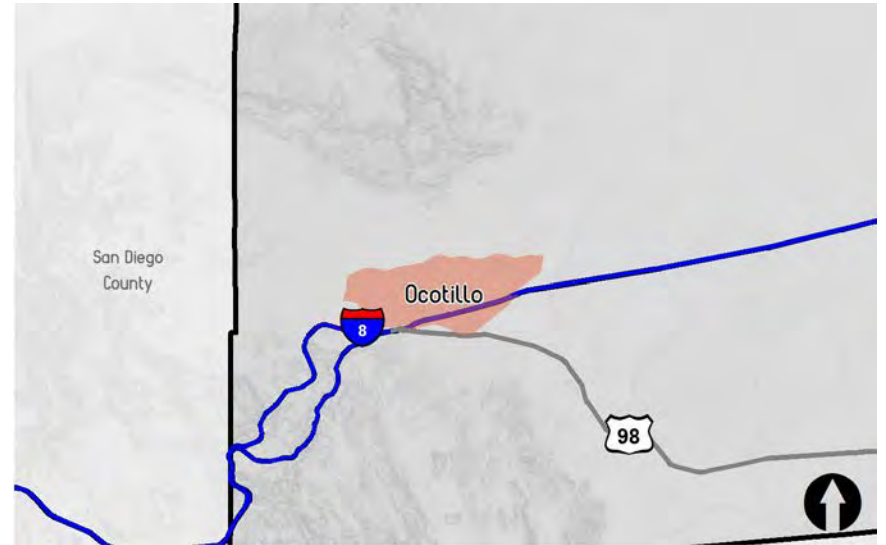
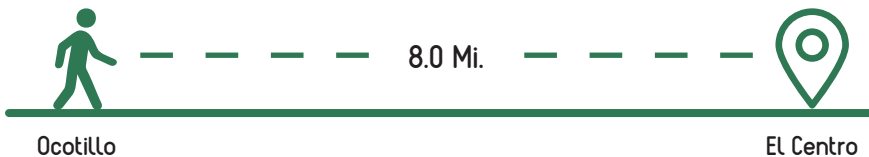
- » Imperial County Active Transportation Plan (2018)
- » Imperial County Pedestrian Master Plan (2021)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



2.9.5 COMMUNITY OF OCOTILLO

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

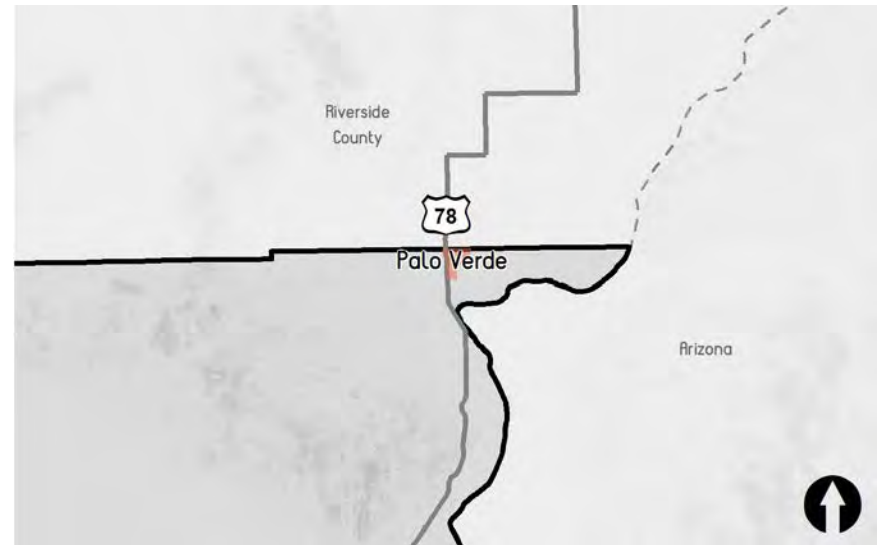
- » Imperial County Active Transportation Plan (2018)
- » Imperial County Pedestrian Master Plan (2021)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



2.9.6 COMMUNITY OF PALO VERDE

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

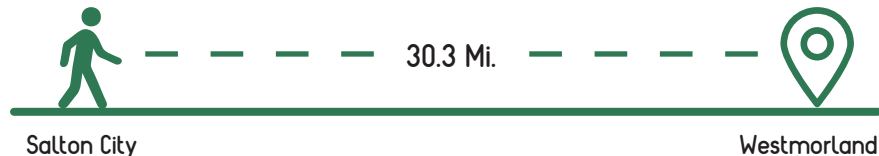
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



2.9.7 COMMUNITY OF SALTON CITY

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

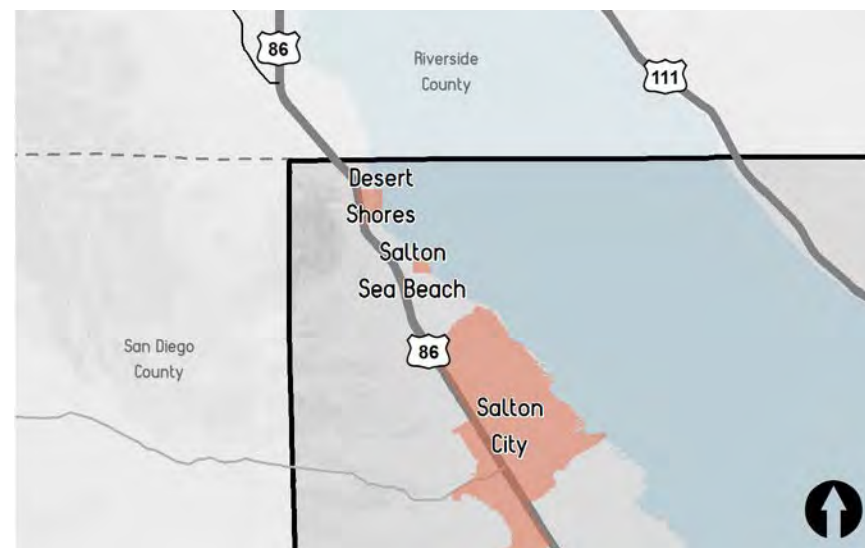
- » Imperial County Active Transportation Plan (2018)
- » Imperial County Pedestrian Master Plan (2021)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



2.9.8 COMMUNITY OF SALTON SEA BEACH

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

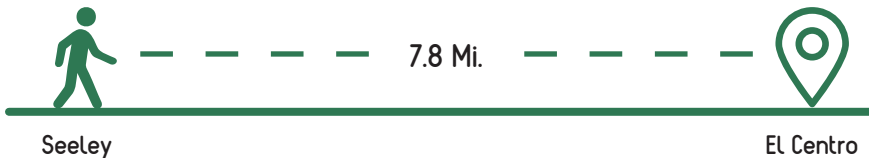
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



2.9.9 COMMUNITY OF SEELEY

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

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



2.9.10 COMMUNITY OF WINTERHAVEN

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

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



Chapter 3

Community Outreach



3.1 COMMUNITY OUTREACH OVERVIEW

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

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

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

3.2 TECHNICAL ADVISORY COMMITTEE

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

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

TAC Meeting #1

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

TAC Meeting #2

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

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

TAC Meeting #3

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



TAC Meeting #4

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

TAC Meeting #5

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

TAC Meeting #6

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

TAC Meeting #7

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

OUTREACH BY THE NUMBERS

4+ Local news articles and radio announcements

11 Existing Conditions Workshops

5 Recommendations Workshops

10+ SCAG Education Campaigns

197 Completed surveys

#4

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

October

November

112

RECOMMENDATIONS WORKSHOPS - FALL 2021

December

January

WINTER 2021/22

3.3 COMMUNITY WORKSHOPS

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

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

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

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

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

3.3.1 POP UP WORKSHOPS

Existing Conditions Workshops

Workshop #1

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

Workshop #2

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

Workshop #3

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

Workshop #4

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

Workshop #5

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

Workshop #6

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

Workshop #7

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

Workshop #8

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

Workshop #9

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

Workshop #10

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

Workshop #11

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

Recommendations Workshops

Workshop #12

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

Workshop #13

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

Workshop #14

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

Workshop #15

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



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



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



Running/walking trails would be good for students.



3.3.2 ATP SURVEY

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

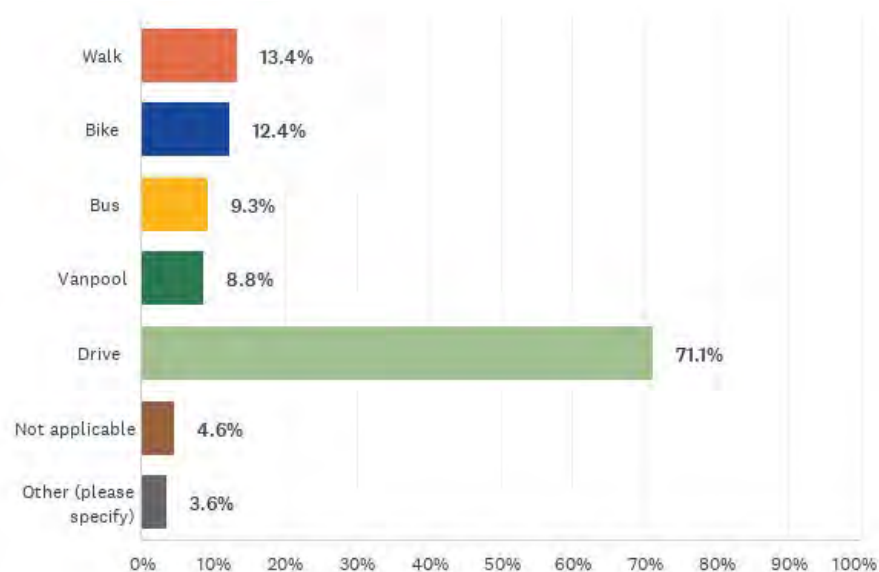
Respondents indicated that they would like to see more pedestrian and bicycle routes to parks (71 percent), schools (67 percent), and community centers (37 percent). A majority of respondents said street lighting (56 percent) and continuous sidewalks (50 percent) would make it easier for them to walk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

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

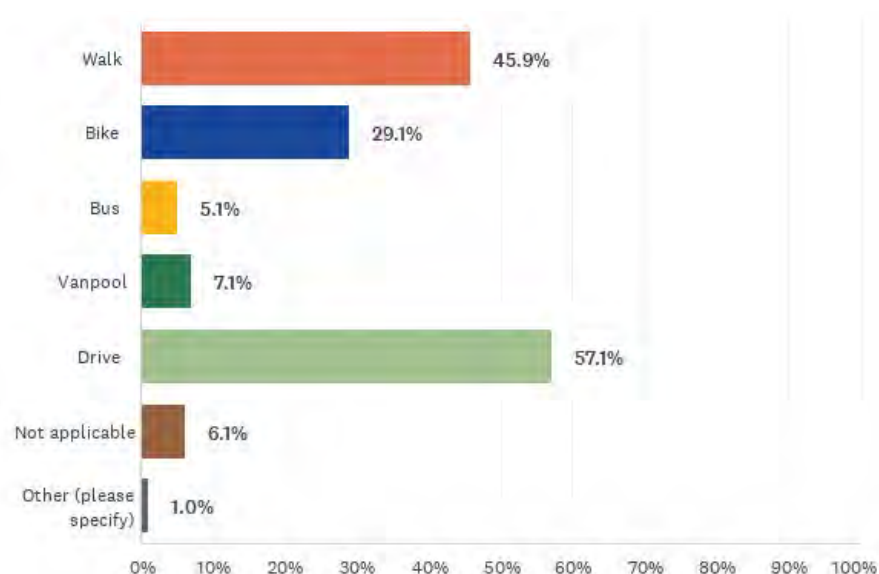
The complete survey summary with all questions can be viewed in Appendix B of this document.

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

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



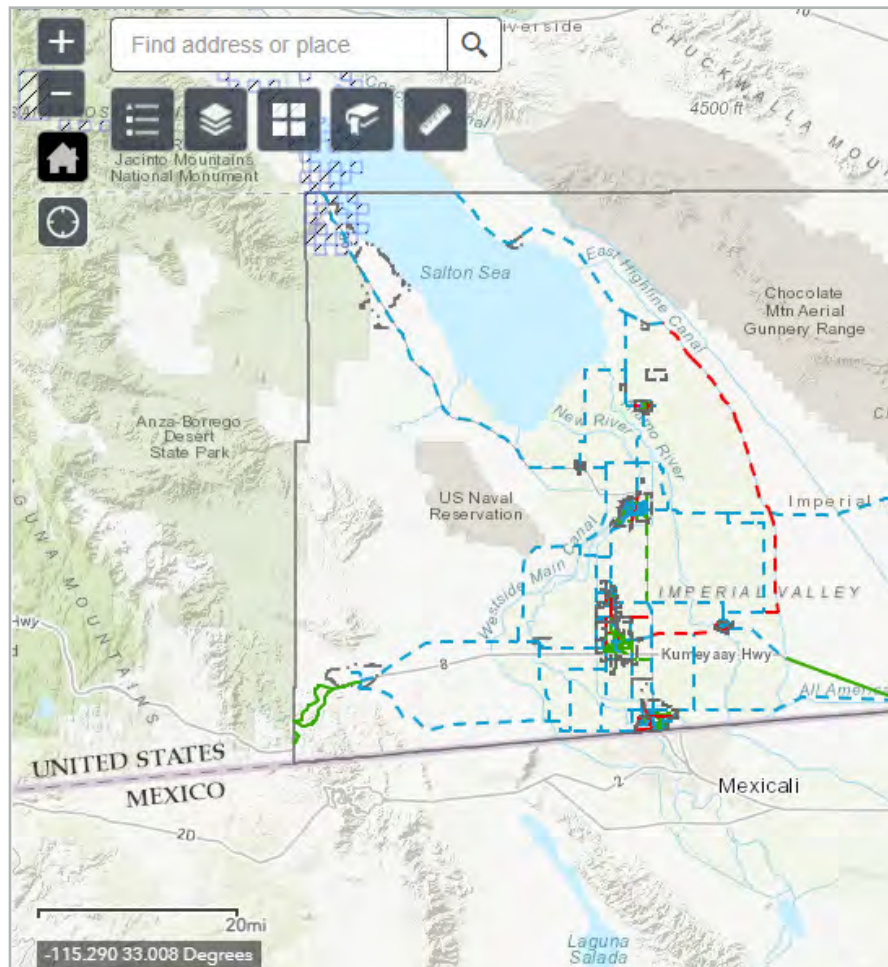
Do you visit city parks or recreation facilities? If so, how do you get there? (Check all that apply)



3.3.3 ONLINE PROJECT WEBSITE

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

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



Screenshot from the interactive online map



Project website homepage

3.3.4 SOCIAL MEDIA

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



Facebook post for outreach events



3.3.5 MEDIA RELATIONS

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

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

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

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

ICTC to improve county routes

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



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

Article written on project

3.3.6 OUTREACH TO KEY STAKEHOLDERS

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

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



Example zoom meeting

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

3.4 SCAG EDUCATION CAMPAIGN & GOHUMAN

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

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

City of Calexico

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

City of El Centro

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

City of Holtville

- » Library corner: Lawn sign

Meadows Union School District

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

City of Imperial

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

City of Heber

- » Heber Apartments: Banner and lawn signs

IVT Transit Buses

- » Three high volume transit buses: Bus wrap decals



SCAG Go Human advertising at Bucklin Park in El Centro



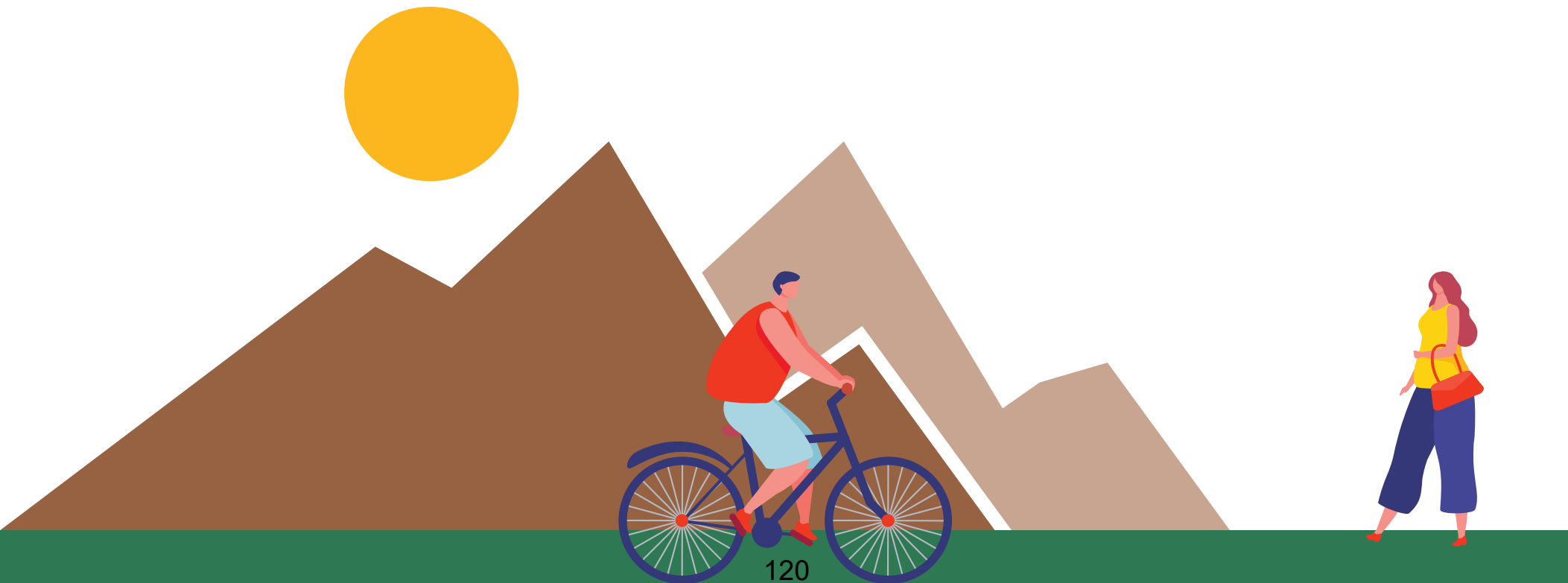
SCAG Go Human advertising at Meadows School



SCAG Go Human advertising in Imperial

Chapter 4

Recommendations



4.1 RECOMMENDATIONS OVERVIEW

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

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

4.2 ACTIVE TRANSPORTATION INFRASTRUCTURE

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

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

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

Conventional Bicycle treatments

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

Class I: Multi-Use Paths

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

Class II: Bicycle Lanes

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

Class III: Bicycle Routes

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

Class IV: Separated Bikeways (Cycle Tracks)

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



Class II bicycle lanes



Class III bicycle route



Class IV separated bikeway



Class I multi-use path

4.2.1 ENHANCED BICYCLE TREATMENTS

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

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

Buffered Bicycle Lanes

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

Shared Lane Markings (“Sharrows”)

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

Bike Boxes

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

Advisory Bike Lanes

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



Buffered bike lanes



Shared lane markings



Bike boxes



Advisory bike lanes

Bicycle Boulevards

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

Signage and Wayfinding

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

Colored Bicycle Lanes

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

Green Colored Transition Striping

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

Protected Intersections

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

Two-Stage Left Turn Queue Box

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



Bicycle boulevard



Signage and wayfinding



Colored bicycle lane



Green colored transition striping

Bicycle Signals

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

Bicycle Detection

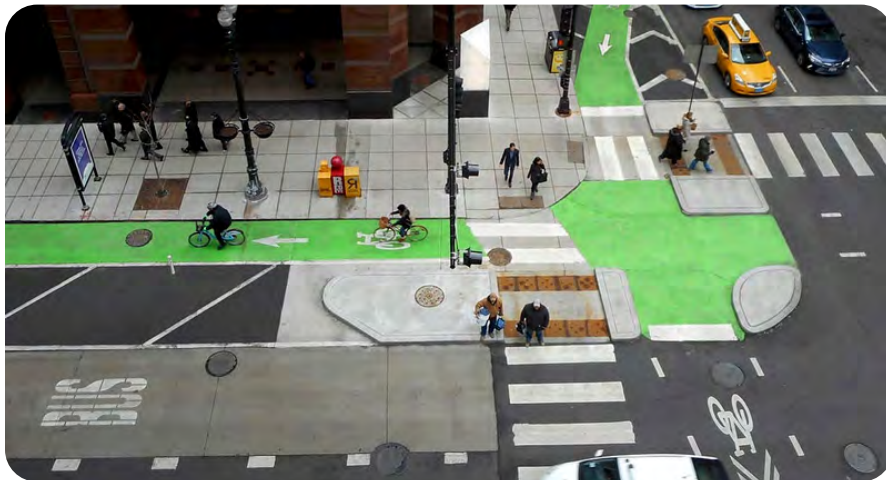
Bicycle detection is used at intersections with traffic signals to alert the signal controller that a bicycle crossing event has been requested. Bicycle detection can occur either through the use of push buttons or by automated means and are marked by standard pavement symbols.

4.2.2 TRAFFIC CALMING

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



Two-stage left turn queue box



Protected intersection



Bicycle signals



Bicycle detection

Roundabouts/Traffic Circles

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

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

Signals and Warning Devices

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

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

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

Speed Tables/Raised Crosswalks

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



Traffic circle



Signal and warning devices



Speed table

Speed Displays

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

Chicanes

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

Traffic Diverters

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

On-Street Edge Friction

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

4.2.3 PEDESTRIAN TREATMENTS

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

Enhanced Crosswalk Markings

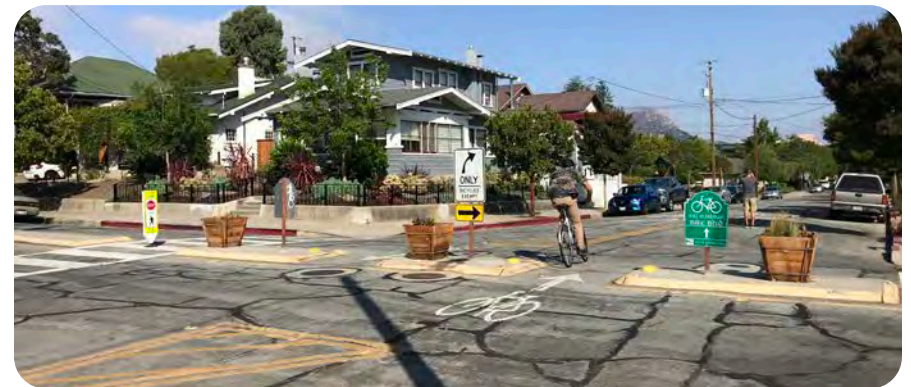
Enhanced crosswalk markings with perpendicular striping in addition to parallel stripes can be installed at existing or proposed crosswalk locations. They are designed to both guide pedestrians and to alert drivers of a crossing location. The bold pattern is intended to enhance visual awareness.



Speed display



Chicanes



Traffic diverter

Curb Extensions

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

Refuge Island

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

Mid-block Crossings

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

Leading Pedestrian Intervals (LPIs)

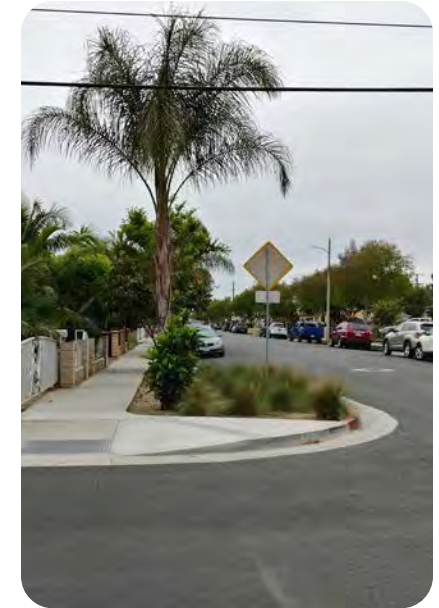
A Leading Pedestrian Interval (LPI) is a signal timing technique that typically gives pedestrians a three to seven second head start when entering a crosswalk with a corresponding green signal in the same direction of travel. LPIs enhance the visibility of pedestrians in the intersection and reinforce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

Modified Traffic Signal Timing

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



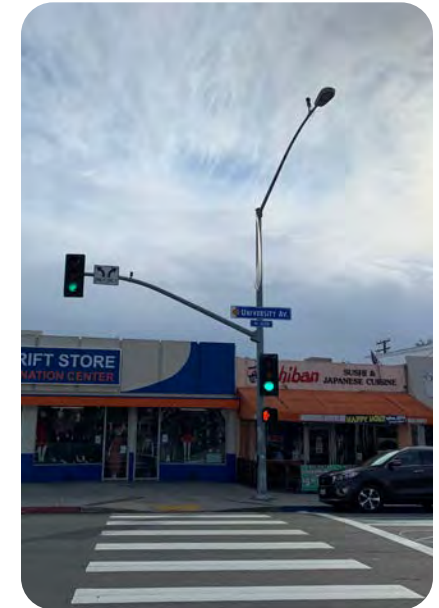
Enhanced crosswalk markings



Curb extensions



Refuge island



Mid-block crossing

Lighting

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

Pedestrian Scramble

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

Transit Stop Amenities

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



Lighting



Bus stop with shelter



Pedestrian scramble

4.2.4 PLACEMAKING

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

Parklets

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

Community Art

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

Special Intersection Paving and Crosswalk Art

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

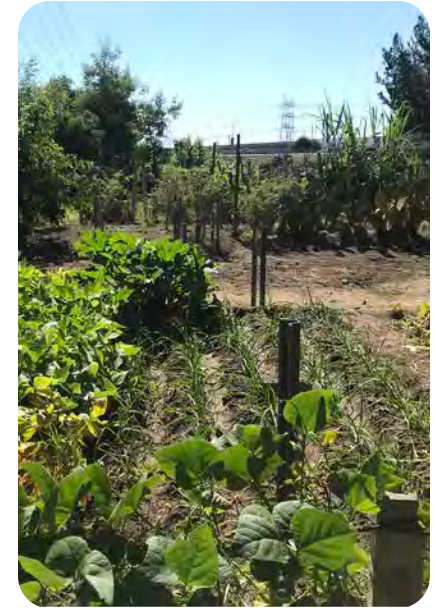
Paving treatments and crosswalk art do not define a crosswalk and should not be seen as a safety measure. Standard transverse or longitudinal high visibility crosswalk markings are still required.

Furnishings and Public Art

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



Parklets



Community garden



Crosswalk art



Public art

4.2.5 NEW MOBILITY / CURB MANAGEMENT

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

Electric Shuttles

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

Electric Vanpool/Carpool

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

Electric Carsharing Service

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



Electric shuttles



Electric vanpool/carpool



Electric carsharing services



Docked bikeshare

Docked Bikeshare

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

E-Scootershare

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



Scootershare

4.3 PRIORITIZATION PROCESS

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

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

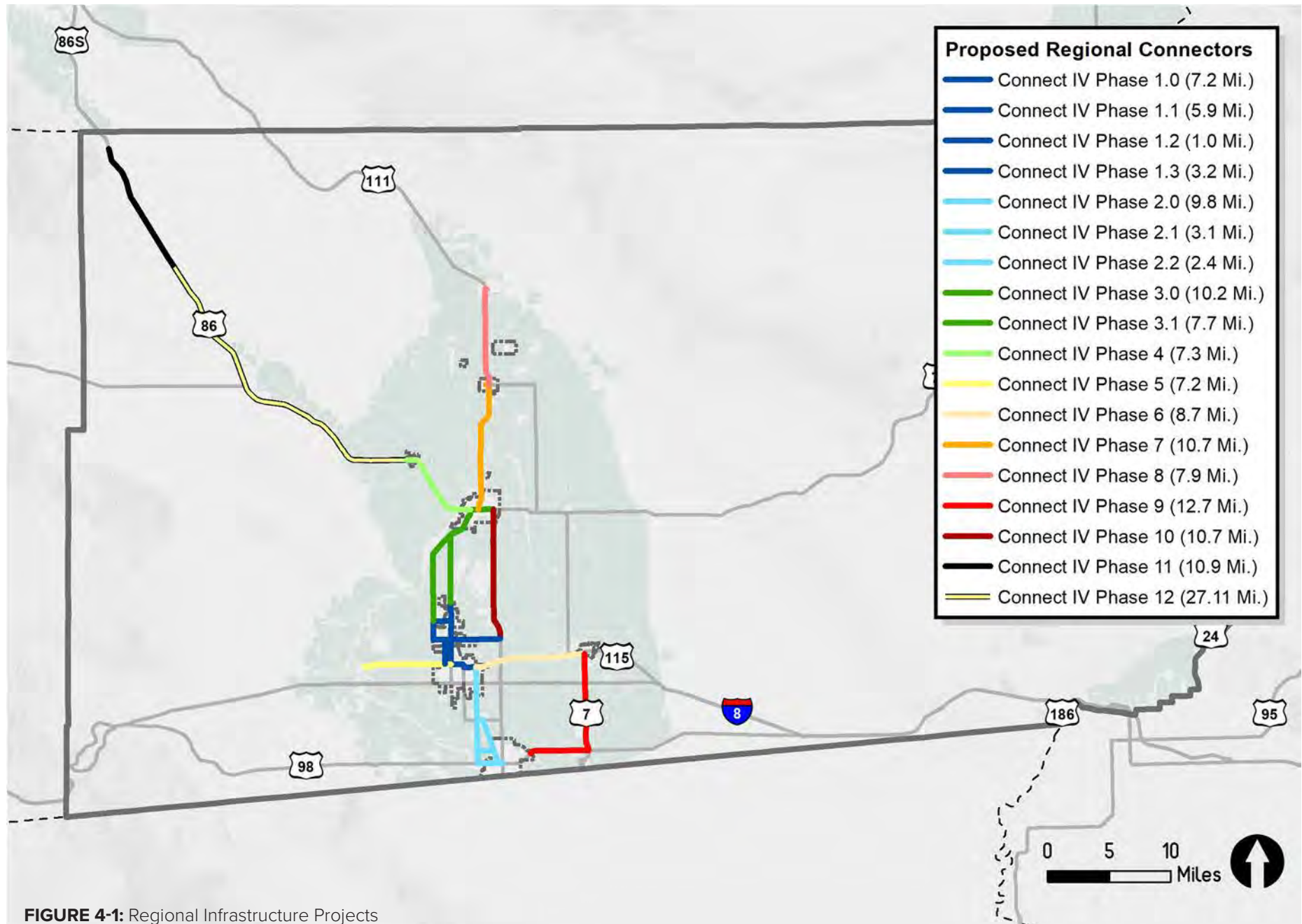
- » Proximity to schools, parks, commercial centers, and transit stops
- » Pedestrian and bicycle collisions
- » Census data such as population density
- » CalEnviroScreen 3.0

4.4 REGIONAL INFRASTRUCTURE PRIORITIES

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

TABLE 4-1: Corridor Rank

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



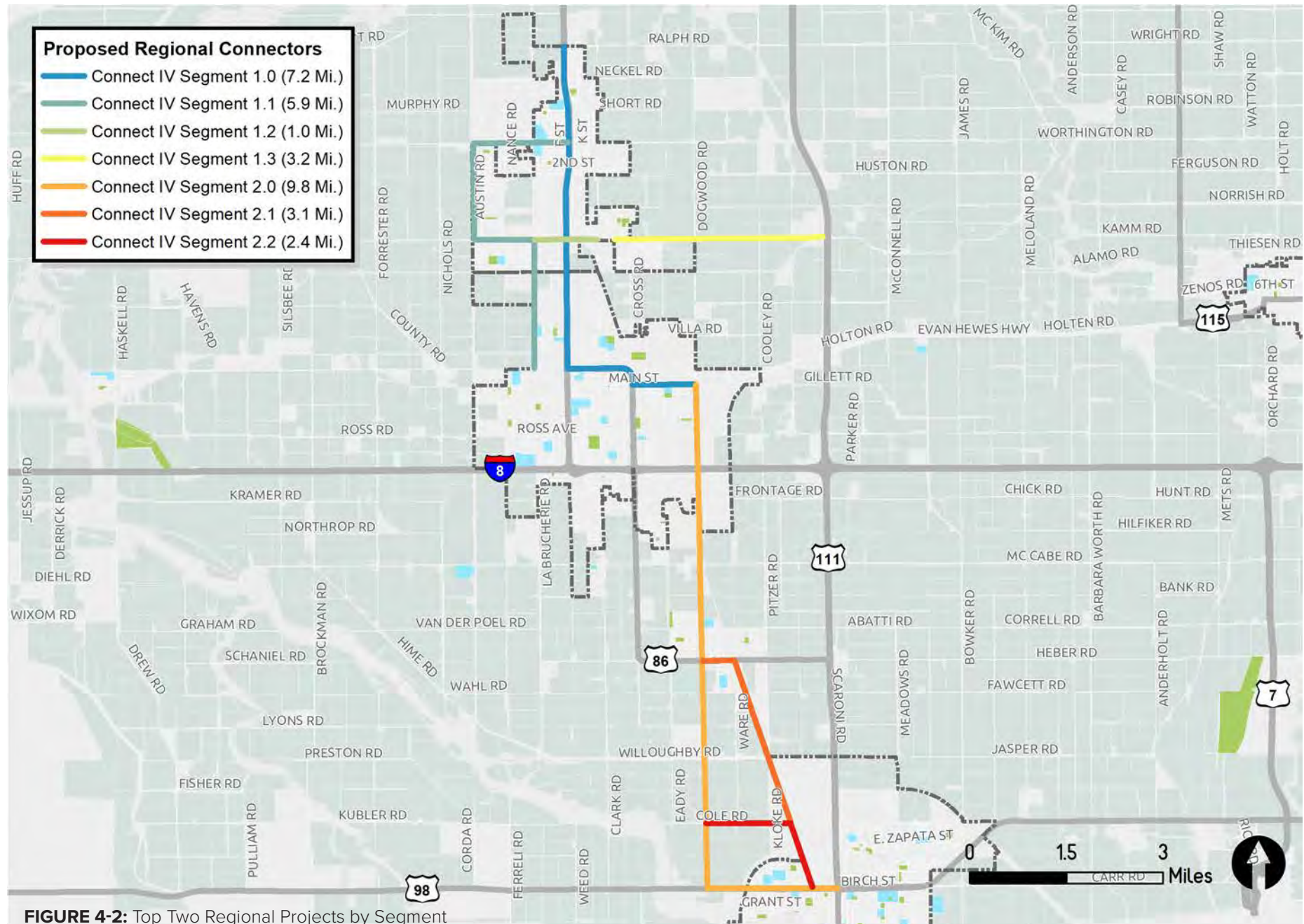
4.5 TOP TWO PRIORITY PROJECTS

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

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

TABLE 4-2: Priority Segments

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



PROJECT 1

SEGMENT 1: WORTHINGTON RD

Existing Conditions

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

Recommendations

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



0

Pedestrian Collisions



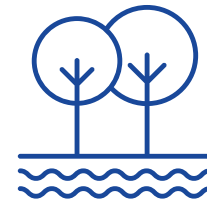
1

Bicycle Collisions



2

Schools



0

Parks



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



View facing east on Worthington Road

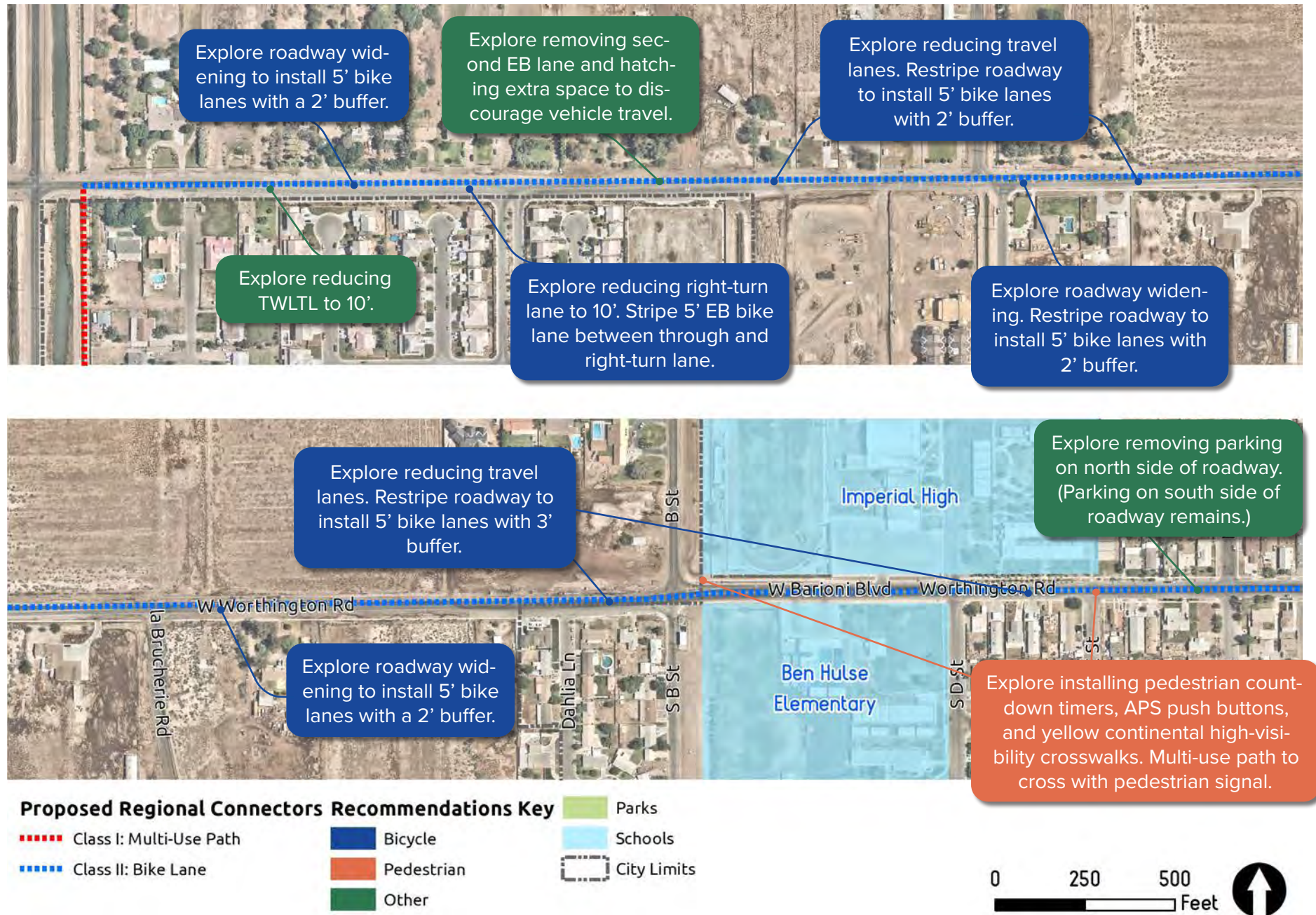
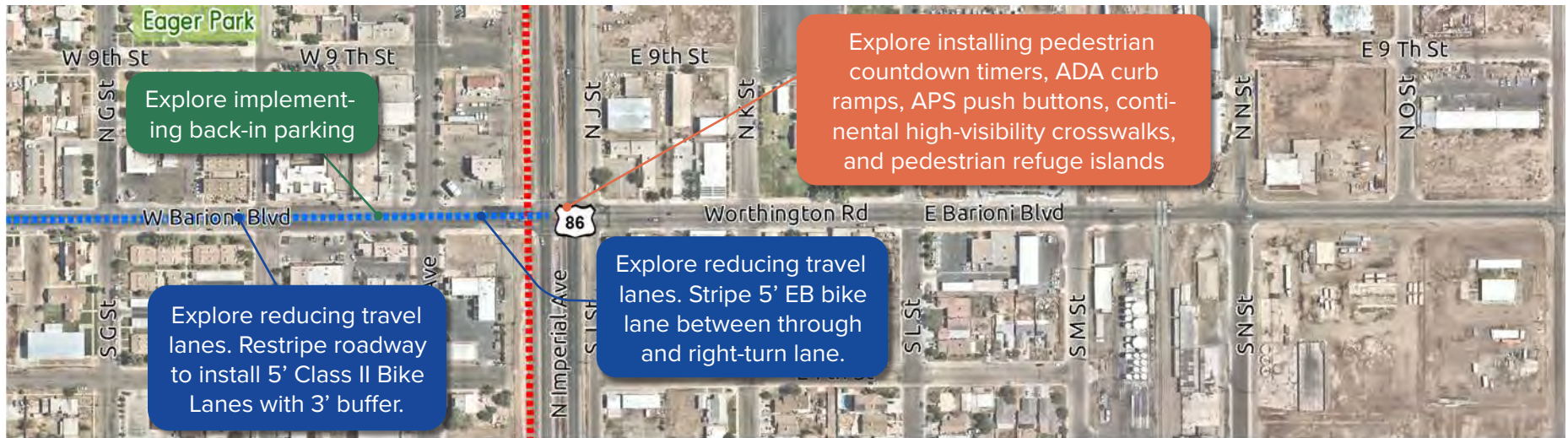


FIGURE 4-3: Worthington Road Proposed Improvements



Proposed Regional Connectors Recommendations Key

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

..... Class II: Bike Lane

■ Bicycle

■ Pedestrian

■ Other

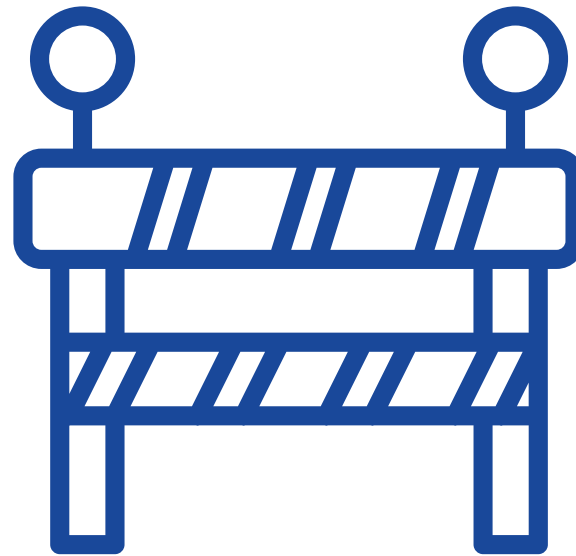
■ Parks

■ Schools

□ City Limits

0 250 500 Feet





END OF CORRIDOR

PROJECT 1

SEGMENT 2: AUSTIN RD

Existing Conditions

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

Recommendations

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



0

Pedestrian Collisions



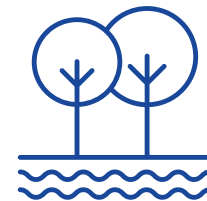
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Bicycle Collisions



0

Schools



1

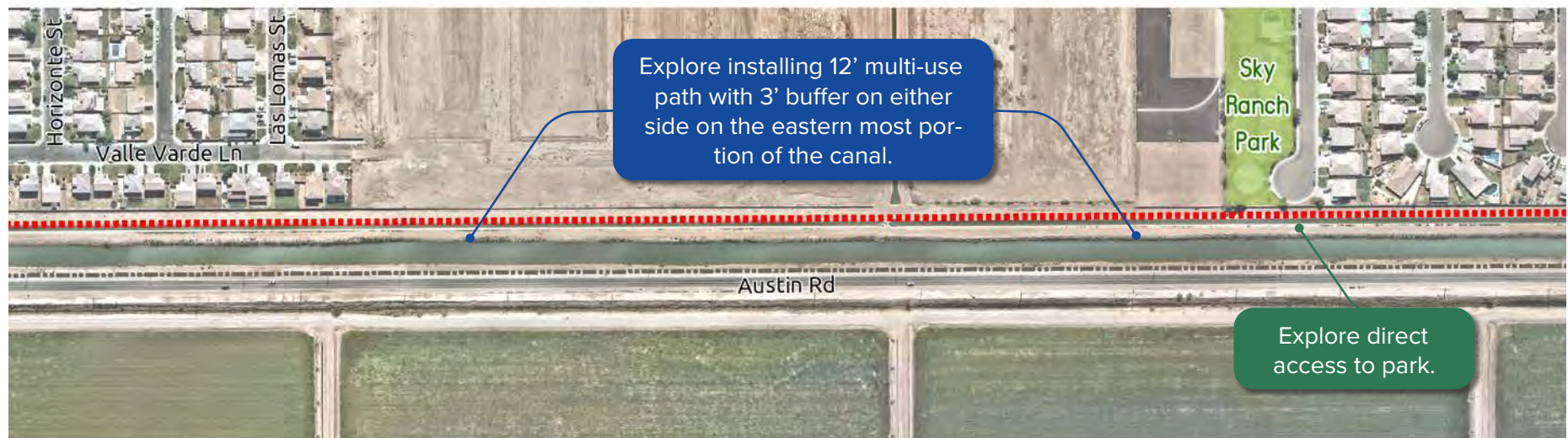
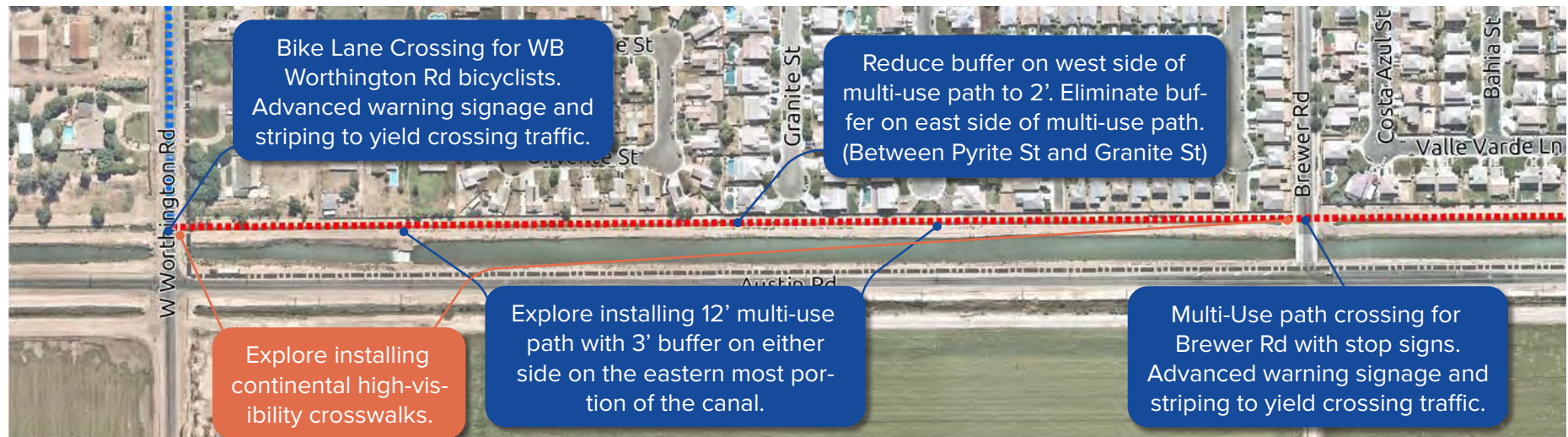
Parks



View facing north on Austin Road



View facing south on Austin Road



Proposed Regional Connectors Recommendations Key

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

..... Class II: Bike Lane

■ Bicycle

■ Pedestrian

■ Other

□ City Limits

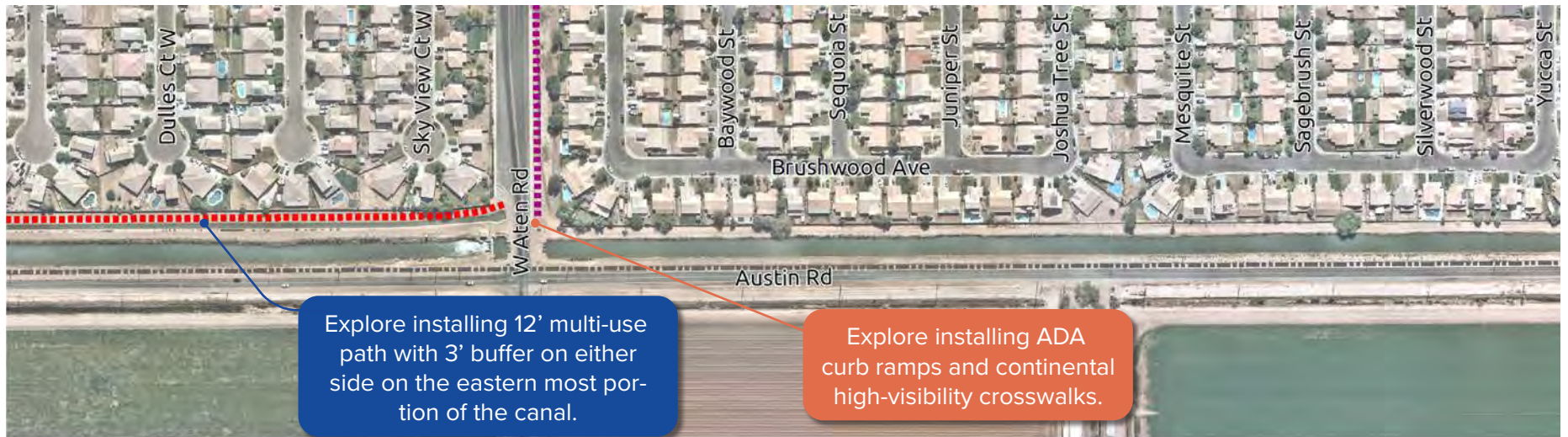
■ Parks

■ Schools

0 250 500 Feet



FIGURE 4-4: Austin Road Proposed Improvements



Proposed Regional Connectors Recommendations Key

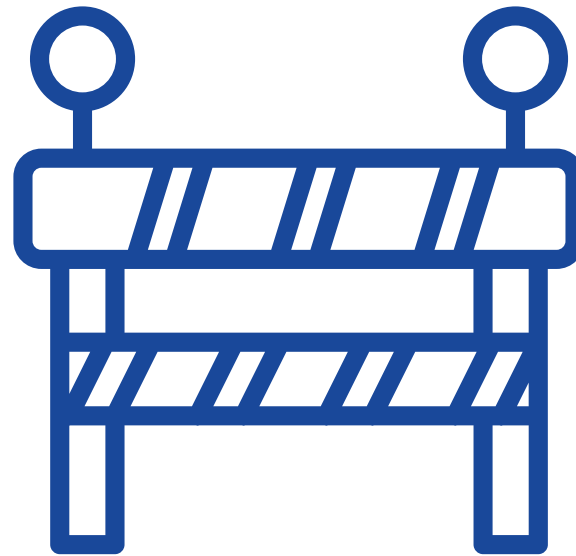
- Class I: Multi-Use Path
- Class IV: Separated Bike Lane

- Bicycle
- Pedestrian
- Other

- Parks
- Schools
- City Limits

0 250 500 Feet





END OF CORRIDOR

PROJECT 1

SEGMENT 3: ATEN RD

Existing Conditions

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

Recommendations

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



0

Pedestrian Collisions



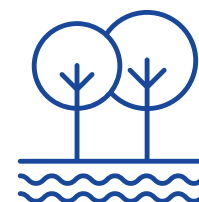
0

Bicycle Collisions



0

Schools



0

Parks



View facing east on Aten Road



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

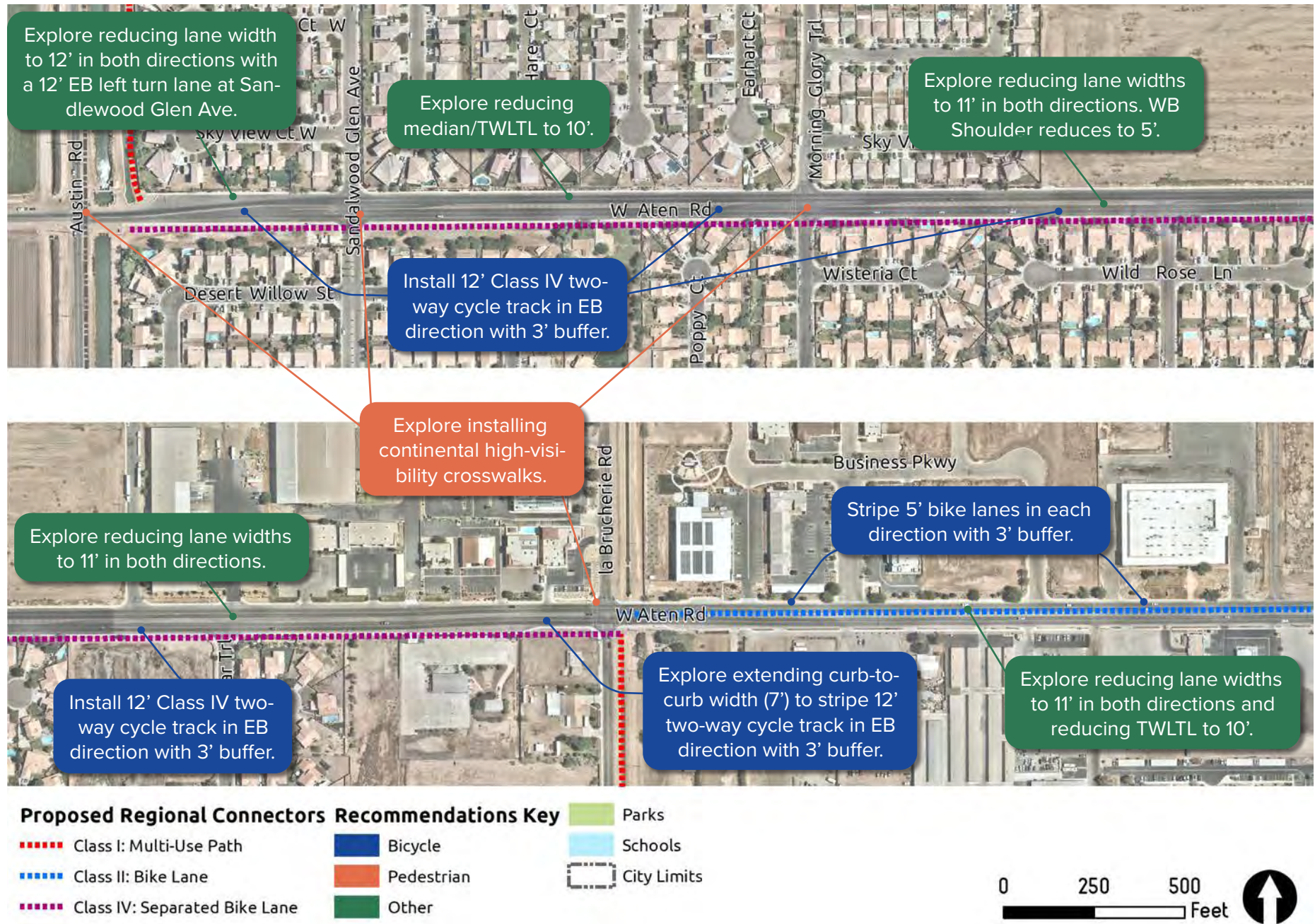
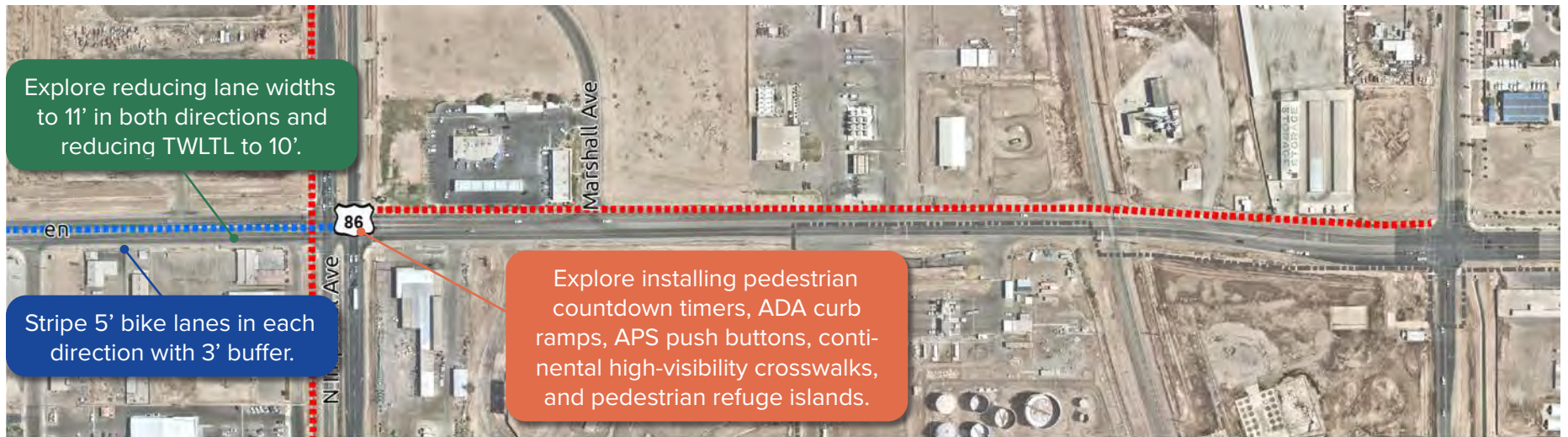


FIGURE 4-5: Aten Road Proposed Improvements



Proposed Regional Connectors

Class I: Multi-Use Path

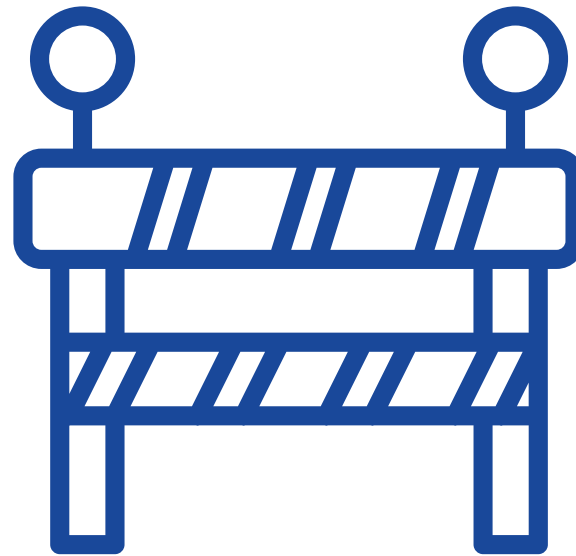
Recommendations Key

- Bicycle
- Pedestrian
- Other

- Parks
- Schools
- City Limits

0 250 500 Feet





END OF CORRIDOR

PROJECT 1

SEGMENT 4: LA BRUCHERIE RD

Existing Conditions

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

Recommendations

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



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Pedestrian Collisions



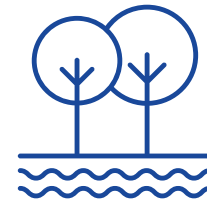
1

Bicycle Collisions



1

Schools



0

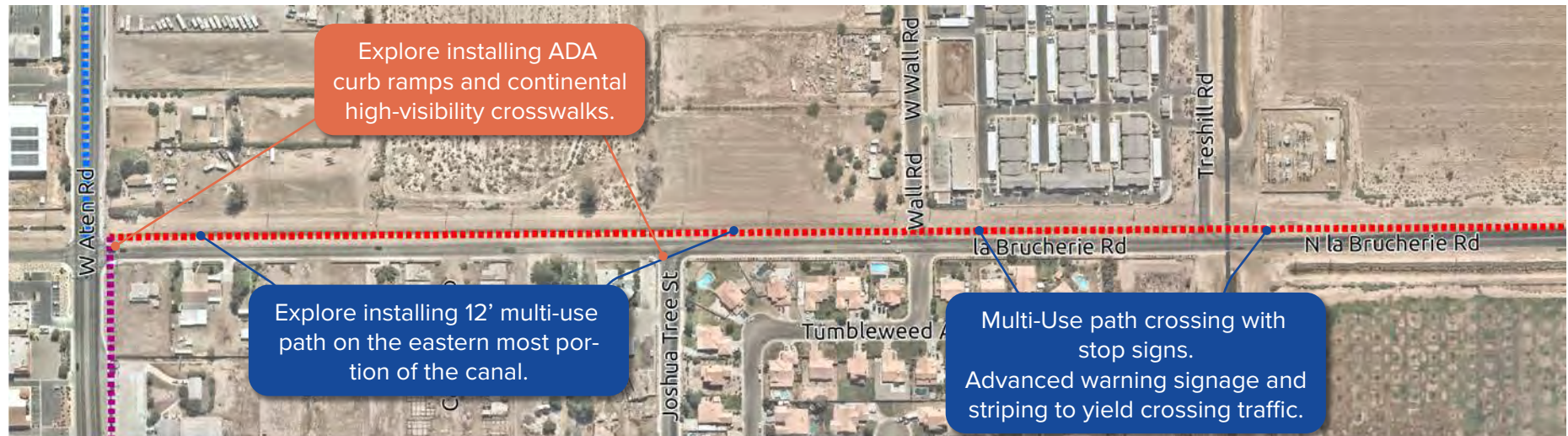
Parks



View facing north on La Brucherie Road



View facing south on La Brucherie Road



Proposed Regional Connectors Recommendations Key

Class I: Multi-Use Path

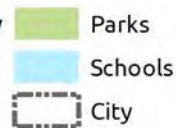
Class II: Bike Lane

Class IV: Separated Bike Lane

Bicycle

Pedestrian

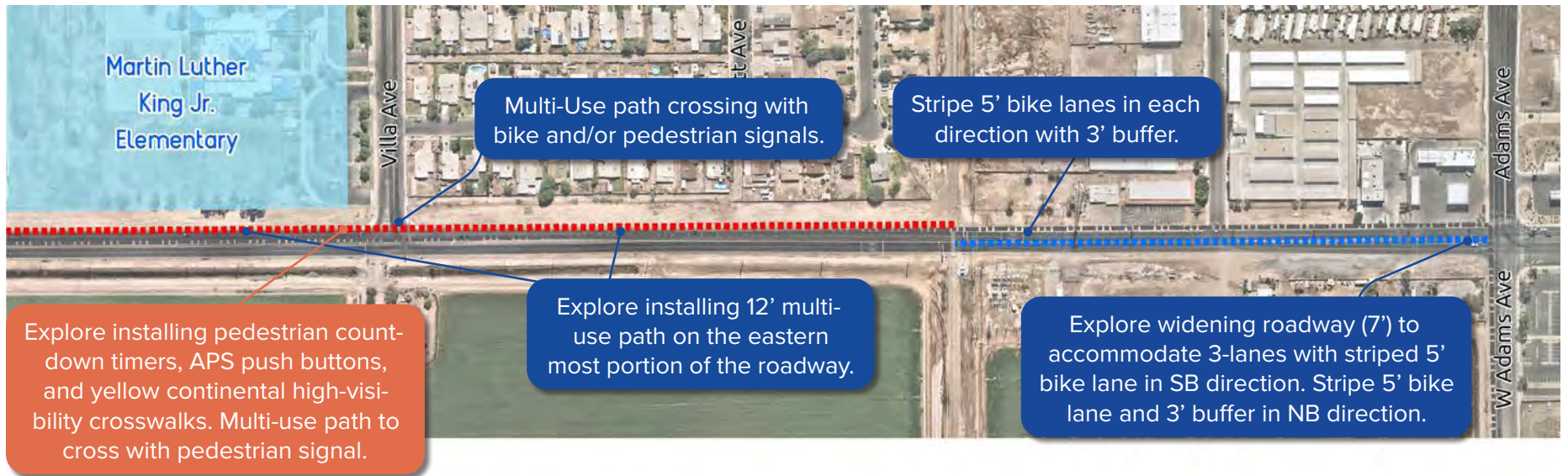
Other



0 250 500 Feet



FIGURE 4-6: La Brucherie Road Proposed Improvements



Proposed Regional Connectors Recommendations Key

Class I: Multi-Use Path

Class II: Bike Lane

Bicycle

Pedestrian

Other

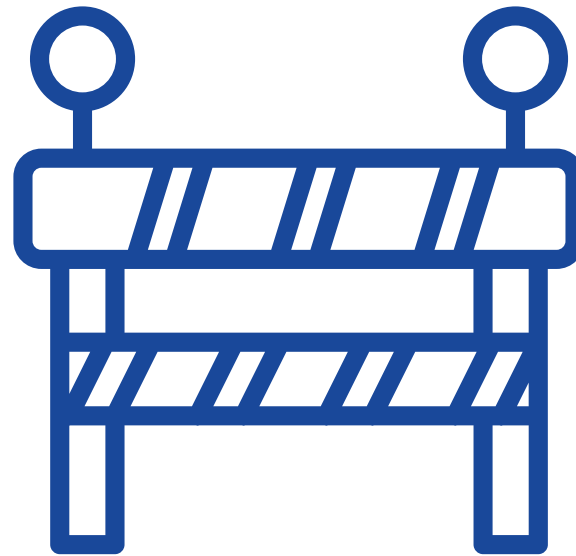
Parks

Schools

City Limits

0 250 500 Feet





END OF CORRIDOR

PROJECT 1

SEGMENT 5: MAIN STREET

Existing Conditions

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

Recommendations

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



1

Pedestrian Collisions



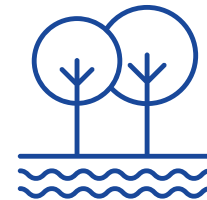
2

Bicycle Collisions



1

Schools



0

Parks



View facing east on Main Street



View facing west on Main Street

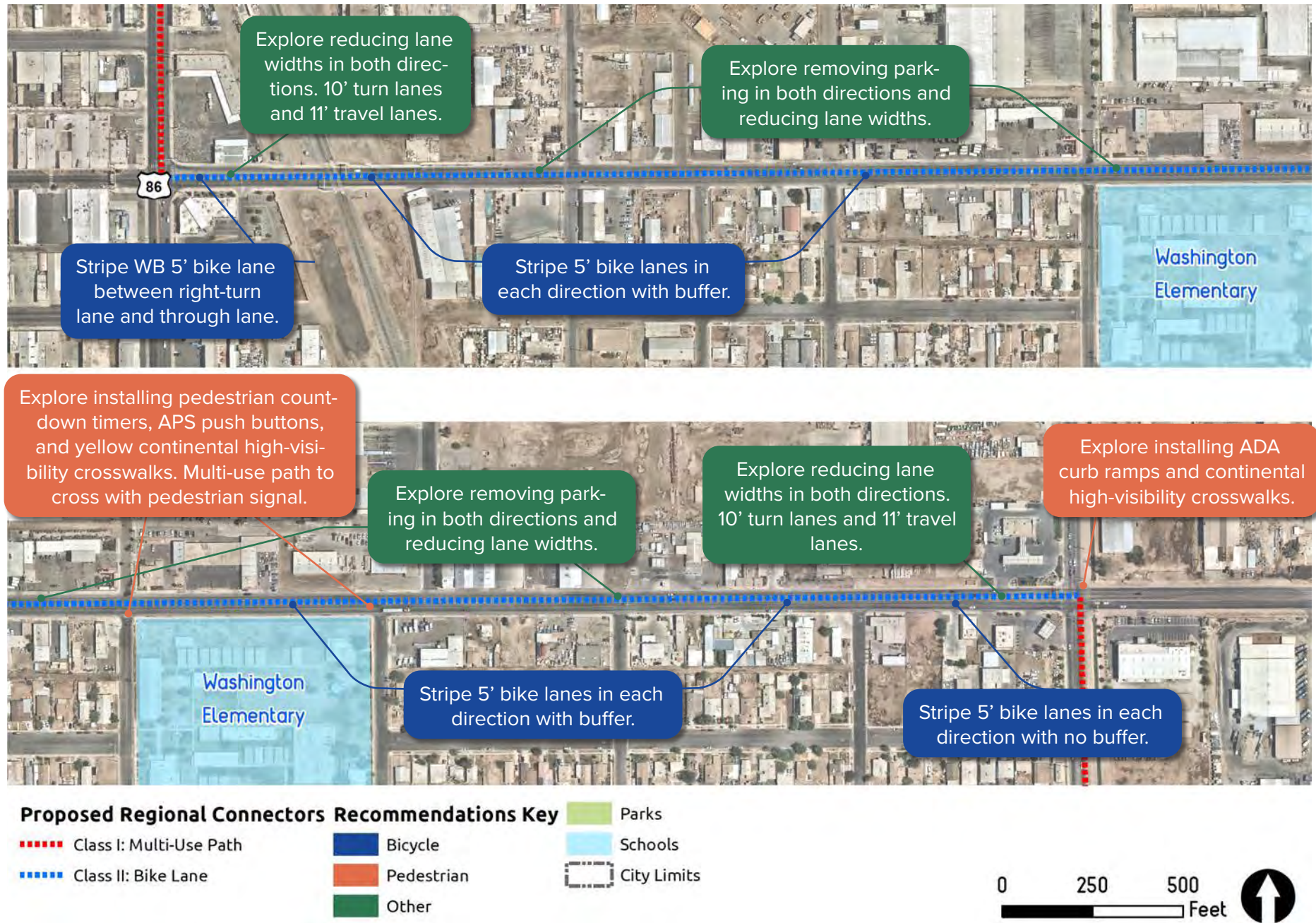


FIGURE 4-7: Main Street Proposed Improvements

PROJECT 2

SEGMENT 1: DOGWOOD RD - BIRCH ST

Existing Conditions

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

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

Recommendations

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



View facing south on Dogwood Road



2

Pedestrian Collisions



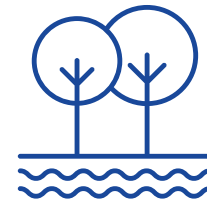
4

Bicycle Collisions



4

Schools



1

Parks



View facing east on Birch Street

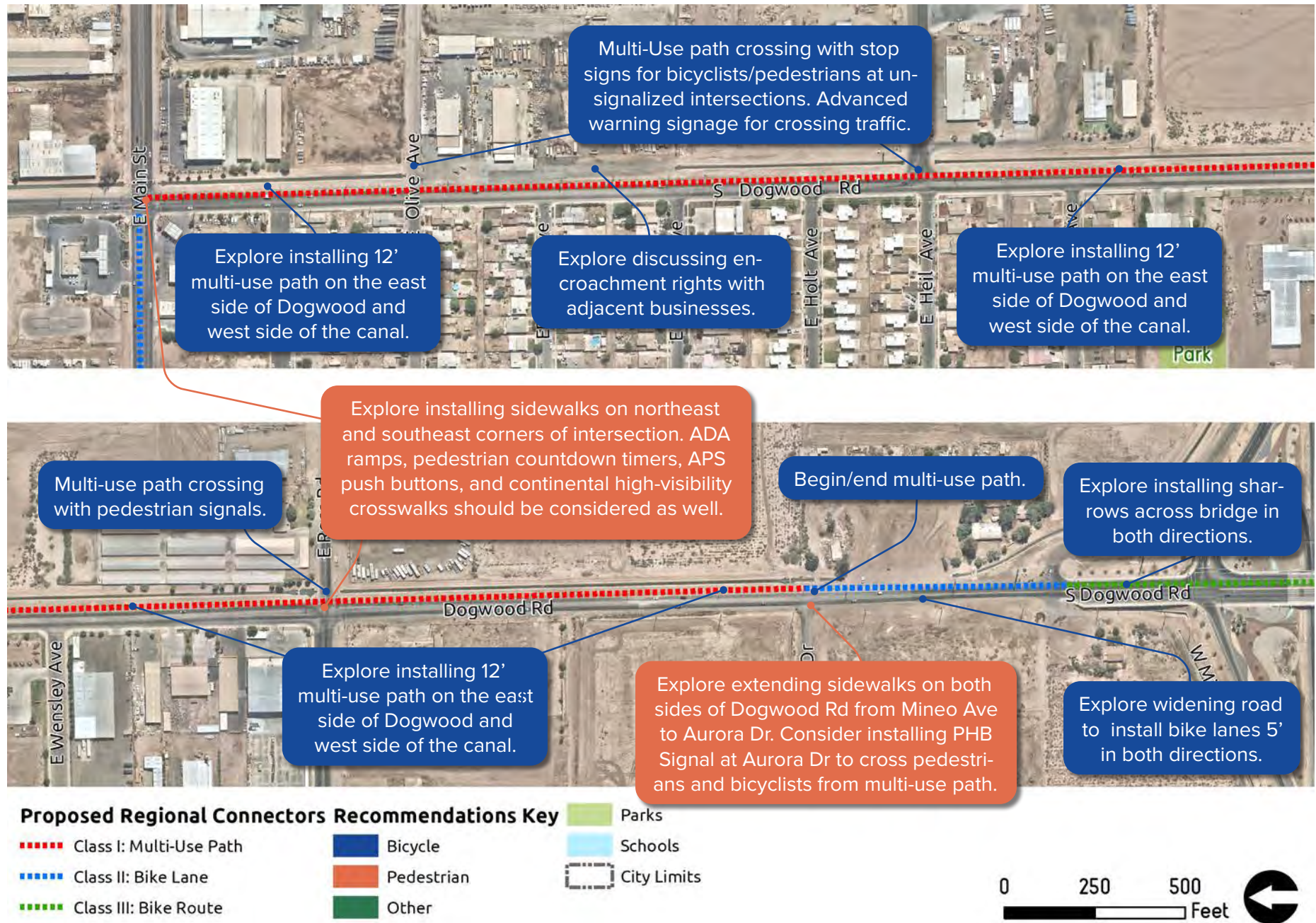
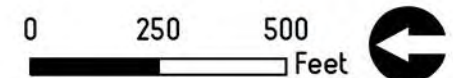
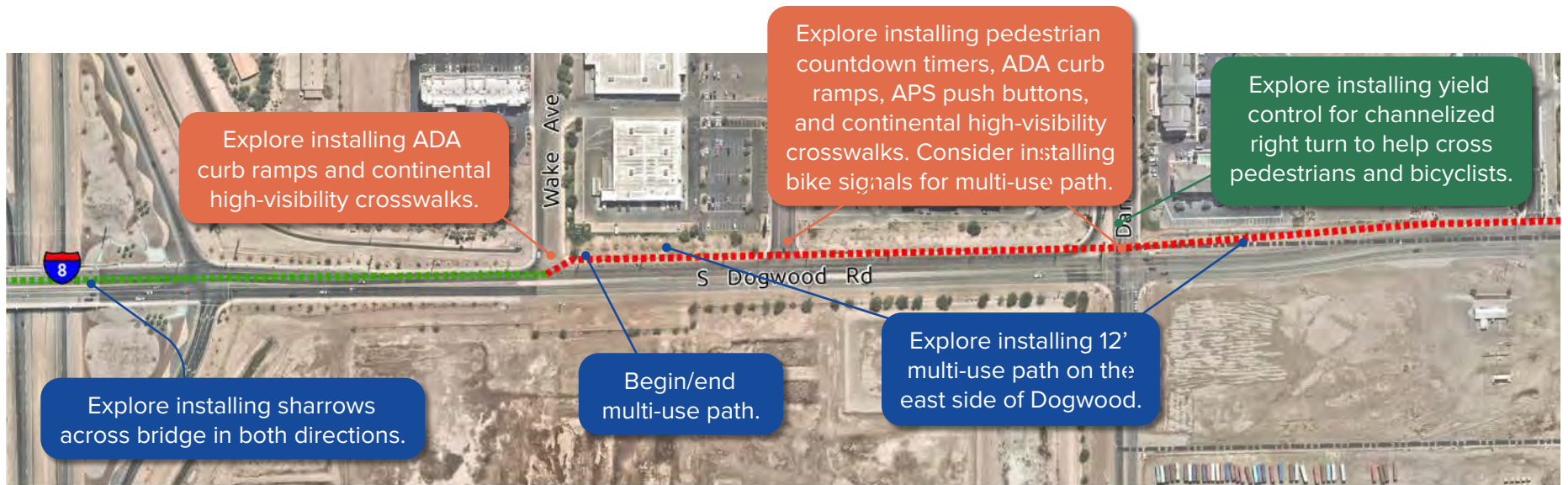


FIGURE 4-8: Dogwood Road - Birch Street Proposed Improvements



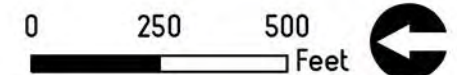


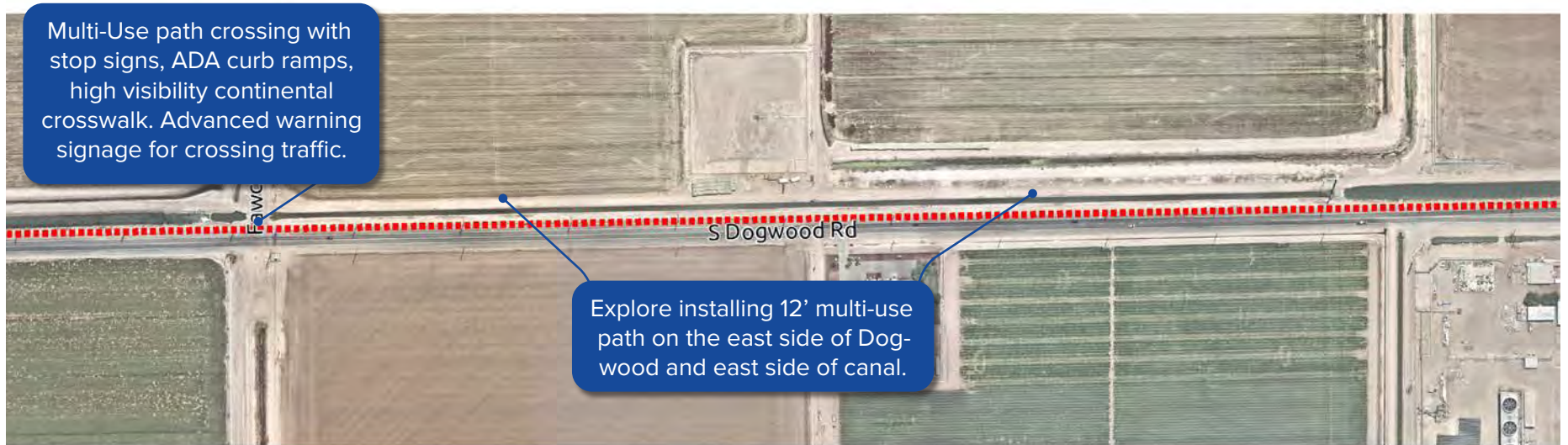
Proposed Regional Connectors Recommendations Key

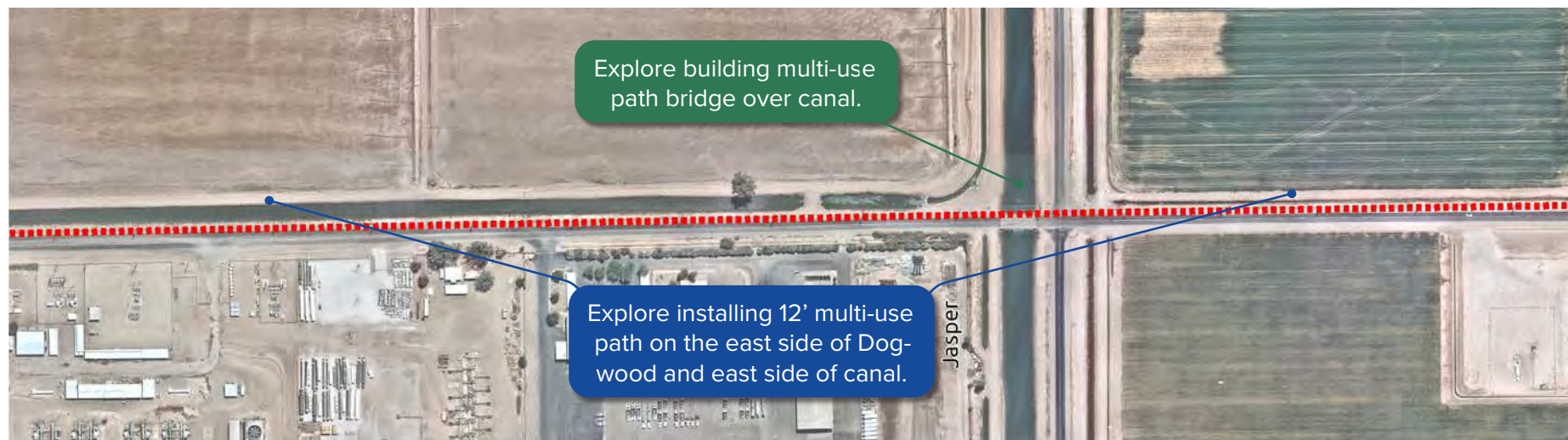
- Class I: Multi-Use Path
- Class III: Bike Route

- Bicycle
- Pedestrian
- Other

- Parks
- Schools
- City Limits







Proposed Regional Connectors Recommendations Key

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

Bicycle

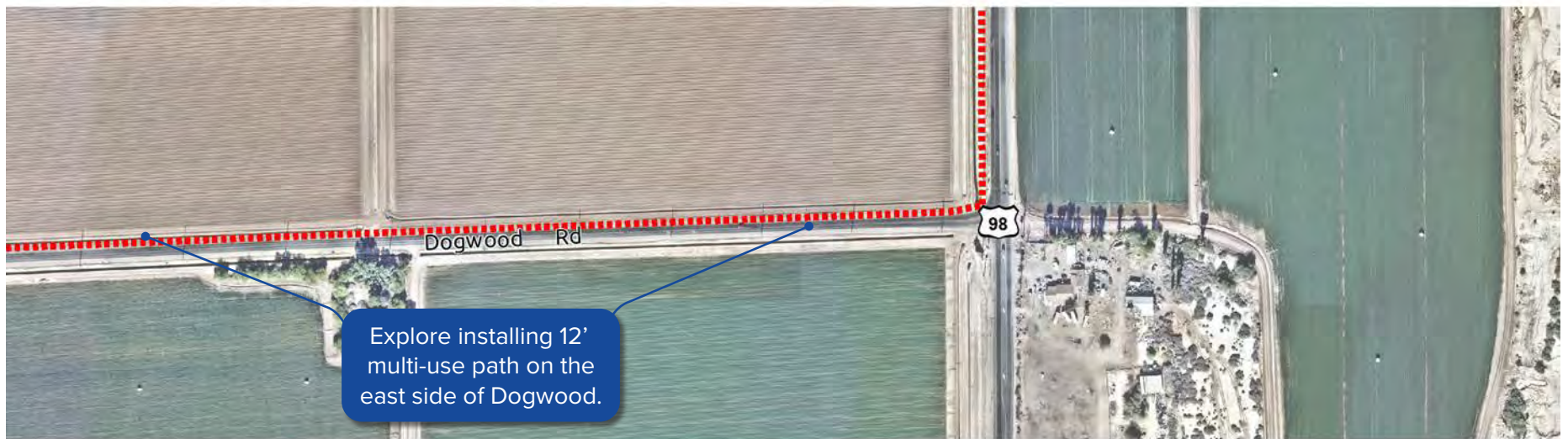
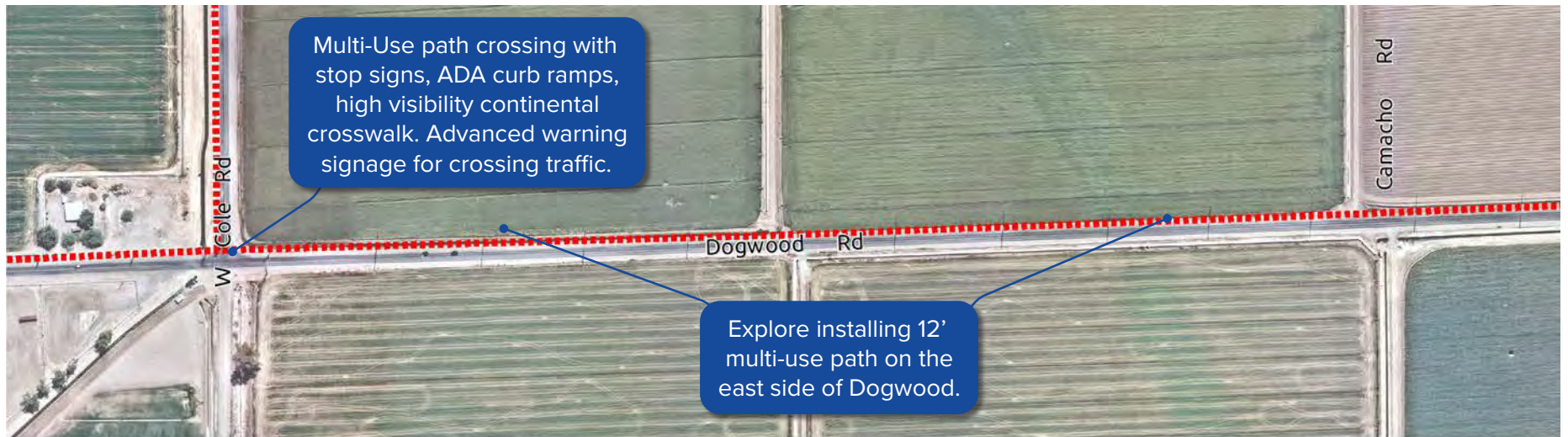
Pedestrian

Other

Parks
Schools
City Limits

0 250 500 Feet





Proposed Regional Connectors Recommendations Key

Class I: Multi-Use Path

Bicycle

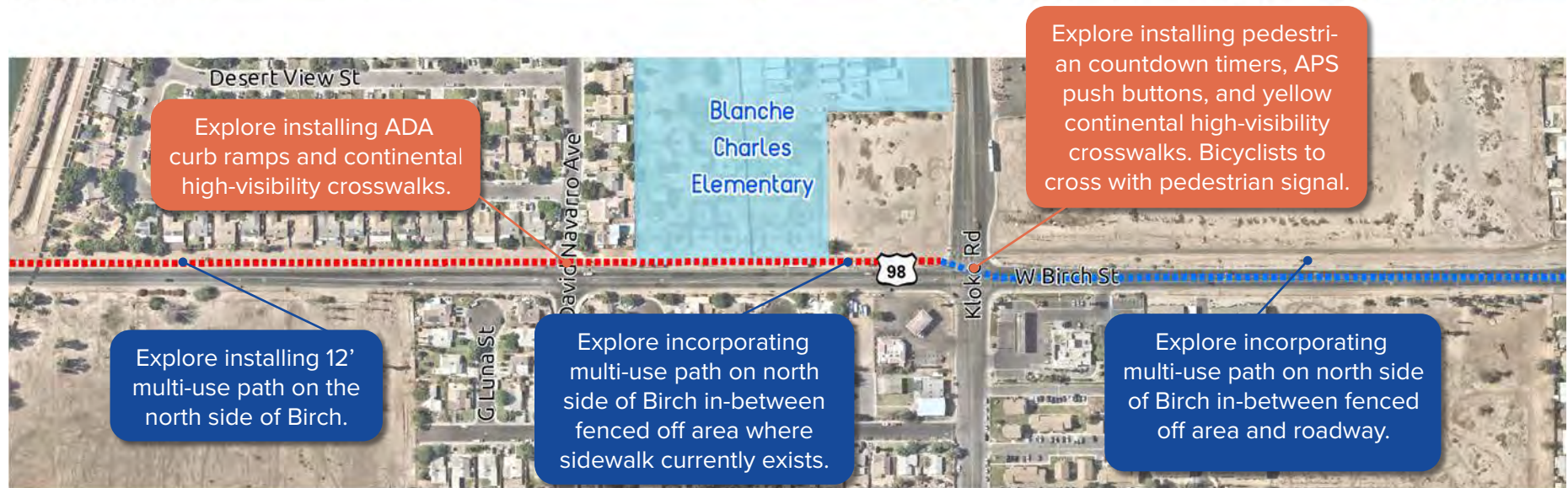
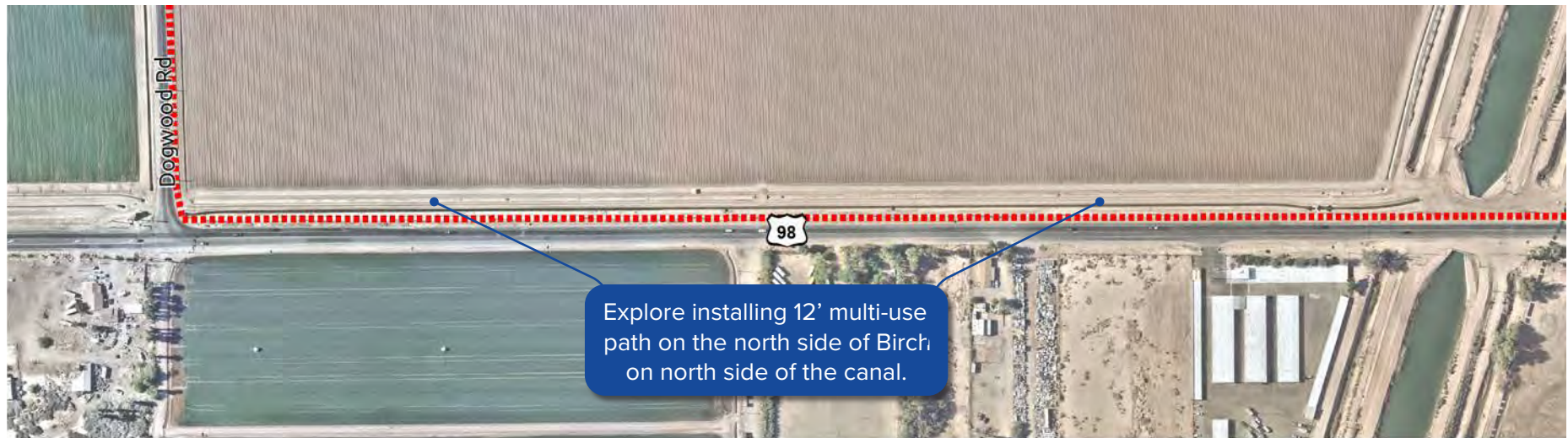
Pedestrian

Other

Parks
Schools
City Limits

0 250 500 Feet





Proposed Regional Connectors Recommendations Key

Class I: Multi-Use Path

Class II: Bike Lane

Bicycle

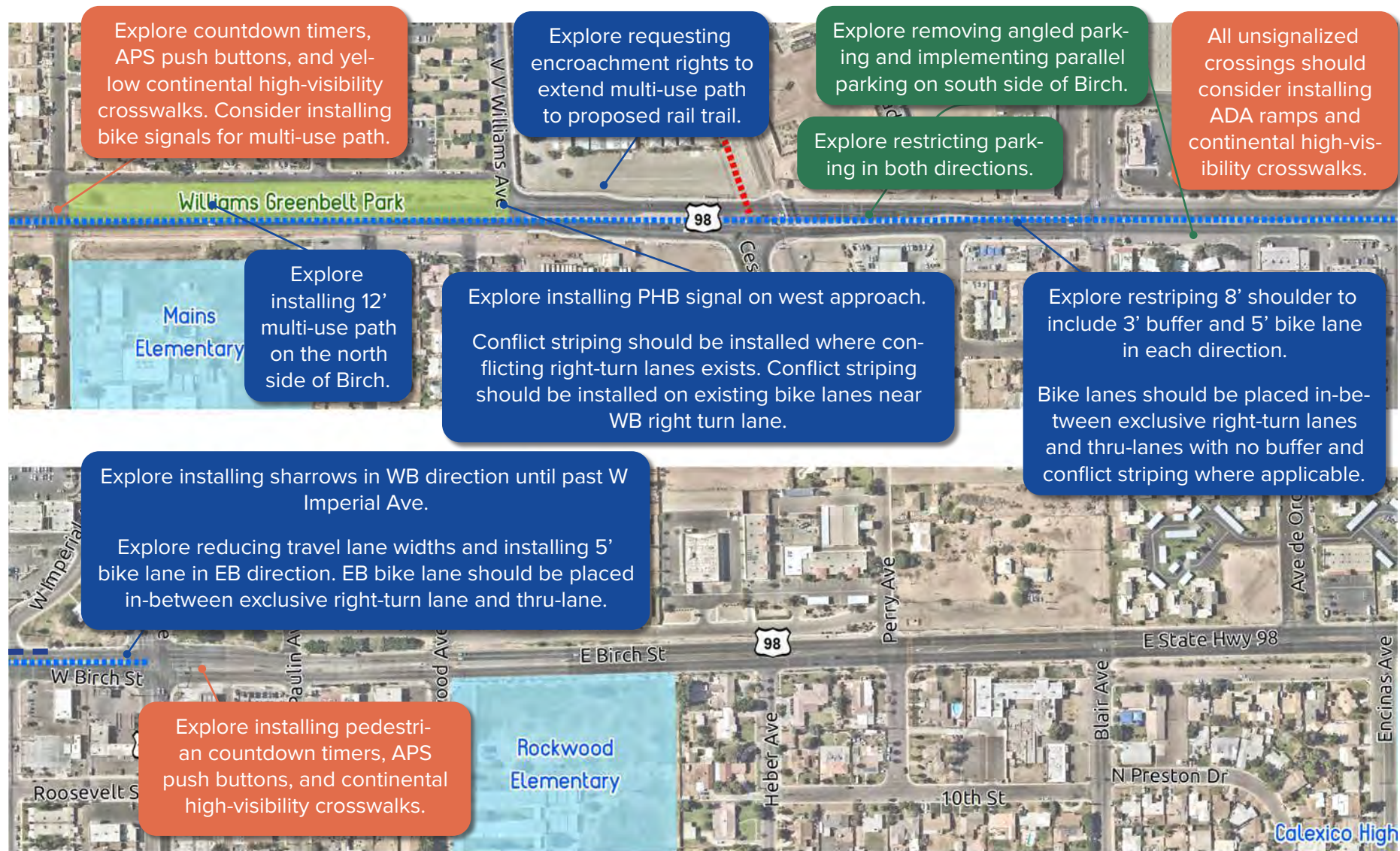
Pedestrian

Other

Parks
Schools
City Limits

0 250 500 Feet



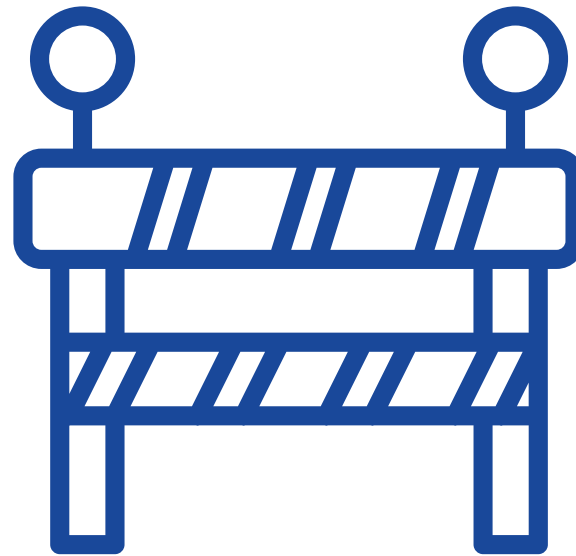


Proposed Regional Connectors Recommendations Key

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

0 250 500 Feet





END OF CORRIDOR

PROJECT 2

SEGMENT 2: HEBER RD - RAILROAD

Existing Conditions

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

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

Recommendations

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



0

Pedestrian Collisions



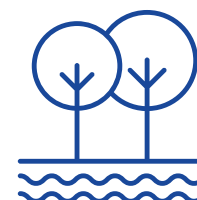
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Bicycle Collisions



0

Schools



1

Parks



View facing east on Heber Road



Railroad along Heber Road

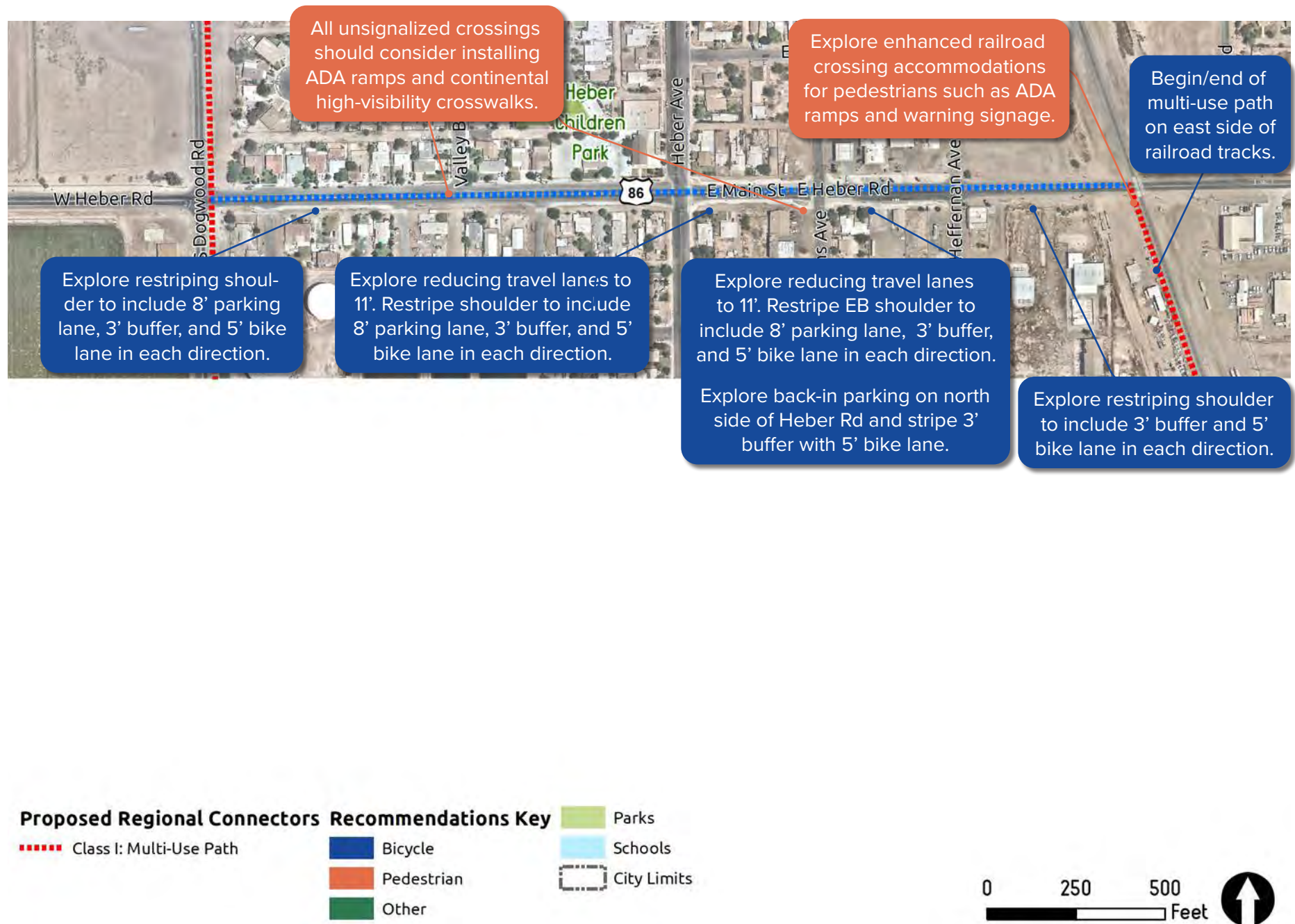
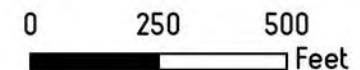
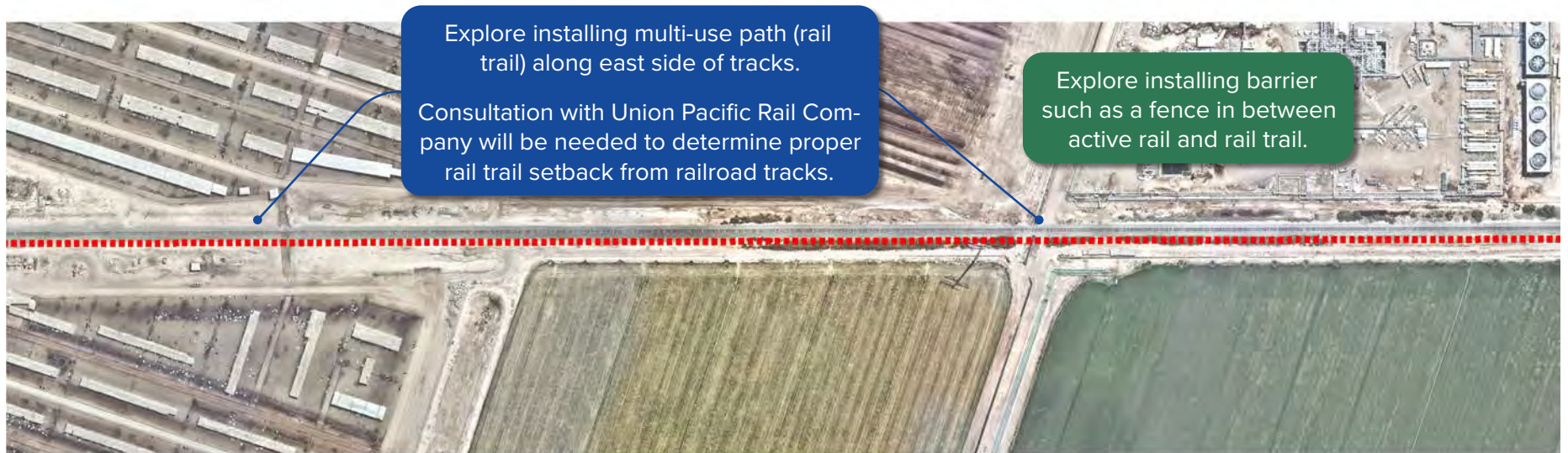


FIGURE 4-9: Heber Road - Railroad Proposed Improvements





Proposed Regional Connectors Recommendations Key

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

Bicycle

Pedestrian

Other

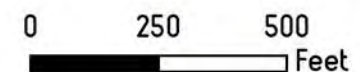
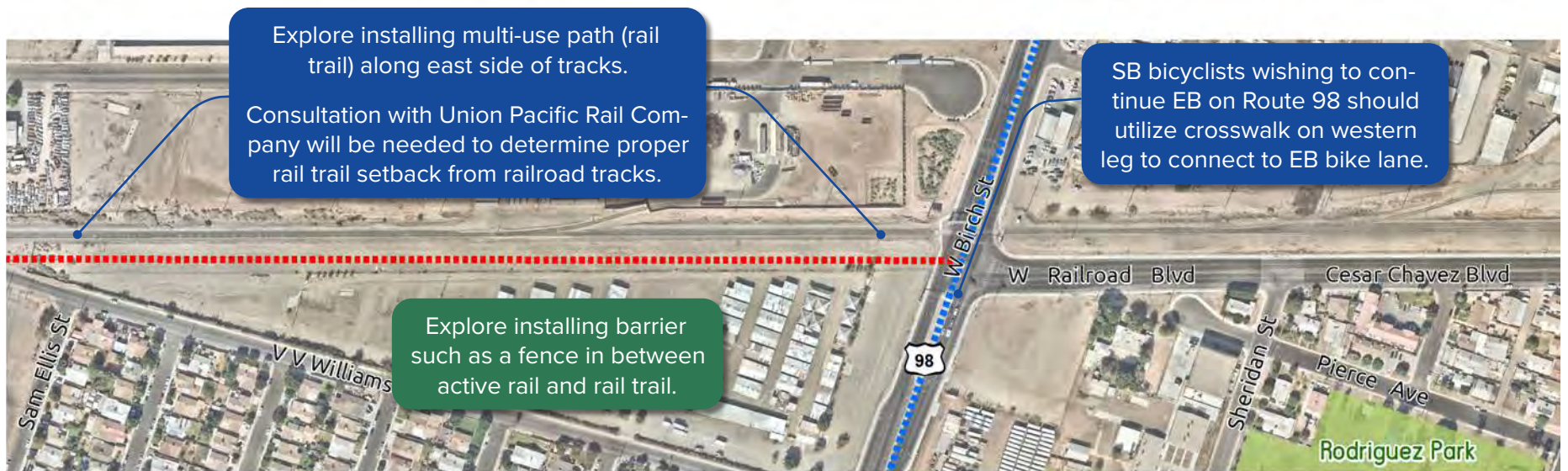
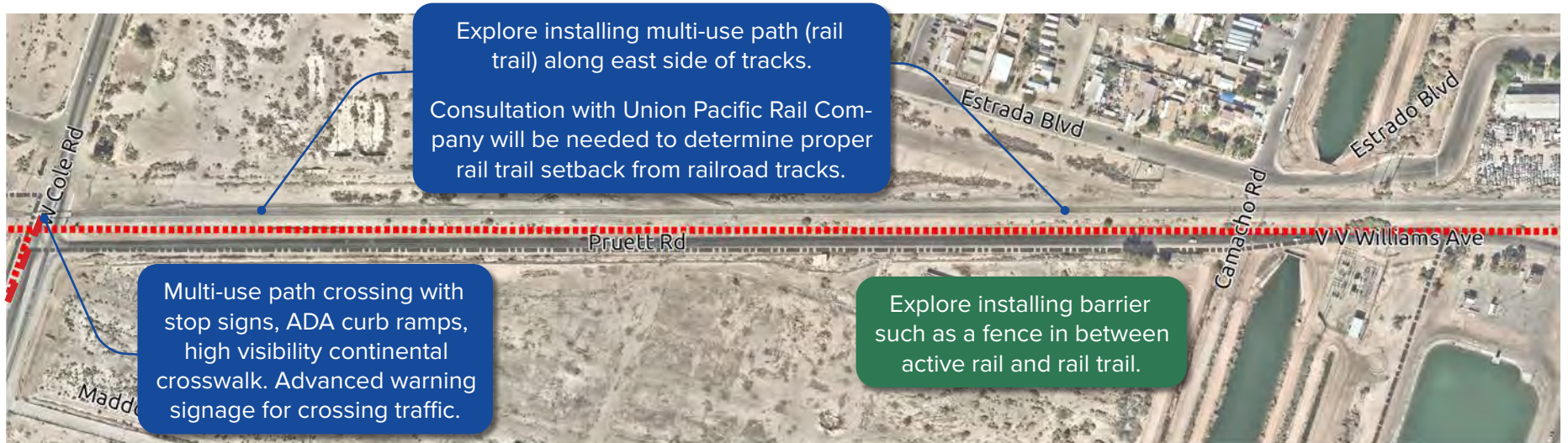
City Limits

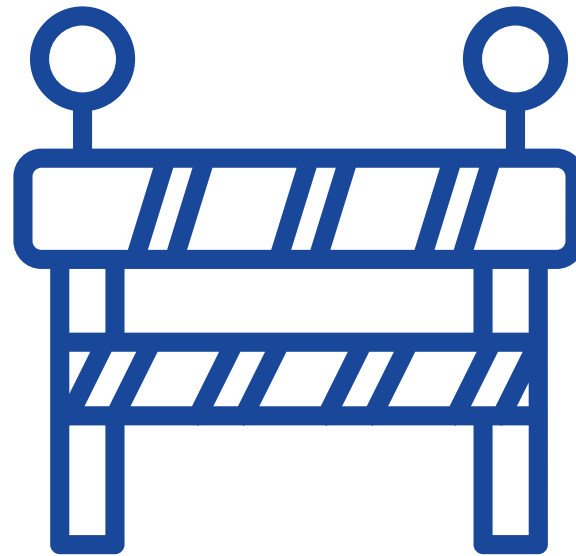
Parks

Schools

0 250 500 Feet







END OF CORRIDOR

PROJECT 2

SEGMENT 3: COLE RD

Existing Conditions

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

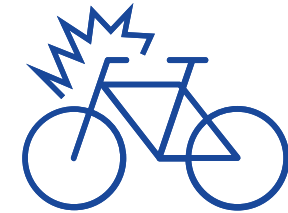
Recommendations

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



0

Pedestrian Collisions



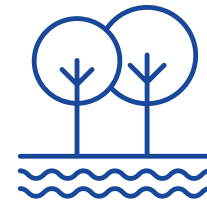
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Bicycle Collisions



0

Schools



0

Parks



View facing east on Cole Road



View facing west on Cole Road at the railroad

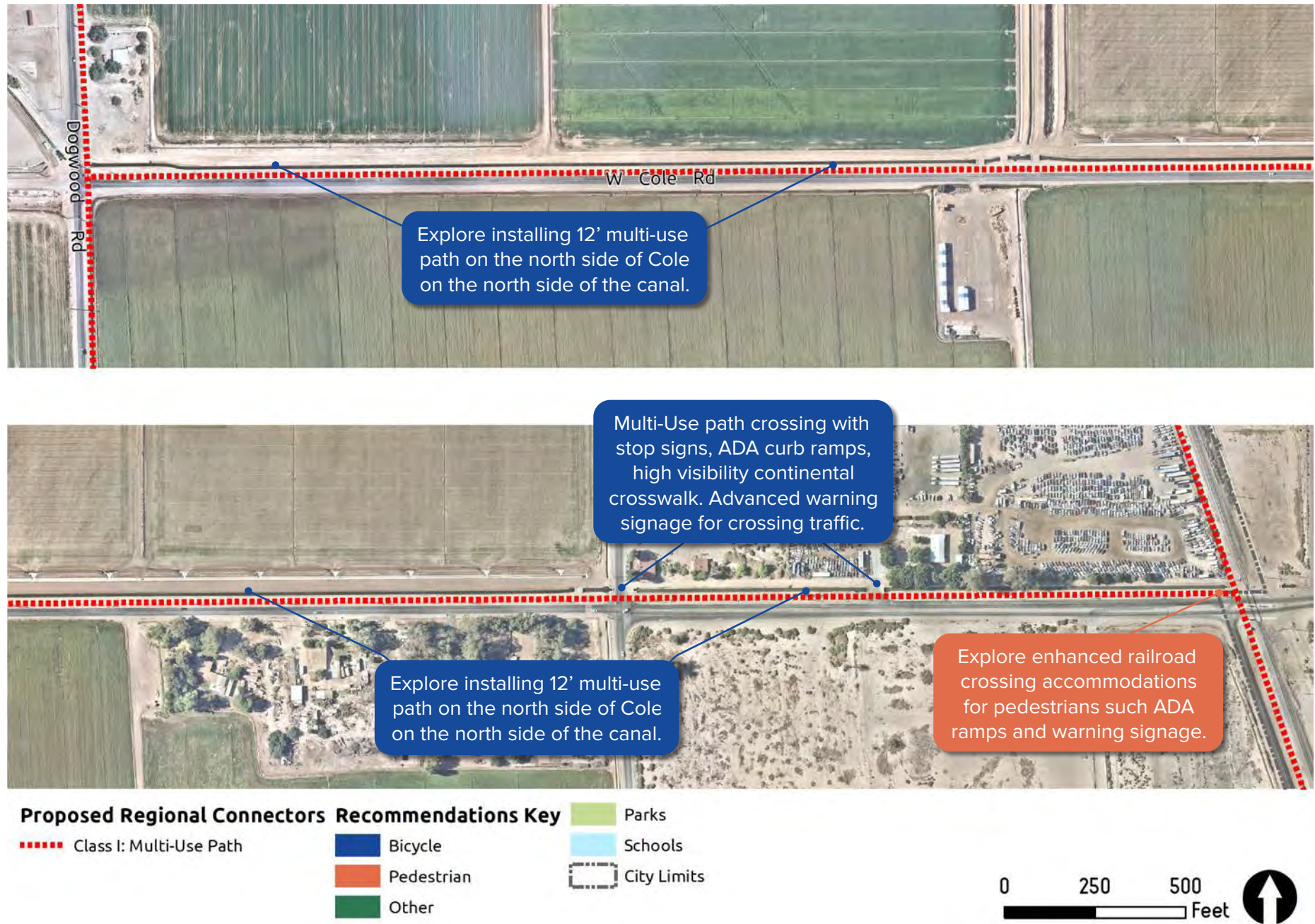


FIGURE 4-10: Cole Road Proposed Improvements

4.6 CLASS I MULTI-USE PATH AND LINEAR PARK OPPORTUNITIES

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

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

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

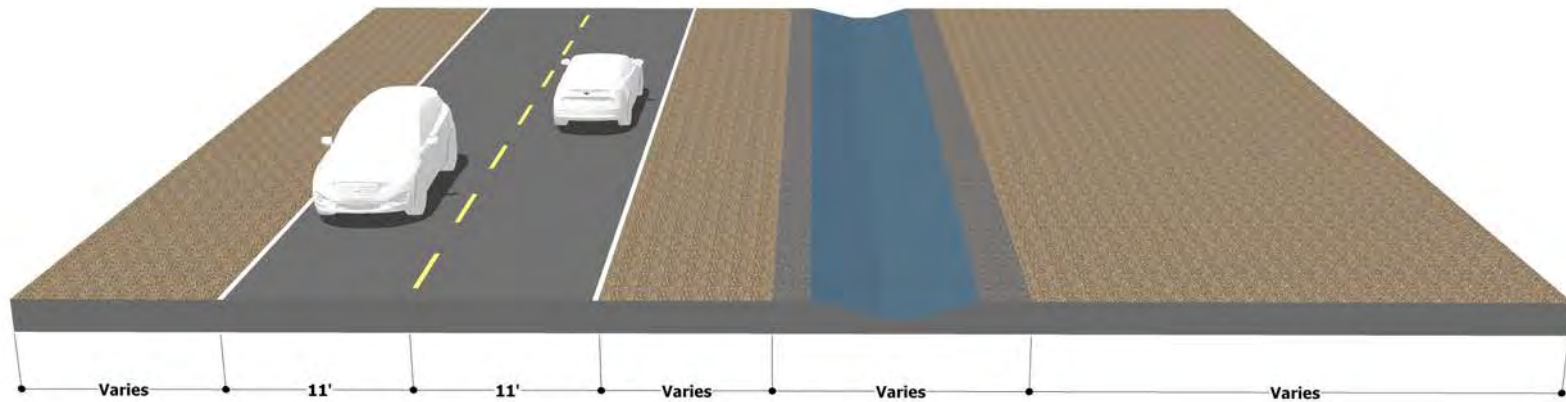
such as property rights, easements, maintenance, liability, public safety, funding, or monitoring are items that need to be considered in detail, but should not be barriers to implementation. ICTC and partner agencies can refer to examples such as the Twentynine Palms Flood Control Channel Trail Development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

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



Class I multi-use path with soft-surface side trail

Existing



Proposed

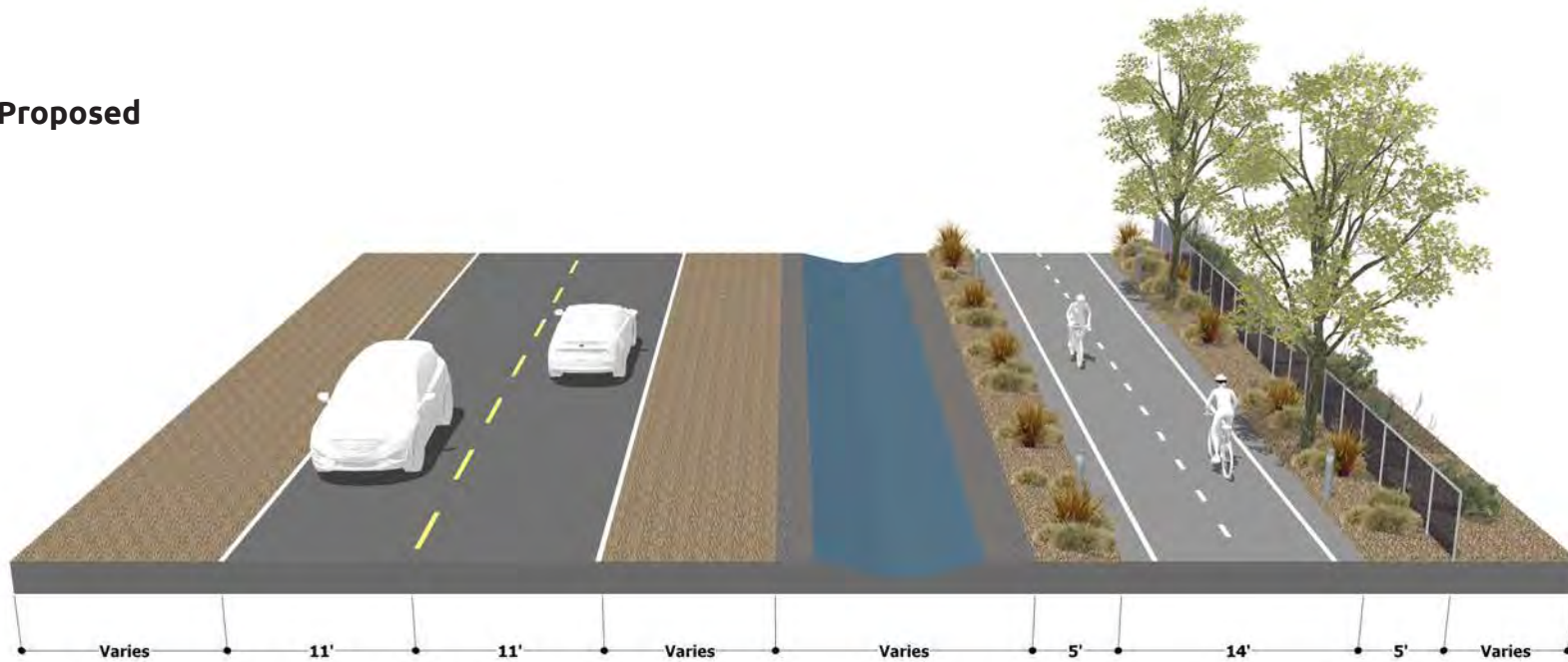
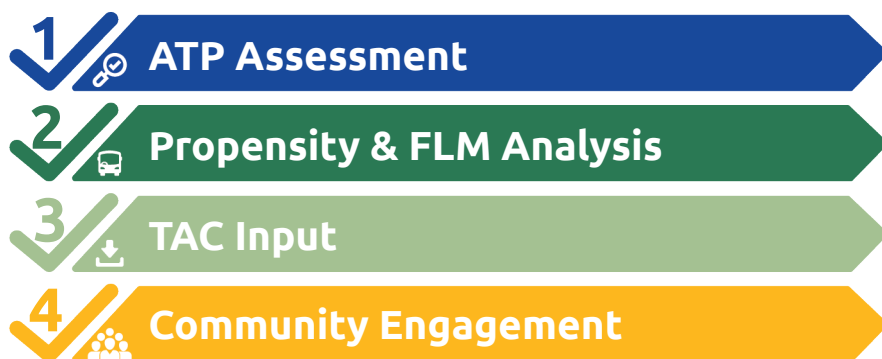


FIGURE 4-11: Example of a Class I multi-use path along an irrigation channel

4.7 PRIORITIZED COMMUNITIES AND RECOMMENDATIONS

Prioritized active transportation recommendations are meant to provide cities and communities guidance on which projects to pursue future design and funding opportunities. The prioritization process for the city and community - specific recommendations were similar to the regional infrastructure prioritization process. All cities and communities went through a thorough selection process as seen below for further assessment. A literature review of previous planning efforts for all cities and communities was conducted to determine the need for further assessment and recommendations. Cities and communities with missing or outdated ATP-related plans were given priority.

The Bicycle-Pedestrian Priority Model (BPPM) developed in Chapter 2 established where bicyclists and pedestrians are most likely to be. This helped identify study areas with the most critical need. Cities and communities with transit stops or in close proximity to a transit stop were given priority in the selection process as well. The Technical Advisory Committee (TAC) and the community engagement process also provided insightful feedback as to which communities to further assess in the selection process.

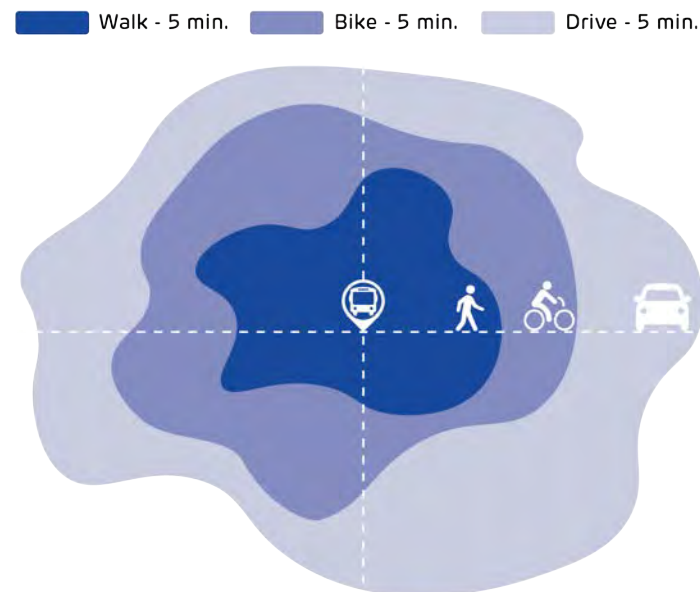


4.7.1 PRIORITIZED COMMUNITIES BICYCLE RECOMMENDATIONS

This process included reviewing ATP-related plans for existing and previously proposed bicycle projects and updating projects to reflect current status, based on TAC input, field work, street-view software, and the latest high-resolution aerial imagery. This ATP recommends new bicycle projects, updated classes, and more connections between existing and proposed bicycle projects.

4.7.2 PRIORITIZED COMMUNITIES PEDESTRIAN RECOMMENDATIONS

A focused approach was taken to develop pedestrian recommendations for the prioritized communities. A first-and-last-mile focus area was developed for each community. This entailed developing travelsheds for different modes of travel from each transit stop using the existing road network. These first-and-last-mile focus areas were utilized to verify existing conditions and identify locations in need of new pedestrian infrastructure such as missing sidewalks, curb ramps, and high-visibility crosswalks.



4.8 IMPLEMENTATION STRATEGIES

Plan implementation is a multi-faceted process. It often includes carrying out a variety of programs and pursuing project funding, either through the city's capital improvements project process or outside grant funding. This plan is meant to be used as a tool to inspire conversations on how projects can be implemented in short, mid, and long term approaches.

4.8.1 ATP PROJECT PHASING

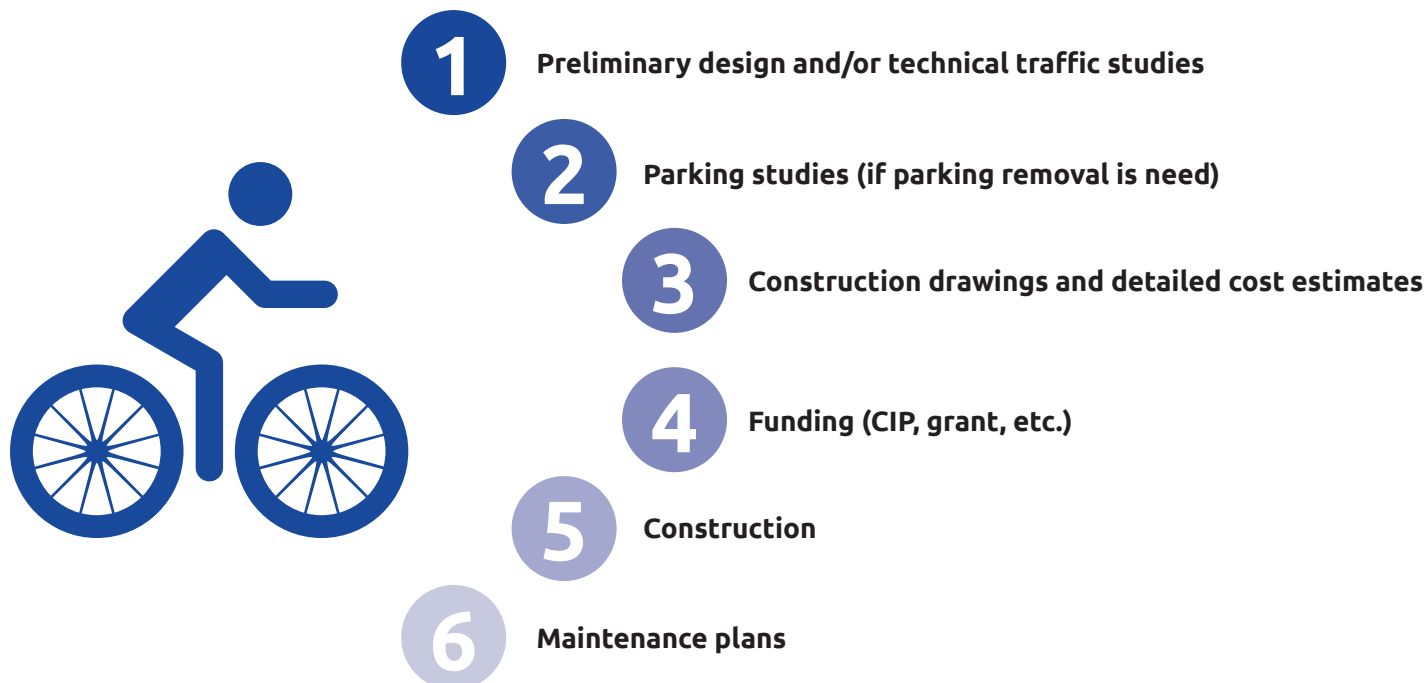
Implementation of certain bicycle facilities, such as multi-use paths, separated bikeways, and other innovative techniques described in this plan, will require a capital improvement project process, including iden-

tifying funding, a public and environmental review process, and plan preparation. These design and engineering-intensive projects may require a phased approach to address the time and cost needed to successfully implement these projects.

Other kinds of active transportation improvements can be integrated into planned construction projects "on the calendar" such as road resurfacing or utility work. Items such as shared lane marking for class 3 bikeway, striping lanes for class 2 bike lanes, or adding signage can be relatively simple to add onto planned construction projects.

Implementation strategies will need to be explored for the following prioritized city and community projects due to the varying degrees of design and engineering needed. ICTC and partner agencies are encouraged to identify both standard and creative ways to phase and implement projects.

Potential Implementation Steps



4.9 CITY OF BRAWLEY

The City of Brawley was selected for further assessment because the latest ATP-related plan was the City of Brawley Non-Motorized Transportation Plan in 2012.

Bicycle recommendations include a total of 44 bicycle projects. The top 10 projects were selected through the data-driven prioritization process as well as proximity to regional projects. The top bicycle project is Main Street due to the access to two regional connectors and its high connectivity to other bicycle projects in the City.

The City has the second-most transit stops in the County with 39. A total of 11 transit related improvements have been recommended throughout the first-and-last-mile focus areas such as bus shelters, transit information, and pedestrian amenities.

Pedestrian recommendations within the first-and-last-mile focus areas totalled 129 and include high-visibility crosswalks, ADA curb ramps, and sidewalks. Missing sidewalks in the focus areas resulted in a total of 19.56 miles of missing sidewalks.

QUICK FACTS

- 11 Transit Improvements
- 129 Pedestrian Improvements
- 38 Transit Stops
- 19.6 Miles of Missing Sidewalk

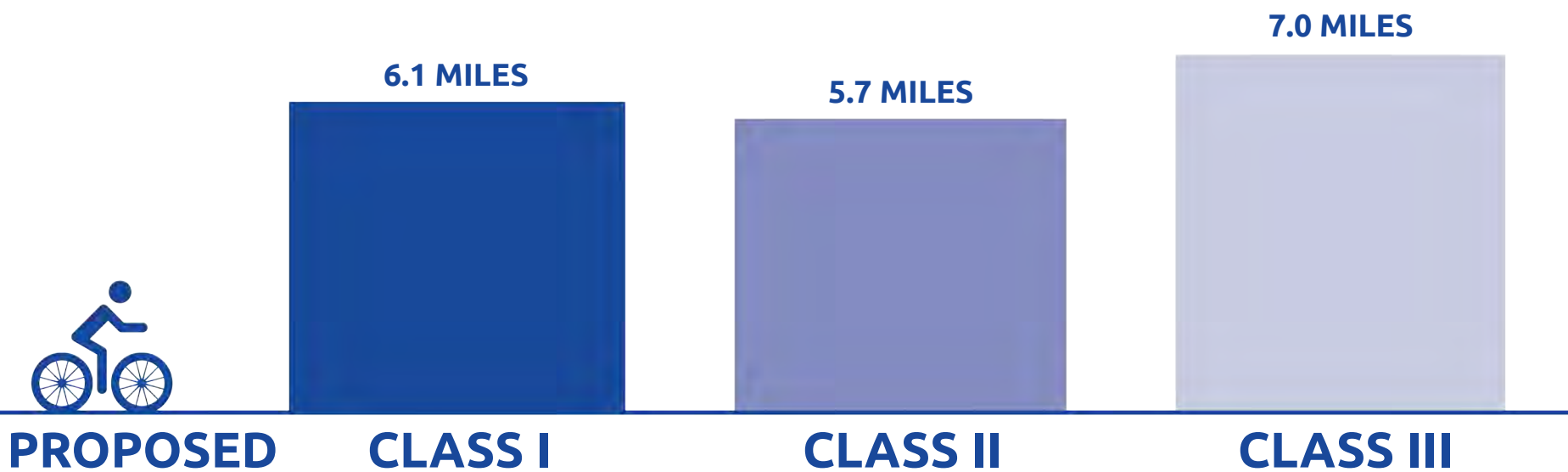


TABLE 4-3: City of Brawley Priority Segments

RANK	STREET	MILEAGE	CLASS TYPE
1	Main Street	3.1 miles	Class III (proposed)
2	1st Street	1.7 miles	Class II (proposed)
3	Railroad	3.2 miles	Class I (proposed)
4	Old Highway 111	2.9 miles	Class I (proposed)
5	Rio Vista Avenue	1.6 miles	Class III (proposed)
6	US Highway 111	2.3 miles	Class III (proposed)
7	2nd Street	1.4 miles	Class II (proposed)
8	River Drive	1.1 miles	Class II (proposed)
9	Cesar Chavez Street	0.9 miles	Class II (proposed)
10	C Street	0.6 miles	Class II (proposed)

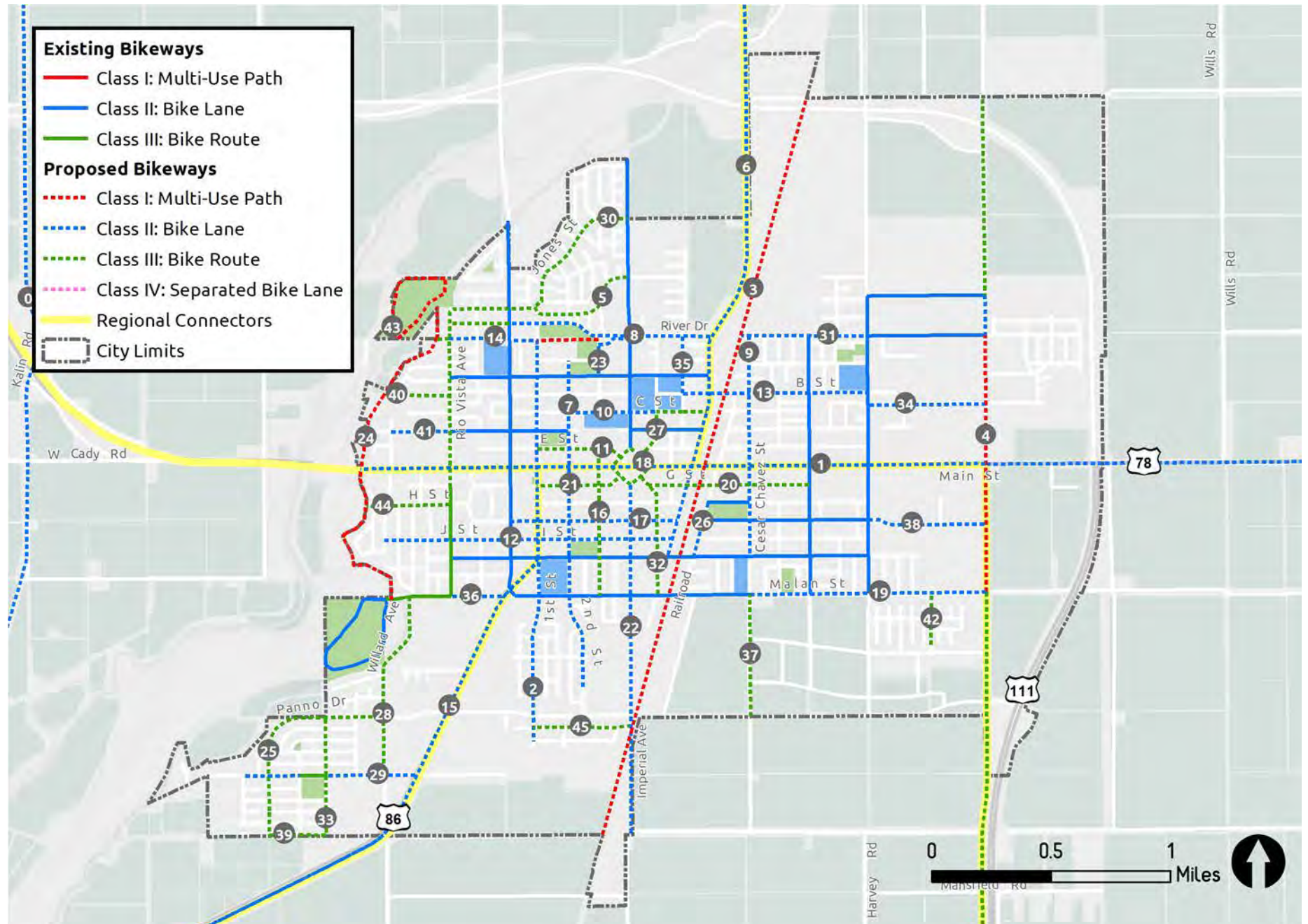


FIGURE 4-12: City of Brawley Proposed Bikeway Projects

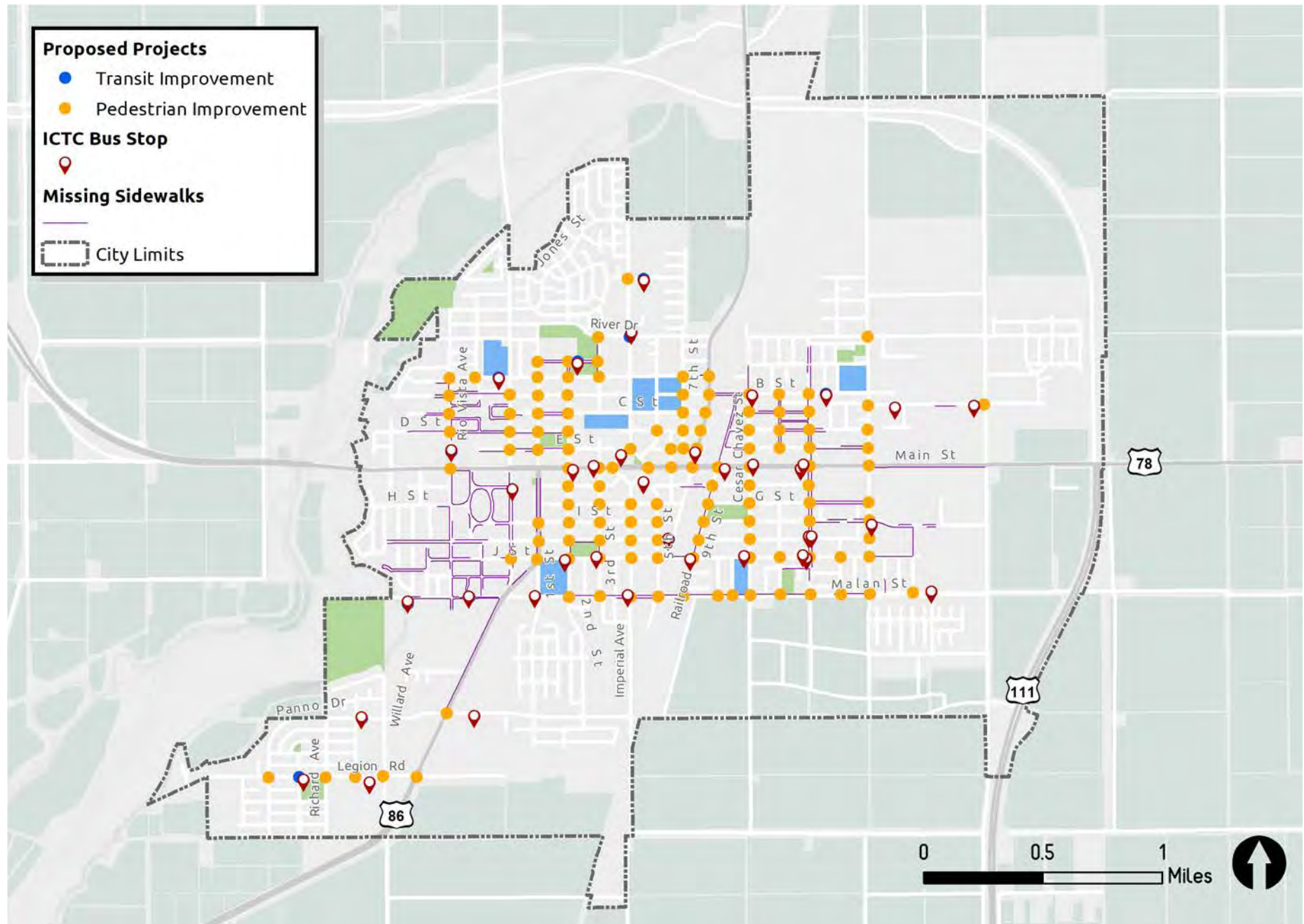


FIGURE 4-13: City of Brawley Proposed Pedestrian Projects

4.10 CITY OF CALEXICO

The City of Calexico was selected for further assessment due to TAC input and the community engagement process.

Bicycle recommendations include a total of 39 bicycle projects. The top 10 projects were selected through the data-driven prioritization process as well as proximity to regional projects. The top bicycle project is Birch Street due to the access to a regional connector and its high connectivity to other bicycle projects in the City.

Pedestrian recommendations within the first-and-last-mile focus areas include 138 items and include high-visibility crosswalks, ADA curb ramps, and sidewalks. Missing sidewalks in the focus areas resulted in a total of 0.89 miles of missing sidewalks.

QUICK FACTS

- 0 Transit Improvements
- 138 Pedestrian Improvements
- 12 Transit Stops
- 0.89 Miles of Missing Sidewalk

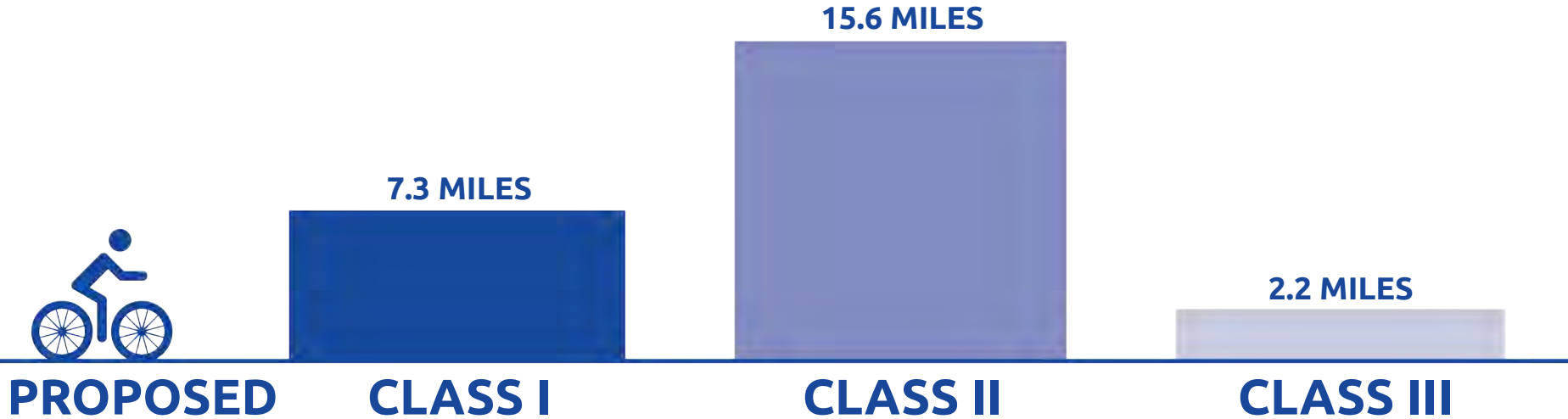


TABLE 4-4: City of Calexico Priority Segments

RANK	STREET	MILEAGE	CLASS TYPE
1	Birch Street	4.6 miles	Class II (proposed)
2	State Highway 98	1.3 miles	Class I (proposed)
3	Railroad	1.9 miles	Class I (proposed)
4	Canal Access Road	4.1 miles	Class I (proposed)
5	Scaroni Road	3.0 miles	Class II (proposed)
6	Rockwood Avenue	2.2 miles	Class III (proposed)
7	5th Street	1.5 miles	Class II (proposed)
8	7th Street	1.5 miles	Class II (proposed)
9	Grant Street	1.7 miles	Class II (proposed)
10	Cole Road	3.3. miles	Class II (proposed)

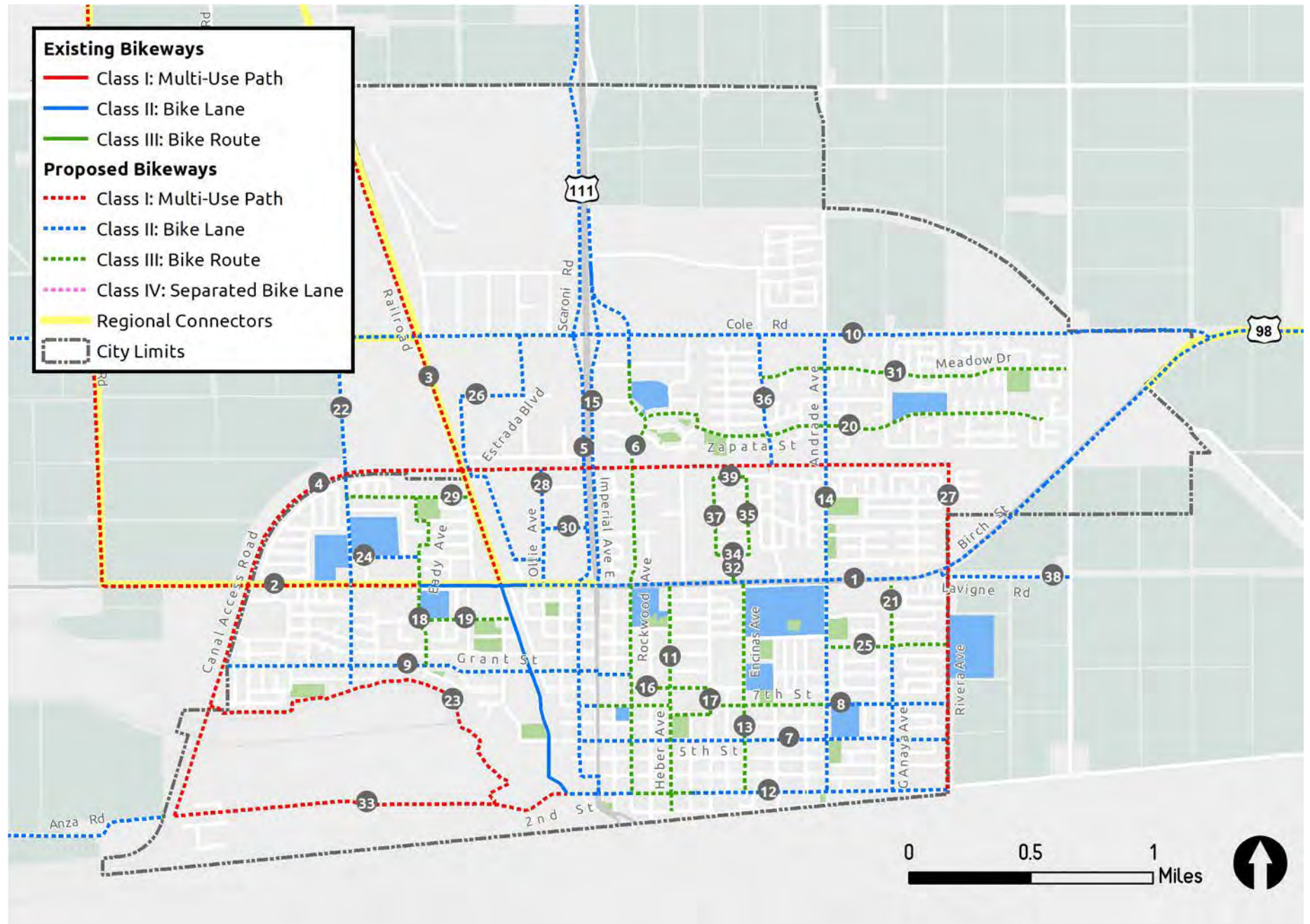


FIGURE 4-14: City of Calexico Proposed Bikeway Projects

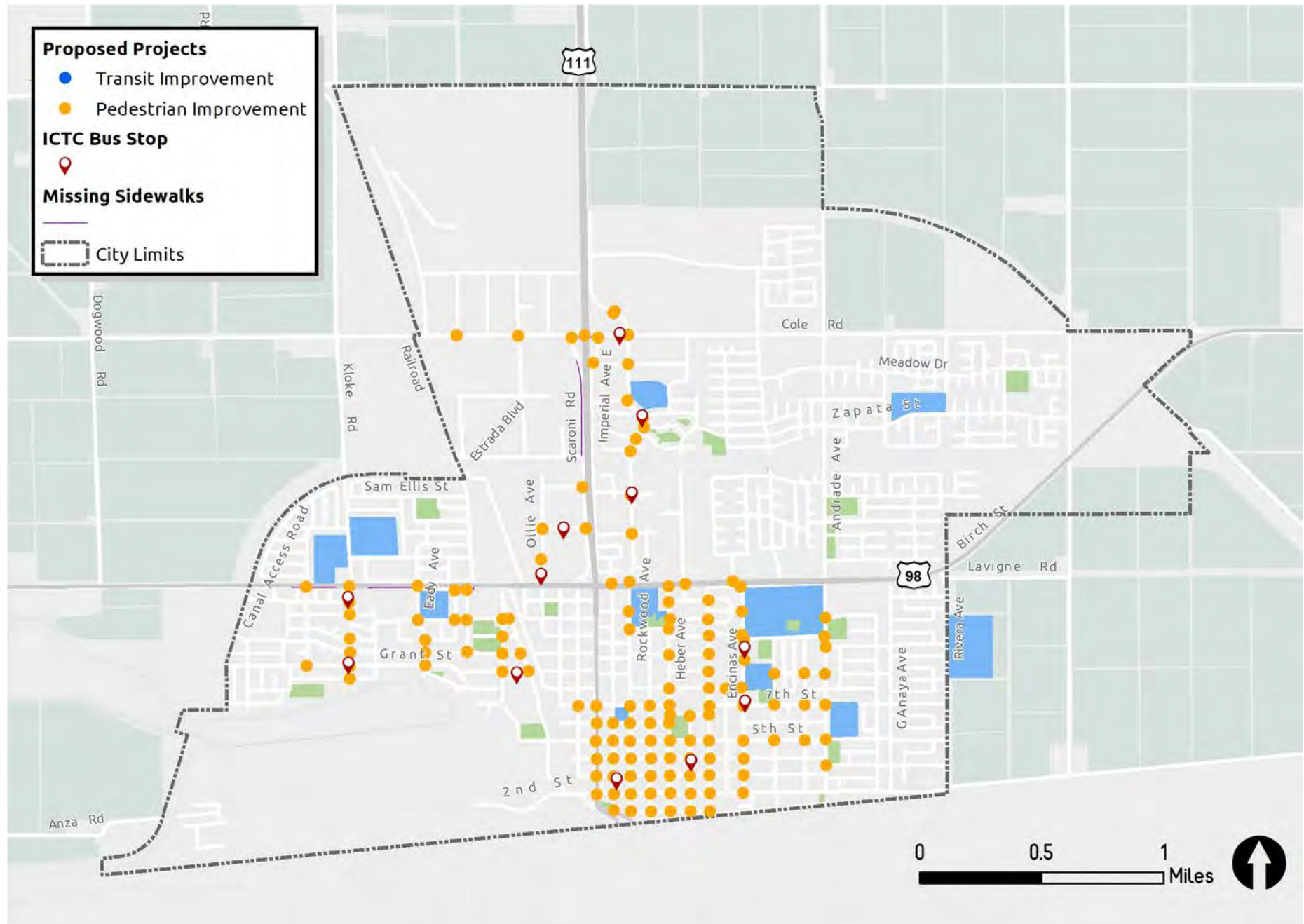


FIGURE 4-15: City of Calexico Proposed Pedestrian Projects

4.11 CITY OF CALIPATRIA

The City of Calipatria was selected for further assessment because of its high propensity score and FLM analysis. This plan does not detail pedestrian improvements because the latest ATP-related plan was adopted in 2020 and that plan goes into detail on transit improvements, pedestrian improvements, and missing sidewalks. The assessment for this plan only focused on the prioritization of bicycle projects.

Bicycle recommendations include a total of 16 bicycle projects. The top 10 projects were selected through the data-driven prioritization process as well as proximity to regional projects. The top bicycle project is Sorenson Avenue due to the access to a regional connector and its high connectivity to other bicycle projects in the City.

QUICK FACTS

- 0 Transit Improvements
- 0 Pedestrian Improvements
- 4 Transit Stops
- 0 Miles of Missing Sidewalk

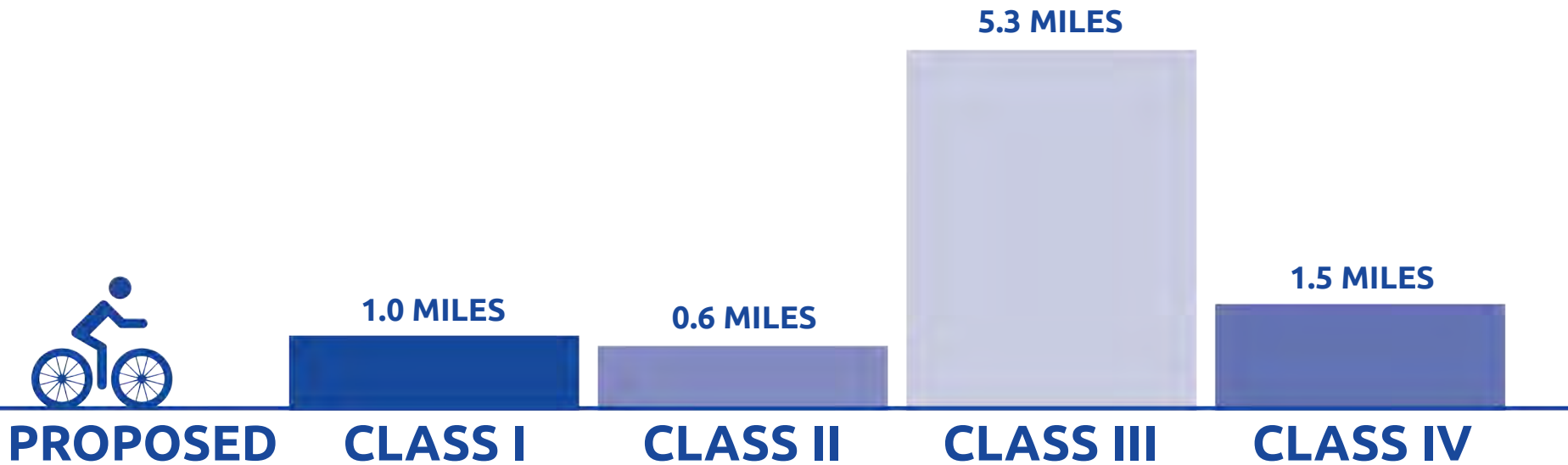


TABLE 4-5: City of Calipatria Priority Segments

RANK	STREET	MILEAGE	CLASS TYPE
1	Sorenson Avenue	1.0 miles	Class III (proposed)
2	Main Street	1.5 miles	Class IV (proposed)
3	Lake Avenue	0.8 miles	Class III (proposed)
4	Brown Avenue	1.5 miles	Class III (proposed)
5	Railroad Avenue	1.0 miles	Class I (proposed)
6	Imperial Avenue	0.6 miles	Class III (proposed)
7	Barbara Street	0.6 miles	Class III (proposed)
8	Bonita Street	0.6 miles	Class II (proposed)
9	International Avenue	0.8 miles	Class III (proposed)
10	Date Street	0.8 miles	Class III (proposed)

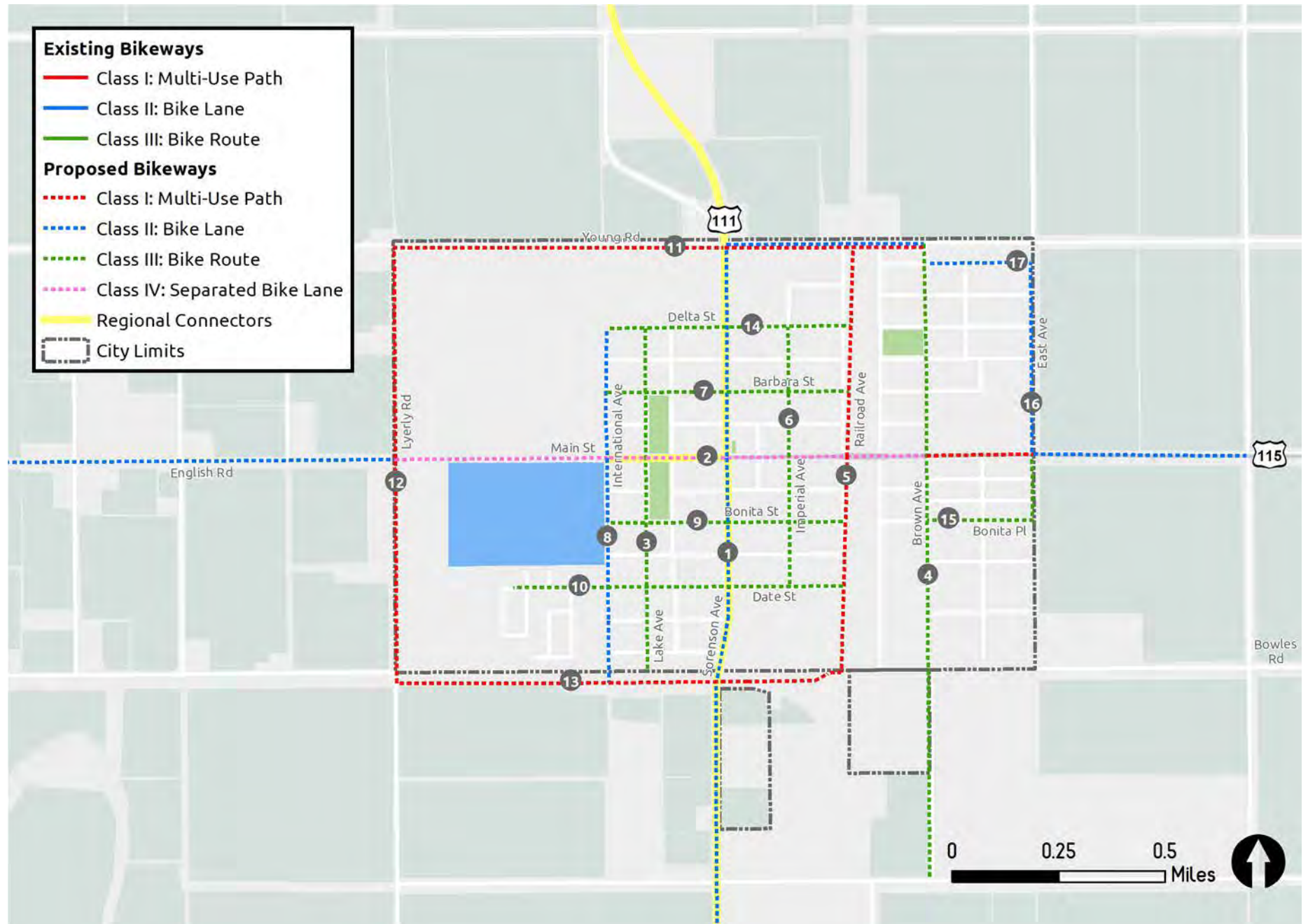
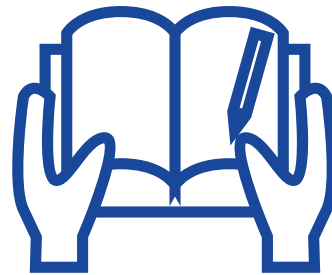


FIGURE 4-16: City of Calipatria Proposed Bikeway Projects



Please see the existing City of Calipatria Active Transportation Plan (2020) for transit and pedestrian improvements.

4.12 CITY OF EL CENTRO

The City of El Centro was selected for further assessment because of its high propensity score and FLM analysis. Since the latest ATP-related plan was adopted in 2018 and a Mobility Element was updated in 2021, the assessment only focused on prioritization of bicycle projects.

Bicycle recommendations include a total of 40 bicycle projects. The top 10 projects were selected through the data-driven prioritization process as well as proximity to regional projects. The top bicycle project is La Brucherie Road due to the access to two regional connectors and its high connectivity to other bicycle projects in the City.

QUICK FACTS

- 0 Transit Improvements
- 0 Pedestrian Improvements
- 56 Transit Stops
- 0 Miles of Missing Sidewalk

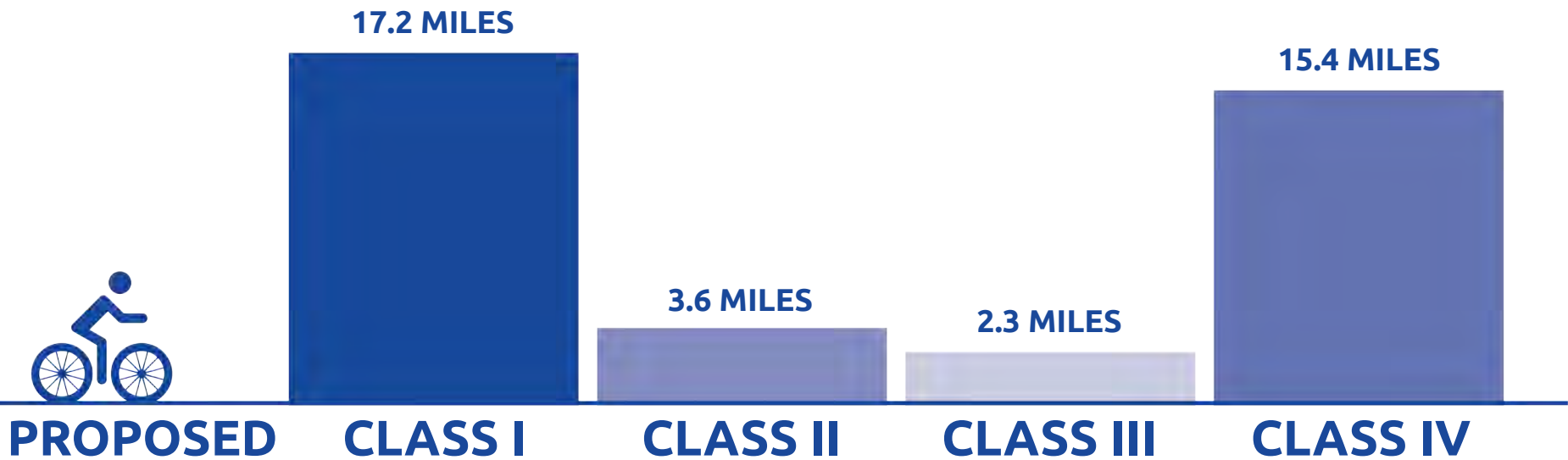


TABLE 4-6: City of El Centro Priority Segments

RANK	STREET	MILEAGE	CLASS TYPE
1	La Brucherie Road	4.5 miles	Class I & IV (proposed)
2	Imperial Avenue	2.0 miles	Class I (proposed)
3	Adams Avenue	1.8 miles	Class IV (proposed)
4	Main Street	2.4 miles	Class I & IV (proposed)
5	Dogwood Road	3.0 miles	Class I & IV (proposed)
6	8th Street	3.7 miles	Class III (existing) Class IV (proposed)
7	Ross Avenue	3.6 miles	Class III (existing) Class II (proposed)
8	6th Street	2.3 miles	Class III (proposed)
9	Railroad	3.7 miles	Class I (proposed)
10	Orange Avenue	1.6 miles	Class I (proposed)

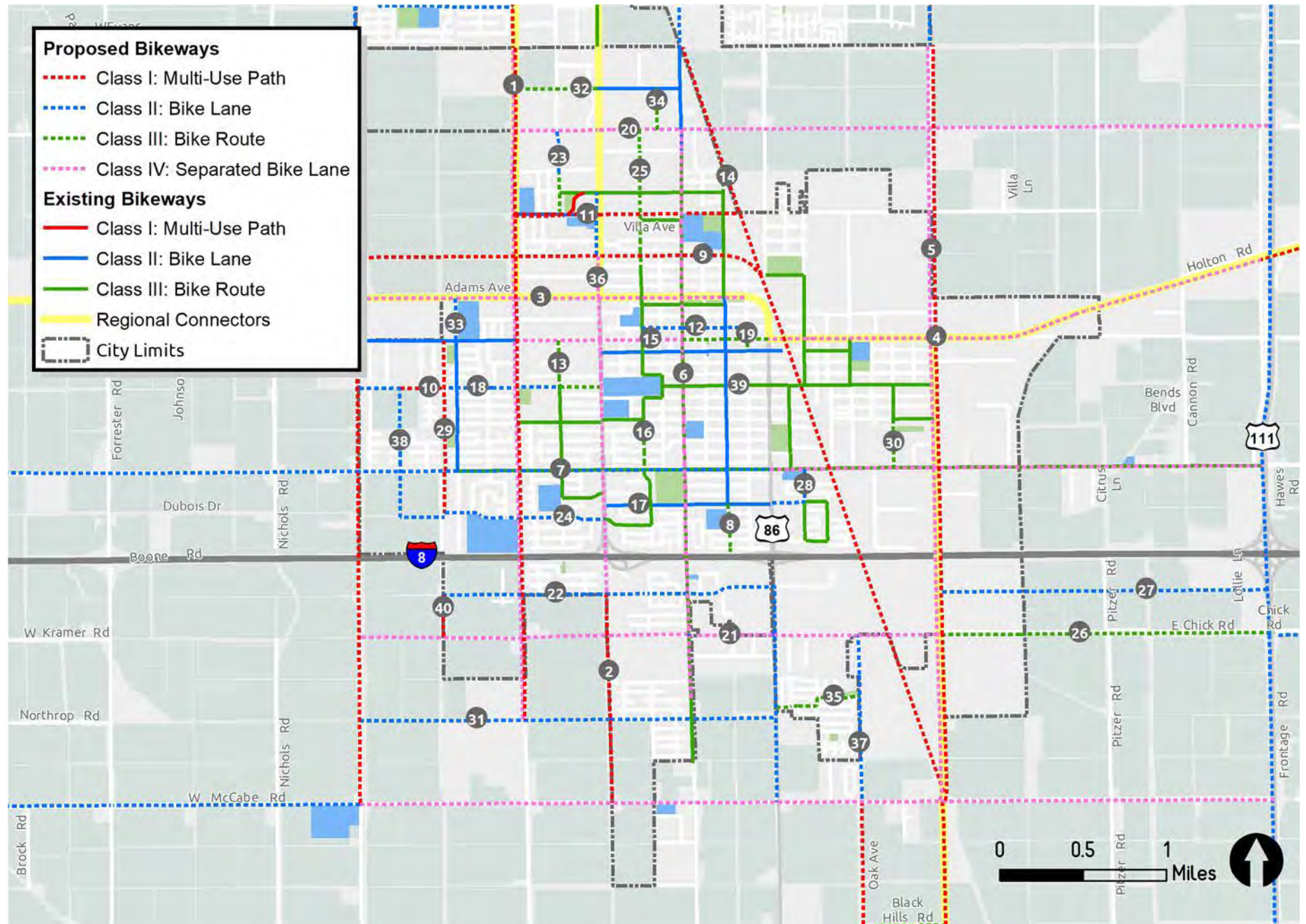
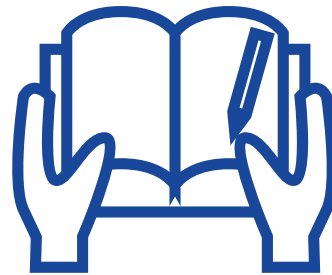


FIGURE 4-17: City of El Centro Proposed Bikeway Projects



Please see the existing City of El Centro Active Transportation & SRTS Plan (2019) for transit and pedestrian improvements.

4.13 CITY OF HOLTVILLE

The City of Holtville was selected for further assessment because the latest ATP-related plan was the City of Holtville Complete Streets Plan in 2016.

Bicycle recommendations include a total of 25 bicycle projects. The top 10 projects were selected through the data-driven prioritization process as well as proximity to regional projects. The top bicycle project is 5th Street due to the access to two regional connectors and its high connectivity to other bicycle projects in the City.

Pedestrian recommendations within the first-and-last-mile focus areas totaled 35 and include high-visibility crosswalks, ADA curb ramps, and sidewalks. Missing sidewalks in the focus area resulted in a total of 2.09 miles of missing sidewalks.

QUICK FACTS

0

Transit Improvements

35

Pedestrian Improvements

3

Transit Stops

2.09

Miles of Missing Sidewalk



TABLE 4-7: City of Holtville Priority Segments

RANK	STREET	MILEAGE	CLASS TYPE
1	5th Street	1.0 miles	Class I (proposed)
2	Cedar Avenue	1.0 miles	Class II (proposed)
3	4th Street	0.9 miles	Class I (proposed)
4	Olive Avenue	0.8 miles	Class II (proposed)
5	6th Street	1.4 miles	Class II (proposed)
6	7th Street	1.4 miles	Class II (proposed)
7	9th Street	1.5 miles	Class II (proposed)
8	8th Street	1.1 miles	Class II (proposed)
9	Walnut Avenue	0.9 miles	Class II (proposed)
10	Pine Avenue	0.6 miles	Class II (proposed)

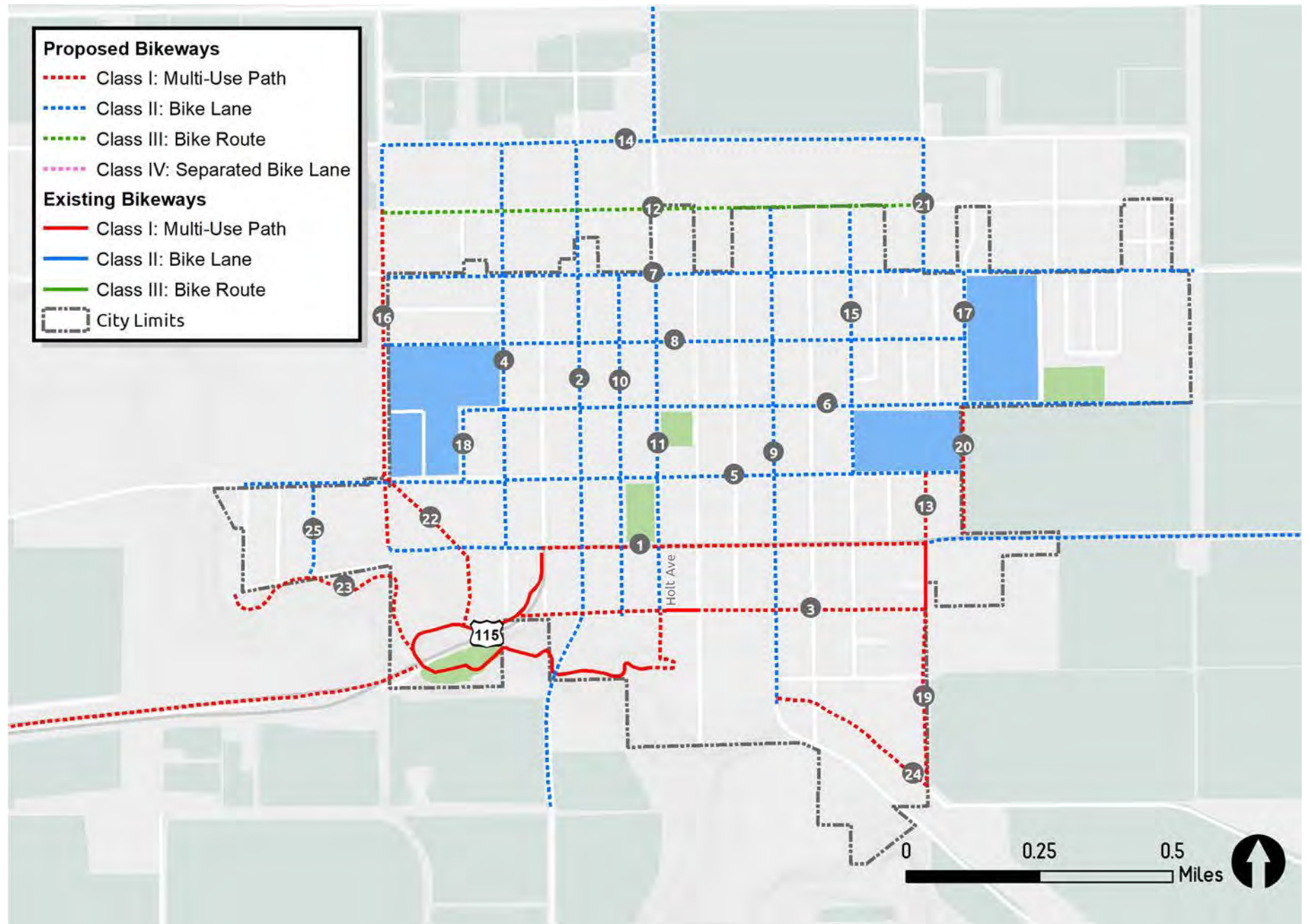


FIGURE 4-18: City of Holtville Proposed Bikeway Projects

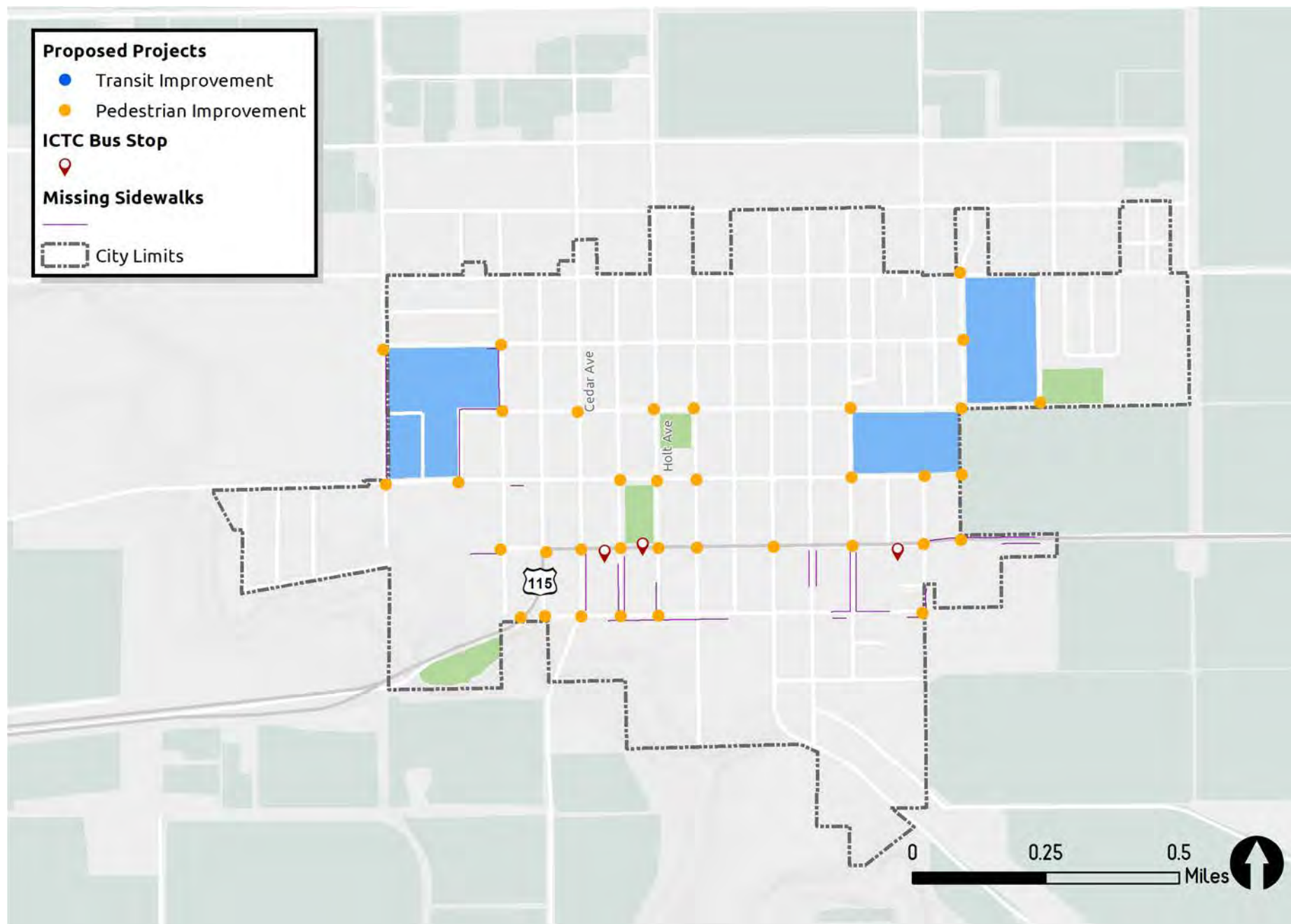


FIGURE 4-19: City of Holtville Proposed Pedestrian Projects

4.14 CITY OF IMPERIAL

The City of Imperial was selected for further assessment because the latest ATP-related plan was the City of Imperial Bicycle Master Plan in 2002.

Bicycle recommendations include a total of 25 bicycle projects. The top 10 projects were selected through the data-driven prioritization process as well as proximity to regional projects. The top bicycle project is Highway 86 due to the access to two regional connectors and its high connectivity to other bicycle projects in the City.

Pedestrian recommendations within the first-and-last-mile focus areas totaled 40 and include high-visibility crosswalks, ADA curb ramps, and sidewalks. Missing sidewalks in the focus area resulted in a total of 1.04 miles of missing sidewalks.

QUICK FACTS

0

Transit Improvements

40

Pedestrian Improvements

10

Transit Stops

1.04

Miles of Missing Sidewalk

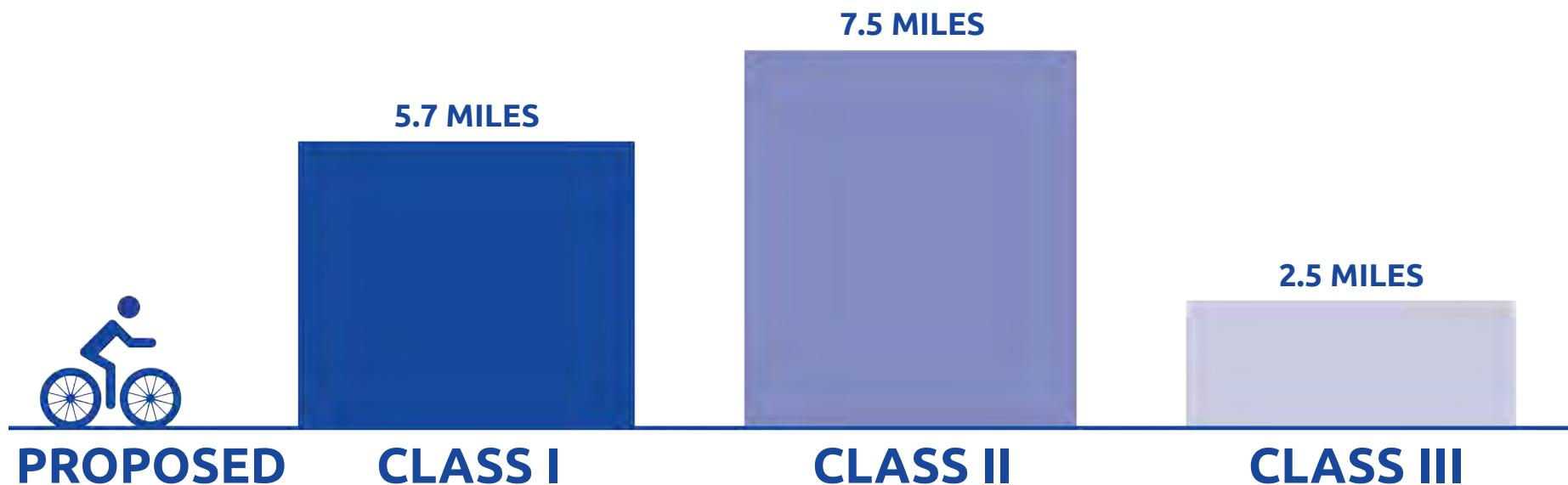


TABLE 4-8: City of Imperial Priority Segments

RANK	STREET	MILEAGE	CLASS TYPE
1	Highway 86	2.0 miles	Class I (proposed)
2	Aten Road	1.9 miles	Class II (proposed)
3	Imperial Avenue	1.1 miles	Class II (proposed)
4	Aten Road	1.0 miles	Class I (proposed)
5	Clark Road	3.5 miles	Class II (proposed)
6	Barioni Road	1.0 miles	Class II (proposed)
7	Imperial Avenue	1.0 miles	Class III (proposed)
8	H Street	0.8 miles	Class III (proposed)
9	K Street	0.7 miles	Class III (proposed)
10	La Brucherie Road	2.7 miles	Class I (proposed)

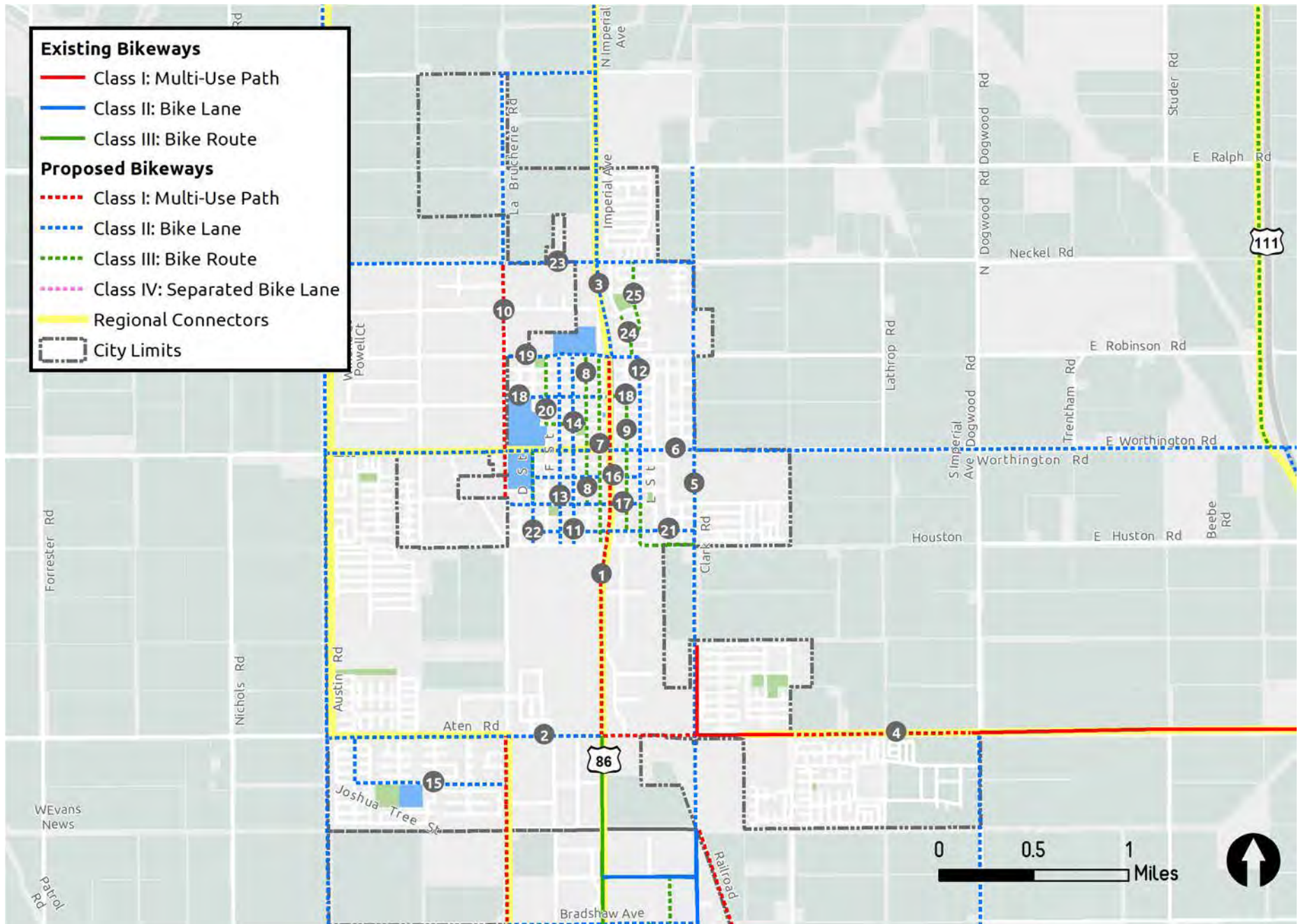


FIGURE 4-20: City of Imperial Proposed Bikeway Projects

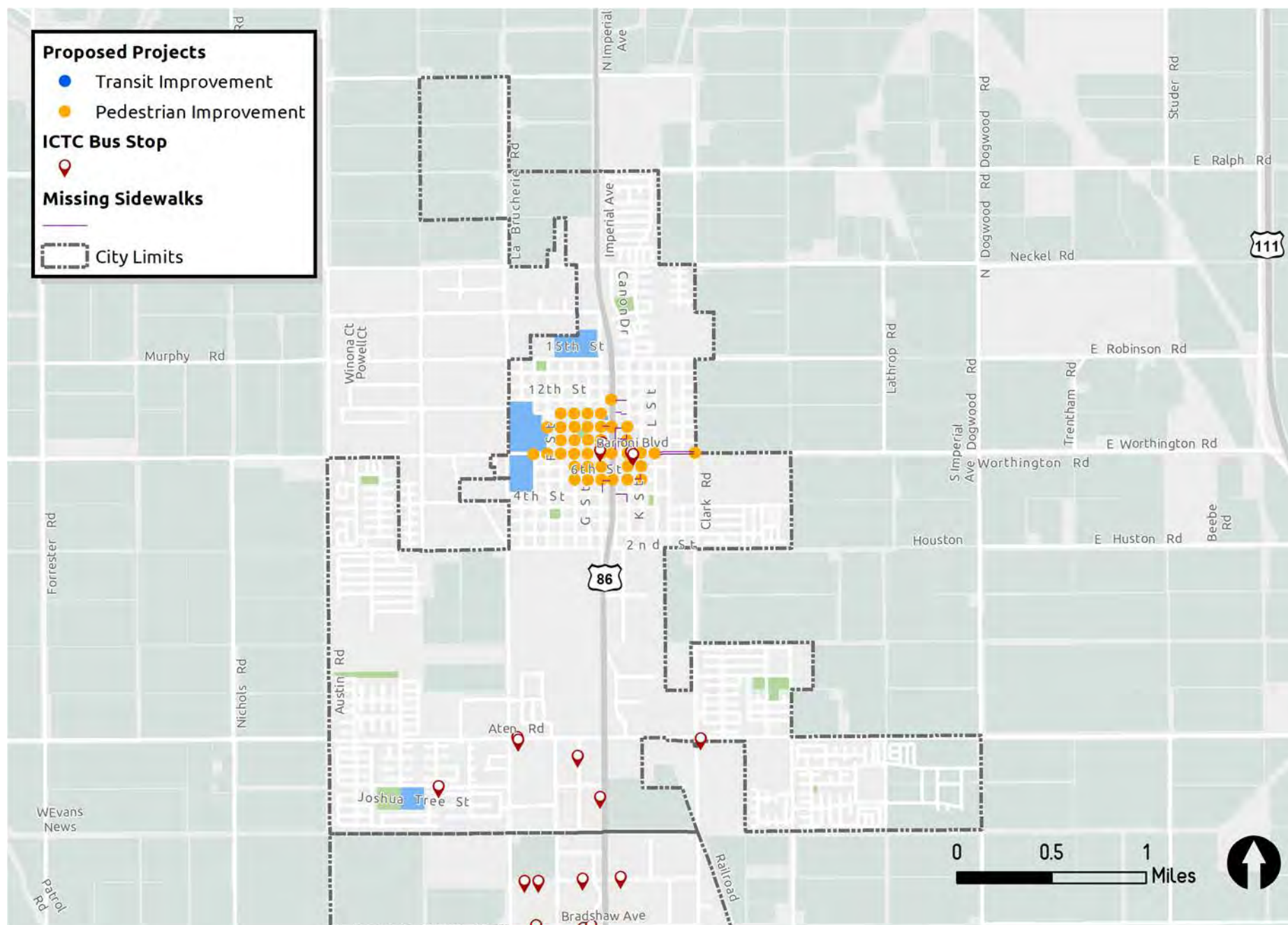


FIGURE 4-21: City of Imperial Proposed Pedestrian Projects

4.15 CITY OF WESTMORLAND

The City of Westmorland was selected for further assessment because the latest ATP-related plan was the Imperial County Safe Routes to School Regional Master Plan in 2016.

Bicycle recommendations include a total of 25 bicycle projects. The top 10 projects were selected through the data-driven prioritization process as well as proximity to regional projects. The top bicycle project is Main Street due to the access to a regional connector and its high connectivity to other bicycle projects in the City.

Pedestrian recommendations within the first-and-last-mile focus areas total 6 and include high-visibility crosswalks, ADA curb ramps, and sidewalks. Missing sidewalks in the focus area resulted in a total of 3.7 miles of missing sidewalks.

QUICK FACTS

0

Transit Improvements

6

Pedestrian Improvements

2

Transit Stops

3.70

Miles of Missing Sidewalk

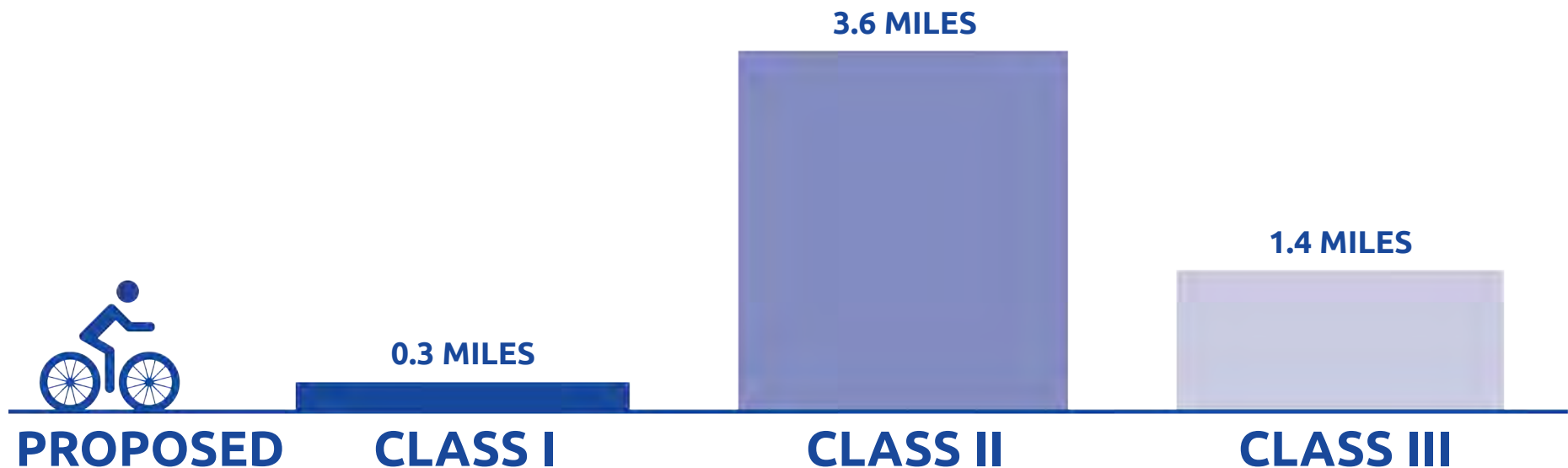


TABLE 4-9: City of Westmorland Priority Segments

RANK	STREET	MILEAGE	CLASS TYPE
1	Main Street	1.1 miles	Class II (proposed)
2	Main Street	0.3 miles	Class I (proposed)
3	D Street	0.5 miles	Class III (proposed)
4	Center Street	0.9 miles	Class III (proposed)
5	G Street	0.5 miles	Class II (proposed)
6	C Street	0.5 miles	Class II (proposed)
7	2nd Street	0.3 miles	Class II (proposed)
8	1st Street	0.4 miles	Class II (proposed)
9	6th Street	0.5 miles	Class II (proposed)
10	5th Street	0.3 miles	Class II (proposed)

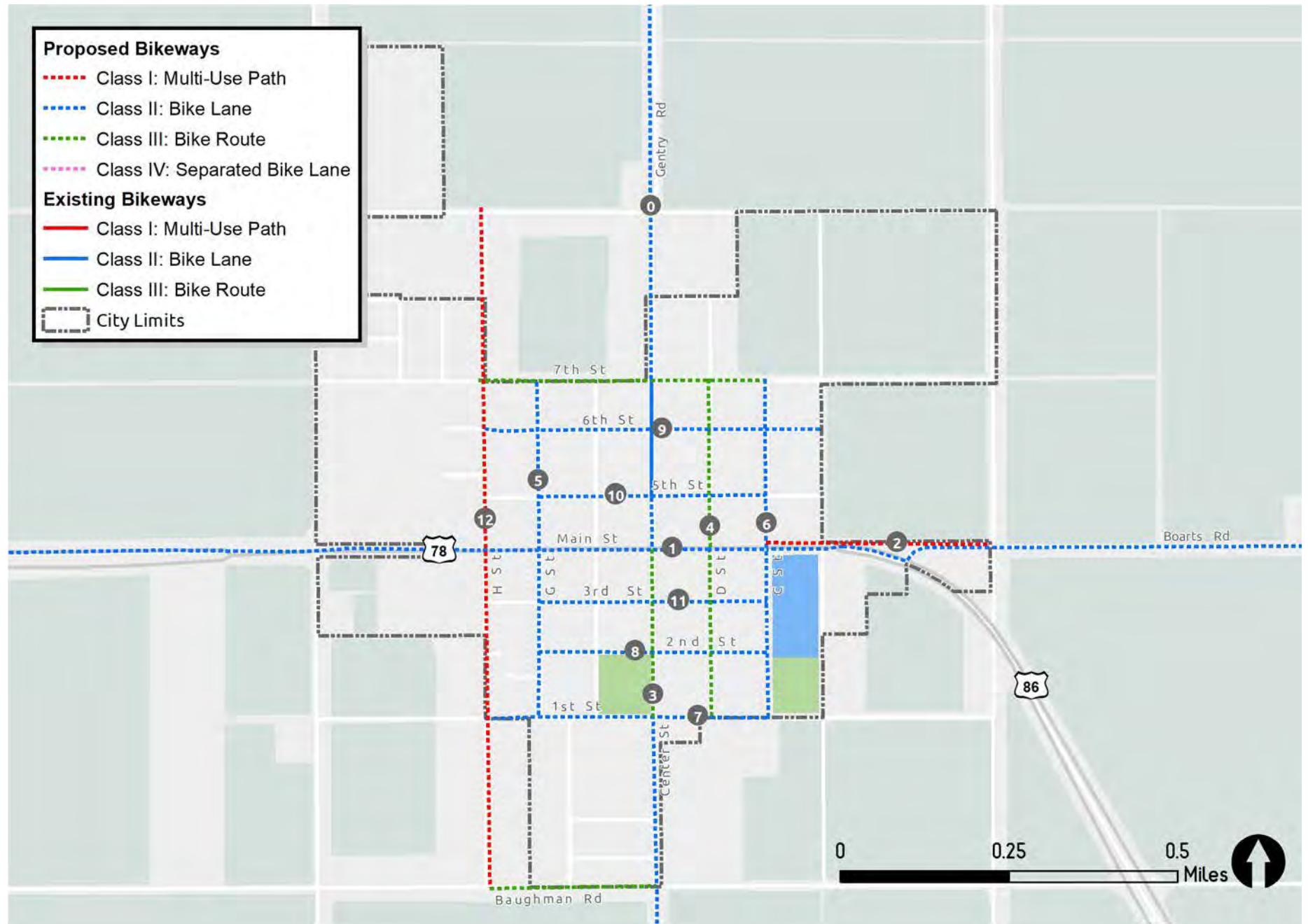


FIGURE 4-22: City of Westmorland Proposed Bikeway Projects



FIGURE 4-23: City of Westmorland Proposed Pedestrian Projects

4.16 COMMUNITY OF BOMBAY BEACH

The Community of Bombay Beach was selected for further assessment because the latest ATP-related plan was the Imperial County Bicycle Master Plan Update: Final Draft in 2011.

Bicycle recommendations include Class II bike lanes and Class III bike routes throughout the community that would connect to State Route 111 and a future proposed Class II bike lane. There are currently no existing bikeways, therefore all recommended projects would be of high priority.

A total of 9 pedestrian recommendations and one transit stop recommendations were identified and they include high-visibility crosswalks, ADA curb ramps, bus shelters, and bus amenities. The community has several unpaved roads and many missing sidewalks. A total of 10.75 miles of missing sidewalk were identified.

QUICK FACTS

1

Transit Improvements

9

Pedestrian Improvements

1

Transit Stops

10.8

Miles of Missing Sidewalk



FIGURE 4-24: Bombay Beach Proposed Bikeway Projects



FIGURE 4-25: Bombay Beach Proposed Pedestrian Projects

4.17 COMMUNITY OF DESERT SHORES

The Community of Desert Shores was selected for further assessment because the latest ATP-related plan was the Imperial County Bicycle Master Plan Update: Final Draft in 2011.

Bicycle recommendations include Class I multi-use paths and Class II bike lanes throughout the community that would connect to State Route 86 and a regional connector. There are currently no existing bikeways, therefore all recommended projects would be of high priority.

Pedestrian recommendations totaled 7 and include high-visibility crosswalks, and ADA curb ramps. The Community currently has paved roads but is missing sidewalks on all roads, totaling 19.46 miles of missing sidewalk.

QUICK FACTS

0 Transit Improvements

7 Pedestrian Improvements

0 Transit Stops

19.5 Miles of Missing Sidewalk



FIGURE 4-26: Desert Shores Proposed Bikeway Projects



FIGURE 4-27: Desert Shores Proposed Pedestrian Projects

4.18 COMMUNITY OF HEBER

The Community of Heber was selected for further assessment due to TAC input and community engagement.

Bicycle recommendations include Class I multi-use paths, Class II bike lanes, and Class III bike routes throughout the community that would connect to State Route 86 and a regional connector. There are currently two short segments of Class II bike lanes installed in Heber, therefore all recommended projects are considered a priority.

Pedestrian recommendations within the first-and-last-mile focus areas totaled 18 and include high-visibility crosswalks, ADA curb ramps, and sidewalks. Missing sidewalks in the focus area resulted in a total of 5.63 miles of missing sidewalks.

QUICK FACTS

0

Transit Improvements

18

Pedestrian Improvements

0

Transit Stops

5.63 Miles of Missing Sidewalk

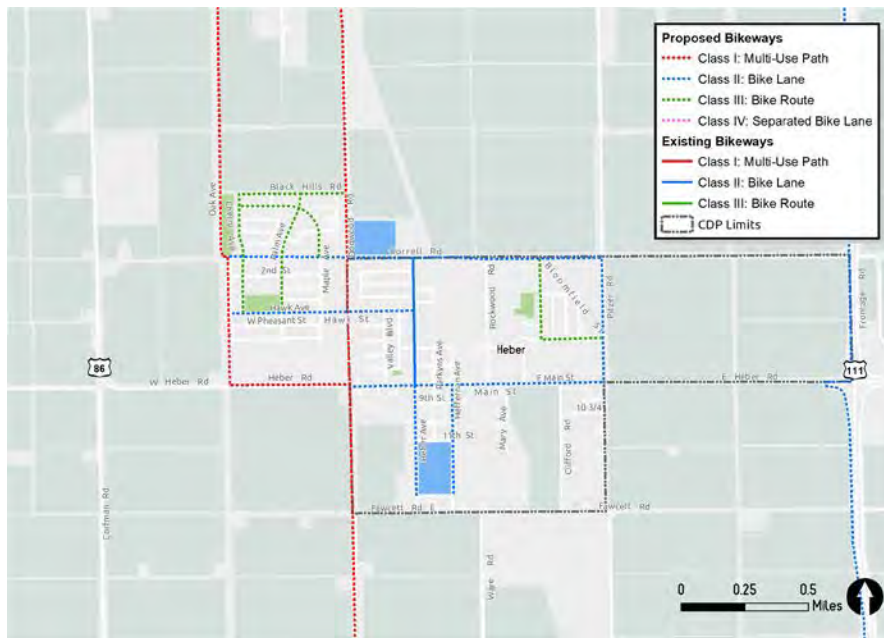


FIGURE 4-28: Heber Proposed Bikeway Projects



FIGURE 4-29: Heber Proposed Pedestrian Projects

4.19 COMMUNITY OF PALO VERDE

The Community of Palo Verde was selected for further assessment because the latest ATP-related plan was the Imperial County Bicycle Master Plan Update: Final Draft (2011)

Bicycle recommendations include Class III bike routes throughout the community that would connect to State Route 78 and a future proposed Class II bike lane. There are currently no existing bikeways, therefore all recommended projects are considered a priority.

Pedestrian recommendations totaled 3 and include high-visibility crosswalks and ADA curb ramps. The Community currently has paved roads but is missing sidewalks on all roads, totaling 2.8 miles of missing sidewalk.

QUICK FACTS

0	Transit Improvements
3	Pedestrian Improvements
0	Transit Stops
2.8	Miles of Missing Sidewalk



FIGURE 4-30: Palo Verde Proposed Bikeway Projects



FIGURE 4-31: Palo Verde Proposed Pedestrian Projects

4.20 COMMUNITY OF SALTON SEA BEACH

The Community of Salton Sea Beach was selected for further assessment because the latest ATP-related plan was the Imperial County Bicycle Master Plan Update: Final Draft in 2011.

Bicycle recommendations include Class III bike routes throughout the community that would connect to State Route 86 and a regional connector. There are currently no existing bikeways, therefore all recommended projects are considered a priority.

Pedestrian recommendations totaled 2 and include high-visibility crosswalks and ADA curb ramps. The Community currently has paved roads but is missing sidewalks on all roads, totaling 7.98 miles of missing sidewalk.

QUICK FACTS

0

Transit Improvements

2

Pedestrian Improvements

0

Transit Stops

7.98 Miles of Missing Sidewalk



FIGURE 4-32: Salton Sea Beach Proposed Bikeway Projects



FIGURE 4-33: Salton Sea Beach Proposed Pedestrian Projects

4.21 RECOMMENDED PROGRAMS

This section includes a diverse menu of active transportation programs intended to support the projects recommended in this plan. The principles articulated through the “Six Es” developed by the Safe Routes Partnership (Engagement, Equity, Engineering, Encouragement, Education, and Evaluation) can help create and sustain successful programs throughout Imperial County.

Physical projects represent the most visible and tangible evidence of a great place for bicycling or walking. Programs that are implemented in conjunction with the construction of specific bicycle and pedestrian projects can leverage this high visibility to reach a broader audience. ICTC and partner agencies should take advantage of these types of opportunities to promote active transportation. For example, a new multi-use path near a school or park represents an opportunity to reach out to residents and parents of school-age children and to conduct an event, a group walk, or a group bike ride to educate, encourage, and engage with each other. This type of combination often results in a higher return on investment for both the physical and programmatic elements of a project.

The following programs are organized as a menu of initiatives, each listed under one of the “Six Es”. These categories are not definitive. They are merely intended to offer some level of organization to the many program initiatives that can be explored in Imperial County.



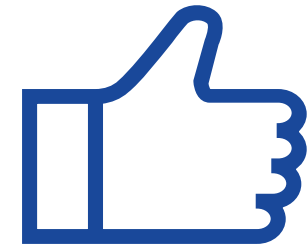
Engagement



Equity



Engineering



Encouragement



Education



Evaluation

4.21.1 ENGAGEMENT

Community outreach initiatives should start by listening to residents, families, business owners, local leaders, and working with existing community organizations. These critical relationships should allow for purposeful, ongoing engagement opportunities. Listed below are a few examples of engagement methods and tools that can be used to increase public participation.

Signage

Signage is an effective tool to share information about a program or project. Displays can inform the public and encourage stakeholders to participate in engagement activities. Printed and digital signage can be used to remind people to engage, inform, and share vital information. Recent examples such as SCAG's GoHuman campaign included a variety of printed signage that were installed on front lawns or fences of schools, parks, and local libraries of Imperial County.

Electronic Newsletter

Distribution of an online newsletter is a great way to engage the public. Distribution should be researched and considered prior to utilizing this outreach method. This form of media can be used to display project and contact information as well as ways for readers to get involved. Engage with local Public Information Officers to determine the best online channels of communication for newsletters.

Hotline

A hotline is a great way for community members to call in, leave comments, or talk to someone directly about a project or program. A hotline should be considered as a support tool of an overall community engagement strategy. Depending on the target audience, it may be necessary to have a multilingual person staffing the hotline. A hotline number is relatively low cost and requires little effort to maintain.

Surveys and Questionnaires

Surveys and questionnaires can be created to identify the needs and views of a community. Surveys are low-cost yet effective methods to gather feedback needed to support an active transportation project.

4.21.2 EQUITY

The recommendations in this ATP prioritize the safety of residents whose primary mode of transportation is walking, biking, skateboarding, and public transportation. Special emphasis is given to underserved communities where infrastructure is lacking. The following goals, strategies, and practices can help address inequities at the government level that can then have positive effects for local communities striving to improve active transportation in their respective areas.

Consider the Transportation Needs of Traditionally Underserved Populations

Recognize the importance of addressing the barriers that prevent trips from being safe, especially for the younger and lower income populations who cannot afford, operate, or choose to forgo vehicle ownership.

Examine Organizational Practices and Policies

Existing practices and policies may have unintended consequences when it comes to transportation equity. A systematic review of its practices should be performed to identify potential equity issues and opportunities.

Increase Staff Diversity

Surveys have shown disparity between the socio-demographics of transportation decision-makers and the community they are meant to serve. Agencies should continually seek to increase the diversity of its staff at all levels of leadership and decision-making so that its workforce represents the community it serves.

Prioritize Projects in Light of Equity Considerations

Agencies can aim to implement improvements in areas that are disproportionately affected by health and safety burdens, acknowledging that policies and designs that improve conditions for vulnerable groups can benefit everyone in the community.

Encourage Public Involvement

Collaboration with the community is an integral part of the planning process. Individuals, especially those belonging to traditionally underserved communities, need to be empowered to participate in the transportation planning processes and have their needs heard.

4.21.3 ENGINEERING

A variety of engineering tools can be used to make sure that County and city roadways are designed to keep bicyclists and pedestrians safe at all times. Some of these tools include street design techniques that are meant to reduce traffic congestion, decrease vehicular speeds, and enhance pedestrian and bicycle safety. Hiring traffic engineers and civil engineers that support modern active transportation, complete streets, and first-last-mile planning principles can have major positive impacts on the design and construction of projects. Engineers are encouraged to explore infrastructure improvements that not only prioritize vehicles but rather aim to balance the needs of all people traveling throughout the County.

4.21.4 ENCOURAGEMENT

Vehicle usage can be decreased by encouraging residents and visitors to bike, walk, and take transit to their local destinations. Encouragement is all about making bicycling and walking more fun, healthy and easy to do. It's important to remain honest and acknowledge that mode shift to other forms of travel won't happen overnight, but ongoing programs tailored to encouragement will allow a community to make positive progress. To achieve progress, the County, along with ICTC, and other local organizations,

can organize a series of activities and events that promote alternate modes of transportation and healthier lifestyles.

National Bike Month in May

During the month of May, cities across the country organize events and campaigns to educate people about biking and to encourage them to bike more to their destinations. Activities such as Bike Week, Bike to Work, and Bike Fridays can be organized and promoted.

Open Streets Events

Open streets events are increasingly popular in Southern California. They provide families and friends an opportunity to walk, bike, skate, or scooter down streets in their city free of cars.

Family Friendly Bike Rides

Fun, family-friendly bike rides throughout the months where extreme heat isn't an issue are meant to encourage bike usage. These events can occur on a weekly or monthly basis and can be tailored towards bicycle and road safety.

Ride and Walk of Lights

These annual winter afternoon/evening events allow participants to get creative and use a variety of lights to be more visible while they walk or bike while enjoying fun displays of lights from their local community.

5K Running/Walking Events

Free or low-cost five kilometers running and walking events are an excellent way to encourage people to explore their city on foot. Post-race refreshments and healthy snacks can be provided to participants.



National Bike Month logo



Open streets event in Long Beach



Children's Foundation of The Imperial Valley 5K

Food-Focused Bike Rides

Food-focused bike ride events encourage participants to get together to enjoy food while exploring their city's streets and neighborhoods. This is an innovative way of bridging bike riding, food, and community building.

Walking Tours

Communities and local groups can organize family-friendly themed walks where participants have the opportunity to explore key locations including historical buildings, parks, murals, and businesses.

Bike to Work Week

Participants can pledge to bike to work at least once during a set week. The participants can then be entered to win a raffle or prize.



Walk audit/ tours in Santa Ana

Walk to School Day

Walk to School Day is an annual event that takes place in the month of May designed to encourage students, parents, and community members to walk to schools. This is a fun and educational event that gives people the opportunity to socialize and build connections with other members of the community. Imperial County should continue this annual event and keep records to determine how future walking events can attract more participants.



Walk to School Day logo



Separated bikeway demonstration project

Demonstration Project

Over the past decade Tactical Urbanism or “Demonstration Projects” has become an international movement, bringing about a shift in how communities think about project development and how their public spaces can be quickly and easily transformed. These demonstration projects include low-cost, temporary changes to the built environment intended to improve local neighborhoods and gathering places. In Southern California, these kinds of projects allow residents to experience what the project may look like and how it affects their neighborhood. These events are aimed to educate and gain support from the community so that an agency can move towards permanent project implementation. Cities and communities in Imperial County can utilize SCAG’s Go Human campaign to facilitate these demonstration projects as needed.

4.21.5 EDUCATION

According to the Statewide Integrated Traffic Records System (SWITRS) bicycle and pedestrian collision dataset, there were 96 bicycle-related collisions, 143 pedestrian-related collisions, and 2,099 vehicular-related collisions. The County should consider carrying out public education campaigns to improve pedestrian and bicyclist safety. The following examples of education campaigns can help teach drivers, pedestrians, and bicyclists how to share the road safely.

Safety Assemblies

Safety assemblies can be organized as interactive gatherings or festivals that consist of various stations throughout a school gymnasium or park. Each station can have a bicycle, pedestrian, and teen driver safety component that allows students to participate in various activities while learning the basics of “on the road” safety.



Demonstration project in San Diego

Bike Safety Workshops

A two-hour long class intended to build habits, skills, and in-depth exploration of rights and responsibilities of bicyclists. Participants can receive a free helmet, bike lights, or fix-kits for attending.

Pedestrian and Bike Traffic Safety Fairs

An obstacle course to teach pedestrians and bicyclists how to identify different street signs and how to use street infrastructure to increase safety. Youth and children navigate the obstacle course to win free helmets and lights.

Bike Maintenance and Ride Workshops

Bike maintenance and ride workshops can include a series of classes for youth and young adults aged between 12-18 years. These classes are meant to teach riders how to fix and ride a bicycle. Participants learn the rules of the road, as well as their rights and responsibilities as bicyclists.

4.21.6 EVALUATION

In order to improve programs and ensure that the bicycle and pedestrian conditions in Imperial County are adequate, audits, traffic-safety data collection, analysis, and reporting are necessary. The following examples include ways communities can evaluate and monitor programs and infrastructure.

Create An Active Transportation Evaluator Position

A dedicated active transportation evaluator position would assist an agency in reviewing project plans and built projects as well as ensuring consistency and cooperation between city departments. The evaluator would also assist with completing grant applications, maintaining a prioritized list of improvements, researching appropriate funding sources, and updating cost estimates. This investment in staff is often returned since this position is usually responsible for securing State and federal funding.

Active Transportation Advisory Committee

Communities can explore creating an Active Transportation Advisory Committee that can provide oversight for this Regional Active Transportation Plan. Many municipalities have developed active transportation advisory committees to address issues and opportunities related to walking, bicycling, and transit. This group can act as a community liaison and support staff, volunteers, and advocate efforts to address issues and help evaluate the progress of improvements in this Active Transportation Plan.

Conduct Bicycle and Pedestrian Counts and Review Collision Data

- » Conduct regular bicyclist and pedestrian counts throughout the County to determine baseline mode share and subsequent changes. Conducting counts would allow the County to collect information on where the most bicycling and walking occur. This assists in prioritizing and justifying projects when funding is solicited and received. Counts can also be used to study bicycling and walking trends throughout Imperial County. Analysis that could be conducted includes:
- » Changes in volumes before and after projects have been implemented
- » Prioritization of local and regional projects
- » Research on clean air change with increased bicycle use

Counts should be conducted at the same locations and at the same times every year. Conducting counts during different seasons within the year may be beneficial to understanding the differences in bicycle and pedestrian traffic volumes based on seasonal weather. In addition, bicycle and pedestrian counts should be collected as part of any existing traffic counts. Results should be regularly recorded for inclusion in the bicycle and pedestrian report card (see next section).

Communities should engage their local police or sheriff's department to collect and track collision data. Regular reports of traffic collisions should be presented to the advisory committee. Traffic collisions involving bicyclists and pedestrians should be regularly reviewed and analyzed to develop plans to reduce their frequency and severity. Any such plans should include police or sheriff involvement and should be monitored to determine their effectiveness. Results of the number of collisions should be recorded in a bicycle and pedestrian report card described in the next section.

Active Transportation Report Card

Communities could develop a bicycle and pedestrian report card: a checklist used to measure the success of plan implementation, as well as effort made, within the community. The report card could be used to identify the magnitude of accomplishments in the previous year and general trends. The report card could include, but not be limited to, keeping track of system completion, travel by bicycle or on foot (counts) and safety.

Each community can use the report card to track trends. For example, an upward trend in travel by bicycle or on foot would be viewed as a success, regardless of the specific increase in the number of bicyclists or walkers.

A portion of the report card would be an evaluation of system completion. An upward trend would indicate that the community is progressing in its efforts to complete their active transportation network identified in this document. The report card could be developed to utilize information collected as part of annual and on-going evaluations, as discussed in the previous sections. The report card is not intended to be an additional task for City staff, but rather a means of documenting and publicizing the community's efforts related to bicycle and pedestrian planning. It can be a task of an advisory committee to review annual report cards and to suggest future plan and goal adjustments.

In addition to quantifying accomplishments related to the bicycle plan, the community should strive to quantify its efforts. These may be quantified as money spent, staff hours devoted or other in-kind contributions. The quantified effort should be submitted as a component of the report card. Some cities publish their report cards online.

Apply for Bicycle Friendly Community Designation

Bicycle Friendly Community designation is part of a program offered by the League of American Bicyclists (LAB) intended to provide communities guidance on becoming more bicycle friendly as well as to award communities for their achievements. Like the report card described previously, Bicycle Friendly Community designation provides a standard by which Imperial County can measure its progress toward bicycle friendliness. It could be a function of the Active Transportation Advisory Committee to support County or city staff to update their application to improve upon its current recognition level to aim for a higher status.

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Chapter 5

Funding



5.1 LIST OF GRANTS

Federal, state, and local government agencies invest billions of dollars every year in the nation's transportation system. Only a fraction of that funding is used to develop policies, plans, and projects to improve conditions for bicyclists and pedestrians. Even though appropriate funds are available, they are limited and often hard to find. Desirable projects sometimes go unfunded because communities may be unaware of a fund's existence or may apply for the wrong type of grant. In addition, there is increasing competition between municipalities for the limited available funds.

Whenever federal funds are used for bicycle and pedestrian projects, a certain level of state and/or local matching funding is generally required. State funds are often available to local governments on similar terms. Almost every implemented active transportation or complete street program and infrastructure project in the United States has had more than one funding source and it often takes considerable coordination to pull the various sources together.

According to the publication by the Federal Highway Administration (FHWA), an Analysis of Current Funding Mechanisms for Bicycle and Pedestrian Programs at the Federal, State and Local Levels, where successful local bicycle infrastructure programs exist, there is usually an active transportation coordinator with an extensive understanding of funding sources. City staff are often in a position to develop a competitive project and detailed proposal that can be used to improve conditions for bicyclists and pedestrians within their jurisdictions. Some of the following information on federal and state funding sources were derived from the previously mentioned FHWA publication.

ICTC, the Imperial County, and the cities in the County should pursue state level grants through programs such as Caltrans' Active Transportation Planning (ATP) and Sustainable Transportation Planning grants, the Strategic Growth Council's Sustainable Community Planning Grants, Urban Greening Grants and through the Highway Safety Improvement Program (HSIP). Projects that are not awarded funding through the Caltrans ATP cycles are sent to the Southern California Association of Gov-

ernments (SCAG), the local MPO, for consideration for funding through their programs. It will be important to coordinate efforts with adjacent jurisdictions on projects that affect and benefit both cities. Coordination and joint efforts also strengthen an application due to combined benefits for multiple jurisdictions.

Federal, state, and local funding sources may also be used for the design and maintenance phases of a project. Due to rising trends in Low Impact Development (LID), urban greening, and urban forestry, funding sources for these types of improvements can also be incorporated into active transportation projects to increase odds of successfully winning a grant. Agencies encourage as much "multi-benefit" outcomes as possible for all grant applications. Refer to the following funding sources table for specific details on funding cycles.

FUNDING ORIGIN

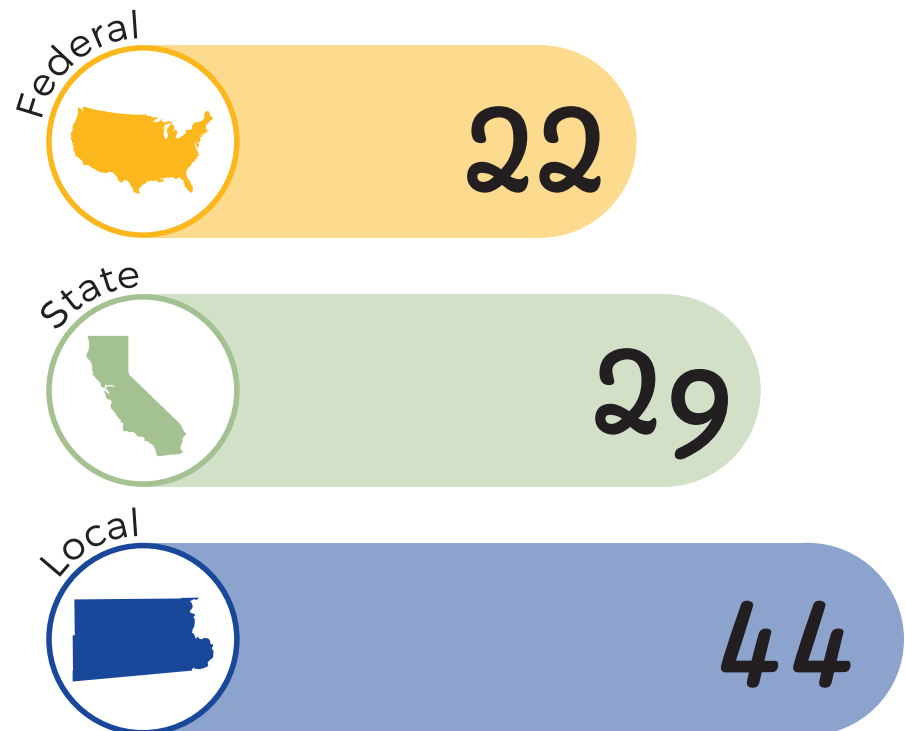


TABLE 5-1: Federal Funding Sources

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Enhanced Mobility of Seniors and Individuals with Disabilities	FTA	The goal of this program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options.	Unavailable	X	X		<ul style="list-style-type: none"> • Mobility management programs • Building an accessible path to a bus stop • Improving signage, or way-finding technology 	https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310	Both
Safe Routes to Parks, Activating Communities Program	National Center for Safe Routes to School and Caltrans	The program framework provides a structured process to increase safe and equitable access to parks and green spaces. The framework includes four main areas of activity: 1) Assessment, 2) Planning, 3) Implementation, and 4) Sustainability, with each area heavily infused with proactive community engagement.	Unavailable	X		X	<ul style="list-style-type: none"> • Safe Routes to Parks action plans • Implementation activities such as acquiring rights-of-way, maintenance, and street design 	https://www.saferoutespartnership.org/healthy-communities/saferoutestoparks/2019	Competitive
Pilot Program for Transit-Oriented Development Planning - Section 2005(b)	FTA	Provides funding to local communities to integrate land use and transportation planning with a transit capital investment that will seek funding through the Capital Investment Grant (CIG) Program.	Annual	X			<ul style="list-style-type: none"> • TOD projects and plans 	https://www.transit.dot.gov/notices-funding/pilot-program-transit-oriented-development-planning-fy2021-notice-funding	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Public Transportation COVID-19 Research Demonstration Grant Program	FTA	This program will fund grants through public transit agencies to develop, deploy, and demonstrate innovative solutions that address COVID-19 related concerns to increase operating efficiencies and improve mobility.	Unavailable			X	<ul style="list-style-type: none"> Plans and measures for innovative solutions that improve the operational efficiency of transit agencies and enhance the mobility of transit users affected by the COVID-19 public health emergency 	https://www.transit.dot.gov/grant-programs/public-transportation-covid-19-research-demonstration-grant-program	
Public Transportation Innovation - 5312		Provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers.	Unavailable	X			<ul style="list-style-type: none"> Research, development, demonstration and deployment projects 	https://www.transit.dot.gov/funding/grants/public-transportation-innovation-5312	Competitive
Safety Research and Demonstration Program		The Safety Research and Demonstration (SRD) Program is part of a larger safety research effort at the U.S. Department of Transportation that provides technical and financial support for transit agencies to pursue innovative approaches to eliminate or mitigate safety hazards. The SRD program focuses on demonstration of technologies and safer designs.	Annual			X	<ul style="list-style-type: none"> Operational safety programs 	https://www.transit.dot.gov/research-innovation/safety-research-and-demonstration-program	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON- INFRASTRUCTURE	PLANNING			
State of Good Repair (SGR) Grants - 5337	FTA	Provides capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems to maintain a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit Asset Management plans.	Four Fiscal Years			X	• Fixed guideway and high intensity motorbus systems	https://www.transit.dot.gov/funding/grants/state-good-repair-grants-5337	Formula
Urbanized Area 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
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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

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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

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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

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				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

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				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

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				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Levitt AMP Music Series	Levitt Foundation	An exciting matching grant program made possible by the Mortimer & Mimi Levitt Foundation, a national creative placemaking funder dedicated to strengthening the social fabric of America through the power of free, live music. With Levitt AMP, the joy of free, live music is bringing communities together in small and mid-sized towns and cities across the country.	Annual		X		• Free Music Series	https://grant.levittamp.org/submit-a-registration/	Competitive
Online Fundraising Platform	IOBY	<p>ioby stands for “in our backyards,” but it also stands for taking care of each other, for civic participation, and for trusting neighbors to know what’s best for the neighborhood.</p> <p>ioby gives local leaders the ability to crowdfund the resources they need to build real, lasting change from the ground up. Our crowdfunding platform helps connect local leaders with support and funding from their communities to make our neighborhoods more sustainable, healthier, greener, more livable, and more fun.</p>	Ongoing		X		<ul style="list-style-type: none"> • Clear air programs • Clean water programs • Climate change programs • Compost programs • Education programs • Mutual Aid programs • Open Space & Greening programs • Public Health & Nutrition programs • Recycling programs 	https://ioby.org/	
Transformative Climate Communities (TCC)	Strategic Growth Council/ Department of Conservation		February	X				http://www.sgc.ca.gov/programs/tcc/	

TABLE 5-3: Local Funding Sources:

FUNDING SOURCE	FUNDING ORIGIN	FUNDING CYCLE
Special Habitat Conservation Programs	Regional MPOs/Local Cities	Unavailable
Special Parks and Recreation Bond Revenues		
Special Transportation Bonds and Sales Tax Incentives		
Sustainable Communities Program (SCP) ¹	Southern California Association of Governments (SCAG)	Annual Budget May-July
Local Community Engagement and Safety Mini-Grants ²		
Advertising Sales/Naming Rights	Local Jurisdictions	Annual Budget
Community Facilities District (CFD)		
Infrastructure Financing District (IFD)		
Facilities Benefit Assessment District (BFA)		
Easement Agreements/Revenues		
Equipment Rental Fees		
Facility Use Permits Fees		
Fees and Charges/Recreation Service Fees		
Food and Beverage Tax		
General Fund		
General Obligation Bonds		
Intergovernmental Agreements		
Lease Revenues		
Mello Roos Districts		
Residential Park Improvement Fees		
Park Impact Fees		
Traffic Impact Fees		
In-Lieu Fees		
Pouring Rights Agreements		
Private Development Agreements		

Websites:

¹ <https://scag.ca.gov/sustainable-communities-program>² <https://scag.ca.gov/apply-mini-gran>

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

VII. ACTION CALENDAR

- B. Proposed Distribution plan for the COVID Relief Funds FY 2021-22- Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)
 - 1. Approve Proposed Distribution Plan for the CRR-SAA funds
 - A. Option #2 Flat Distribution for Jurisdictions with less than 10,000 population Plan, with the caveat if the Cities of Westmorland, Holtville and Calipatria do not have projects to propose their amount would be equably distributed to the other agencies.
 - B. Direct staff to return with a list of recommended projects for approval by the Commission
 - 2. Authorize staff to submit the recommended projects to the California Transportation Commission (CTC).



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February 2, 2022

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

SUBJECT: Proposed Distribution plan for the COVID Relief Funds FY 2021-22- Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)

Dear Committee Members:

The Imperial County Transportation Commission (ICTC) was made aware of funding available under the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Program. The Federal Coronavirus Response and Relief Supplemental Appropriation Act of 2021 apportioned \$911.8 million to California (COVID Relief Funds). Under the Act, the COVID Relief Funds may be used for a broad range of surface transportation purposes listed in Section 113(b) of Title 23 of the U.S. Code and are meant to “prevent, prepare for, and respond to coronavirus.” Specifically, the Act allows states to cover revenue losses, which is important given that California’s state-generated transportation revenues have declines by about \$1.5 billion due to the pandemic. Approximately \$842,000 is available for the Imperial County Region.

ICTC staff has presented availability of funds, eligibility requirements and funding distribution of available funds to Technical Advisory Committee (TAC) members during several TAC meetings. During the November 17, 2021, TAC meeting, Caltrans Headquarters staff presented on the program and discussed the requirements and eligible activities. Per TAC members directive, ICTC staff prepared two possible distributions for consideration.

The following tables represent the different distribution plans considered. Option one is based on population and maintained mileage to all member agencies. Option two is also based on population and maintained mileage with a difference of a flat distribution for jurisdictions with less than 10,000 population. Option two creates an opportunity for Calipatria, Holtville, and Westmorland to receive a more substantial amount of \$50,000 to implement meaningful projects in their communities.

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

The following are the Proposed Distribution Plan options for the CRRSAA funds:

Population and Maintained Mileage Based Distribution Plan Option #1

JURISDICTION	2020 TOTAL POPULATION	2020 MAINTAINED MILEAGE	Dec-21 ALLOCATION	SUB TOTAL ALLOCATION	TOTAL ALLOCATION
Brawley	27,175	87.47	\$ 106,365.54	\$ 106,365.54	\$ 106,365.54
Calexico	40,796	97.43	\$ 157,796.13	\$ 157,796.13	\$ 157,796.13
Calipatria	3,654	23.30	\$ 14,943.45	\$ 14,943.45	\$ 14,943.45
El Centro	44,841	136.51	\$ 175,077.14	\$ 175,077.14	\$ 175,077.14
Holtville	6,359	23.77	\$ 25,073.26	\$ 25,073.26	\$ 25,073.26
Imperial	19,876	80.55	\$ 78,717.77	\$ 78,717.77	\$ 78,717.77
Westmorland	2,346	9.19	\$ 9,273.55	\$ 9,273.55	\$ 9,273.55
County of Imperial	35,331	2,572.15	\$ 274,935.16	\$ 274,935.16	\$ 274,935.16
Total	180,378	3,030.37	\$ 842,182.00	\$ 842,182.00	\$ 842,182.00

Flat Distribution for Jurisdictions with less than 10,000 population Plan Option #2

JURISDICTION	2020 TOTAL POPULATION	2020 MAINTAINED MILEAGE	FLAT ALLOCATION	Dec-21 ALLOCATION	SUB TOTAL ALLOCATION	TOTAL ALLOCATION
Brawley	27,175	87.47		\$ 93,633	\$ 93,633	\$ 93,633
Calexico	40,796	97.43		\$ 138,988	\$ 138,988	\$ 138,988
Calipatria			\$ 50,000		\$ 50,000	\$ 50,000
El Centro	44,841	136.51		\$ 154,138	\$ 154,138	\$ 154,138
Holtville			\$ 50,000		\$ 50,000	\$ 50,000
Imperial	19,876	80.55		\$ 69,255	\$ 69,255	\$ 69,255
Westmorland			\$ 50,000		\$ 50,000	\$ 50,000
County of Imperial	35,331	2,572.15		\$ 236,168	\$ 236,168	\$ 236,168
Total	168,019	2,974.11	\$ 150,000.00	\$ 692,182	\$ 842,182	\$ 842,182

Option #1 and Option #2 Comparison

JURISDICTION	POPULATION	Population and Maintained Mileage Total Allocation Option #1	Flat Distribution for Jurisdiction with less than 10,000 population Option #2
Brawley	27,175	\$ 106,365.54	\$ 93,633.00
Calexico	40,796	\$ 157,796.13	\$ 138,988.00
Calipatria	3,654	\$ 14,943.45	\$ 50,000.00
El Centro	44,841	\$ 175,077.14	\$ 154,138.00
Holtville	6,359	\$ 25,073.26	\$ 50,000.00
Imperial	19,876	\$ 78,717.77	\$ 69,255.00
Westmorland	2,346	\$ 9,273.55	\$ 50,000.00
County of Imperial	35,331	\$ 274,935.16	\$ 236,168.00
Total	180,378	\$ 842,182.00	\$ 842,182.00

ICTC is responsible of submitting a list of eligible projects using CRRSAA funds to the California Transportation Commission (CTC). The CTC has advised that project list of CRRSAA funds is submitted as soon as possible to prevent redistribution of funds. Therefore, it is ICTC goal to submit a list of projects to the CTC for approval by their May 2022.

ICTC staff developed the Proposed Distribution Plan Options for the CRRSAA funds for discussion and recommendation by the TAC members. On December 16, 2021, members of the ICTC TAC reviewed the Proposed Distribution Plan options for CRRSAA funds. TAC members were able to agree to move forward with **Option #2**-Flat Distribution for Jurisdictions with less than 10,000 population Plan, with the caveat if the Cities of Westmorland, Holtville and Calipatria do not have projects to propose their amount would be equally distributed to the other agencies.

The Technical Advisory Committee met on December 16, 2021, and forwards this item to the Management Committee for review and consideration. It is requested that the Management Committee forward this item to the Commission for review and approval after public comment, if any:

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

Sincerely,



David Aguirre
Interim Executive Director

DA/vm/mf

VII. ICTC ACTION CALENDAR

- C. Imperial County Transportation Commission (ICTC) resolution for Federal Fiscal Year (FFY) 2022/2023 Federal Transportation Improvement Program
 - 1. Authorize the Chairman to sign the resolution that certified funding has been identified for the projects in the FFY 2022/2028 FTIP and affirms our commitment to implement all projects in the program.



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February 2, 2022

ICTC Management 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.

The ICTC Technical Advisory Committee met on February 3, 2022 and forwards this item to the 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,

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

David Aguirre
Interim Executive Director

DA/vm/mf

Attachment

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

RESOLUTION NO. XXXXX-XX

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

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

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

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

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

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

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

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

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

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

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

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

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

By: _____
Chairperson

ATTEST:

By:

CRISTI LERMA
Secretary to the Commission

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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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>

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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

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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

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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 <i>Total project cost stays the same \$2,445</i>	

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						

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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	

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

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 <i>Total project cost stays the same \$1,202</i>

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 <i>Total project cost stays the same \$1,523</i>

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

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

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

PRIMARY PROGRAM CODE	PROJECT LIMITS
NCR26 - BICYCLE FACILITY-UPGRADE	

2023 Federal Transportation Improvement Program

ALL 23TIP TIP ACTIONS

Imperial County Transportation Commission (ICTC)

Project Listings

(in \$000's)

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

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

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

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

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

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

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

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

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

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

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

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

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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
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

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

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

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

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

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

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

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ALL 23TIP TIP ACTIONS

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(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

FTIP ID	LEAD AGENCY		COUNTY	CONFORM CATEGORY		PROJECT COST	PROJECT COMPLETION DATE
IMP140804	CALTRANS		Imperial	EXEMPT - 93.126		\$3,694	13-SEP-24
RTP ID	SYSTEM	PHASE	MODELING		AIR BASIN	FTIP AMENDMENT	
6M04018	State	Project open for use but landscaping/Other still pending		NO	SSAB	23-00	
PRIMARY PROGRAM CODE			PROJECT LIMITS				
NCN46 - PLANTING/LANDSCAPING							
DESCRIPTION			CURRENT CHANGE REASON				
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		

FTIP ID		LEAD AGENCY		COUNTY	CONFORM CATEGORY		PROJECT COST	PROJECT COMPLETION DATE		
IMP190201		CALTRANS		Imperial	EXEMPT - 93.126		\$4,500	30-OCT-23		
RTP ID	SYSTEM	PHASE			MODELING		AIR BASIN	FTIP AMENDMENT		
7120003	State	Environmental Document/Pre-Design Phase (PAED)			NO		SSAB	23-00		
PRIMARY PROGRAM CODE				PROJECT LIMITS						
NCRT1 - BRIDGE RES & REP (NO LN ADD) w/ TCM										
DESCRIPTION				CURRENT CHANGE REASON						
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				
PHASE	FUND SOURCE	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
FTIP ID		LEAD AGENCY		COUNTY	CONFORM CATEGORY		PROJECT COST	PROJECT COMPLETION DATE		
IMPL513		CALTRANS		Imperial	EXEMPT - 93.126		\$465,633	31-DEC-21		
RTP ID	SYSTEM	PHASE			MODELING		AIR BASIN	FTIP AMENDMENT		
REG0701	State	Contract/Project Complete			NO		SSAB	23-00		
PRIMARY PROGRAM CODE				PROJECT LIMITS						
SHP03 - ROADWAY REHABILITATION				Post Miles: Begin 0.00 End 10.30						

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Project Listings
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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
Imperial County Transportation Commission (ICTC)
Project Listings
(in \$000's)

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

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

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

PRIMARY PROGRAM CODE	PROJECT LIMITS
PLN40 - PLANNING	

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

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

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

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

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

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

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

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	PROJECT COST	PROJECT COMPLETION DATE
IMP33000	IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC)	Imperial	EXEMPT - 93.126	\$100,172	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 - 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
IMP33003	Transit	Construction/Project Implementation begins	NO	SSAB	23-00

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

VIII. LTA ACTION CALENDAR

- A. Imperial County Regional Local Transportation Authority Annual Financial Audit for Fiscal Year Ended June 30, 2021
 - 1. Receive, Approve and File the FY 2020-21 Imperial County Local Transportation Authority Annual Financial Audit for the following agencies: Brawley, Calexico, Calipatria, El Centro, Holtville, Imperial, Westmorland, the County of Imperial and the ICLTA.



Imperial County Local Transportation Authority

1503 N. Imperial Ave., Suite 104, El Centro, CA, 92243

Phone: 760-592-4494 | Fax: 760-592-4410

February 4, 2022

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

SUBJECT: Imperial County Local Transportation Authority Annual Financial Audit for Fiscal Year Ended June 30, 2021

Dear Committee Members:

According to Section VIII of the ordinance dated July 1, 1989, the Local Transportation Authority (LTA) must conduct fiscal audits of its financial activities on an annual basis. The ordinance states: *“An annual independent audit shall be conducted to assure that the revenues expended by the Authority under this section are necessary and reasonable in carrying out its responsibility under the Ordinance.”*

The ordinance and the bylaws also states: *“the Local Taxpayer Supervising Committee (LTSC) shall supervise a post-audit of the financial transactions and records of the Authority at least annually by a certified public accountant as described in Section 12...”*

The LTSC met on February 3, 2022, to review the annual financial reports performed by the CPA firm, the Vasquez & Company LLC: *LTA Annual Financial Report, for fiscal year ended June 30, 2021*; and to provide feedback and recommendations. The Committee had the following recommendations:

- Provide LTA audit requirements training to agency staff as required.
- Provide a template to all agencies for the 5-year expenditure plan to ensure uniformity in the annual audit.
- Request that agency staff provide the LTA with a list of LTA funded completed projects for a 5–10-year period.
- Provide a better definition of the Maintenance of Efforts expectation and requirements applicable to each agency.
- Implement a cap on administrative use of LTA funds. No more than 6 to 10% recommended.
- Submit documentation pertaining to use and projects utilizing LTA funds for the prior fiscal year to LTA staff no later than November 1st.
- Allow LTA staff to implement withholding funds penalties to agencies for noncompliance with LTA regulations.

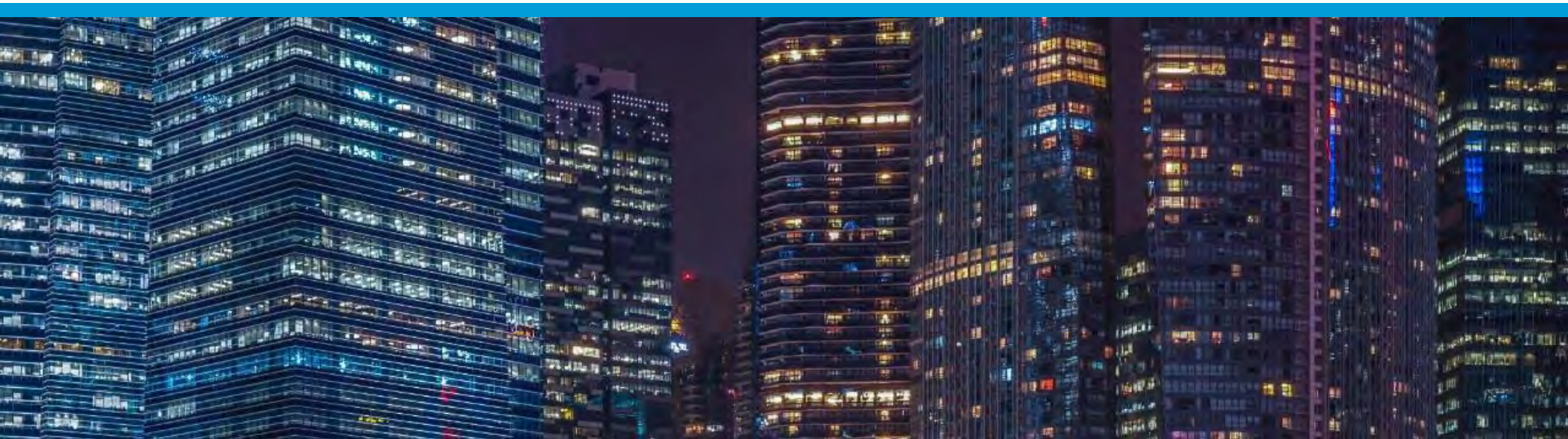
It is requested that the ICTC Management Committee forward this item to the LTA Board for their review and approval after public comment, if any:

1. Receive, Approve and File the FY 2020-21 Imperial County Local Transportation Authority Annual Financial Audit for the following agencies: Brawley, Calexico, Calipatria, El Centro, Holtville, Imperial, Westmorland, the County of Imperial and the ICLTA.

Sincerely,

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

DAVID AGUIRRE
Interim Executive Director



IMPERIAL COUNTY LOCAL TRANSPORTATION AUTHORITY REPORT TO THE BOARD OF DIRECTORS

February 3, 2022



INTRODUCTION

To the Board of Directors Imperial County Local Transportation Authority

We are pleased to present this report related to our audit of the financial statements of Imperial County Local Transportation Authority (ICLTA) as of and for the year ended June 30, 2021, as well as the compliance audit of its member agencies with the Measure D Sales Tax Fund. This report summarizes certain matters required by professional standards to be communicated to you in your oversight responsibility for the ICLTA's financial reporting process, as well as other matters that we believe may be of interest to you. Our financial and compliance audits do not relieve management or those charged with governance of their responsibilities.

This report is intended solely for the information and use of the Board of Directors and management, and is not intended to be, and should not be, used by anyone other than these specified parties. It will be our pleasure to respond to any questions you have regarding this report. We appreciate the opportunity to continue to be of service to ICLTA.

Vasquez & Company LLP

AGENDA

- ☐ The Engagement Team
- ☐ Independence
- ☐ Scope of Engagement
- ☐ Summary of Audit Results
 - Independent Auditor's Report
 - Status of Compliance Audits
- ☐ Compliance Issues and Other Observations
- ☐ AU-C 260 Communications
- ☐ Other Audit Considerations
- ☐ Questions
- ☐ Contact Information

ENGAGEMENT TEAM

- ☐ Roger Martinez, Engagement Partner
- ☐ Isidro (Cid) Conde, Audit Manager
- ☐ Angelica Rufino – IT Audit Manager
- ☐ Veja, Pam, Joan – Senior Auditors

INDEPENDENCE

- ☐ There are no relationships between any of our representatives and ICLTA that in our professional judgment may reasonably be thought to bear on independence.
- ☐ Vasquez & Company LLP meets the independence requirements of *Government Auditing Standards* as it relates to the ICLTA.

SCOPE OF ENGAGEMENT

Financial statement audit - ICLTA

- in accordance with Generally Accepted Government Auditing Standards
- as of and for the year ended June 30, 2021

Compliance audits – 7 cities and 1 county

- in accordance with ICLTA Ordinance No. 1-2008 (Measure D)
- for the year ended June 30, 2021

SUMMARY OF AUDIT RESULTS

FINANCIAL STATEMENTS AUDIT - UNQUALIFIED OPINION

INDEPENDENT AUDITORS REPORT

Audit performed in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards

The financial statements present fairly, in all material respects, the financial position of the governmental activities and each major fund of ICLTA as of June 30, 2021, and the changes in financial position for the year then ended.



STATUS OF COMPLIANCE AUDITS

**All cities and the county,
Except for Calipatria and
Westmorland**

- ❑ Overall, we did not find any significant noncompliance.
- ❑ See Compliance Issue slide for comments.

STATUS OF COMPLIANCE AUDITS

County of Imperial
City of Imperial
City of El Centro

- ☐ Draft report presented to management
- ☐ To route to partners for review and approval

STATUS OF COMPLIANCE AUDITS

City of Holtville

- ☐ Draft report presented to management
- ☐ Waiting for client feedback on the draft report

STATUS OF COMPLIANCE AUDITS

City of Brawley

- ☐ Draft report presented to management
- ☐ Found error in recording of ICTC revenue \$79,178. City will adjust.
- ☐ Reviewing response on error in beginning fund balance \$159,882.

STATUS OF COMPLIANCE AUDITS

City of Calexico

- ☐ Draft report presented to management
- ☐ Found error in beginning fund balance \$1,111,721.
- ☐ The amount appears to be an additional expenditures in FY19/20 that was not included in the prior year report.
- ☐ Waiting for documents supporting the expenditures.

STATUS OF COMPLIANCE AUDITS

City of Calipatria

- ☐ No draft report yet.
- ☐ City suffered data loss from October 2020 and is still in the process of restoring their accounting transactions.
- ☐ City recently provided their cash transactions for FY20/21.
- ☐ We will try to reconstruct the revenues and expenditures from these cash transactions and start the audit from these reconstructed balances.

STATUS OF COMPLIANCE AUDITS

City of Westmorland

- ☐ No draft report yet.
- ☐ Recently received the trial balance and awaiting for detail list of revenues and expenditures to select samples for testing.

COMPLIANCE ISSUES AND OTHER OBSERVATIONS



COMPLIANCE ISSUES

1

Enforce requirement that each local agency shall submit to the Local Taxpayer Supervising Committee by November 1st each year a report detailing the expenditure, by project, of any and all sales tax receipts from this measure for the prior fiscal year.

2

Set minimum Maintenance of Effort level for street and road expenditures for each local agency to comply.

3

Establish maximum administrative expenses that each local agency can spend annually.



OTHER OBSERVATIONS

1

Observation: Current year transactions of the debt service fund is recorded in ICLTA's General Fund.

Recommendation: Establish a separate Debt Service Fund to easily monitor the fund's transactions.

AUDITOR'S REQUIRED COMMUNICATION TO THOSE CHARGED WITH GOVERNANCE (AU-C 260)

REQUIRED COMMUNICATION TO THOSE CHARGED WITH GOVERNANCE

Management's Responsibility	Management has primary responsibility for the accounting principles used, including their consistency, application, clarity and completeness.
Consultations with Other Accountants	We are not aware of any consultations by management with other accountants about accounting or auditing matters.
Difficulties with Management	We did not encounter any difficulties with management while performing our audit procedures that require the attention of the Board.
Disagreements with Management	We encountered no disagreements with management on financial accounting and reporting matters as they relates to the current year financial statements.

REQUIRED COMMUNICATION TO THOSE CHARGED WITH GOVERNANCE

Continued

Significant Accounting Policies	ICLTA's significant accounting policies are appropriate, and management has applied its policies consistently with prior periods in all material respects.	
Management's judgments and accounting estimates	Significant items subject to estimates	- None noted.

REQUIRED COMMUNICATION TO THOSE CHARGED WITH GOVERNANCE

Continued

Controversial issues	No significant or unusual transactions or accounting policies in controversial or emerging areas for which there is lack of authoritative guidance or consensus were identified.
Audit Adjustments	There were audit adjustments proposed related to Debt Service Fund and beginning fund balance difference. These were accepted by management.
Passed Audit Differences	There were no uncorrected misstatements (passed audit differences).
Conditions of Retention	No significant issues were discussed, or subject to correspondence, with management prior to retention.

REQUIRED COMMUNICATION TO THOSE CHARGED WITH GOVERNANCE

Continued

Material Weakness and Significant Deficiency

There were no material weaknesses identified.

Irregularities, Fraud or Illegal Acts

ICLTA management is not aware of any investigations, nor have they been notified by any agency of the intent to investigate ICLTA.

Management Representations

ICLTA will provide us with a signed copy of the management representation letter prior to issuance of our audit report.



OTHER AUDIT CONSIDERATIONS

List of Open Items

- ☐ **Signed Management Representation Letter**
- ☐ **Subsequent events footnote update, if any**

QUESTIONS



THANK YOU FOR YOUR TIME
AND ATTENTION



CONTACT INFORMATION

Roger A. Martinez, Audit Practice Leader



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telephone no.: (213) 873-1703

Isidro (Cid) Conde, Audit Manager



email address: c_conde@vasquezcpa.com



telephone no.: (213) 873-1730

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Vasquez & Company LLP has over 50 years of experience in performing audit, accounting & consulting services for all types of nonprofit organizations, for-profit companies, governmental entities and publicly traded companies. Vasquez is a member of the RSM US Alliance. RSM US Alliance provides its members with access to resources of RSM US LLP. RSM US Alliance member firms are separate and independent businesses and legal entities that are responsible for their own acts and omissions, and each are separate and independent from RSM US LLP. RSM US LLP is the U.S. member firm of RSM International, a global network of independent audit, tax, and consulting firms. Members of RSM US Alliance have access to RSM International resources through RSM US LLP but are not member firms of RSM International. Visit rsmus.com/about-us for more information regarding RSM US LLP and RSM International. The RSM™ logo is used under license by RSM US LLP. RSM US Alliance products and services are proprietary to RSM US LLP.

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Imperial County Local Transportation Authority

El Centro, California

Annual Financial and Compliance Report

Year Ended June 30, 2021

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**Annual Financial and Compliance Report
Imperial County Local Transportation Authority
El Centro, California**

***Year Ended June 30, 2021
With Independent Auditor's Reports***

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INDEPENDENT AUDITOR'S REPORT

**To the Board of Directors
Imperial County Local Transportation Authority
El Centro, California**

Report on Financial Statements

We have audited the accompanying financial statements of the governmental activities and each major fund of the Imperial County Local Transportation Authority ("ICLTA"), as of and for the year ended June 30, 2021, and the related notes to the basic financial statements, which collectively comprise ICLTA's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

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

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

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



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

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and each major fund of ICLTA as of June 30, 2021, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis, on pages 7 through 10, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise ICLTA's basic financial statements. The supplementary information presented on pages 37 and 38 is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, based on our audit, the procedures performed as described above, the supplementary information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

The five-year program of projects information on pages 39 through 56 have not been subjected to the auditing procedures applied in the audit of the basic financial statements, and accordingly, we do not express an opinion or provide any assurance on them.



Other Reporting Required by *Government Auditing Standards*

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

Glendale, California

OPEN DATE

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**REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE
AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN
ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS
AND MEASURE D COMPLIANCE REQUIREMENTS**

**To the Board of Directors
Imperial County Local Transportation Authority
El Centro, California**

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities and each major fund of the Imperial County Local Transportation Authority ("ICLTA"), as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise ICLTA's basic financial statements, and have issued our report thereon dated **OPEN DATE**.

Internal Control Over Financial Reporting

In planning and performing our audits of the financial statements, we considered ICLTA's internal control over financial reporting ("internal control") as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of ICLTA's internal control. Accordingly, we do not express an opinion on the effectiveness of ICLTA's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.



Compliance and Other Matters

As part of obtaining reasonable assurance about whether ICLTA's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of ICLTA's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Glendale, California

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MANAGEMENT'S DISCUSSION AND ANALYSIS
(Unaudited)

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Imperial County Local Transportation Authority

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**Management's Discussion & Analysis
Required Supplementary Information
(Unaudited)
June 30, 2021**

The following section of the annual financial report of the Imperial County Local Transportation Authority (the Authority) includes an overview and analysis of the Authority's financial position and activities for the years ended June 30, 2021 and 2020. The discussion and analysis, as well as the basic financial statements which it accompanies, is the responsibility of the management of the Authority.

Introduction to the Basic Financial Statements

This annual report consists of a series of financial statements, prepared in accordance with generally accepted accounting principles; such report has been designed to improve the usefulness of the report to the primary users of these basic financial statements.

The Authority presents its basic financial statement using the economic resources measurement to focus and accrual basis of accounting. The Authority's basic financial statements include a Statement of Net Position and a Statement of Changes in Activities. The notes to the basic financial statements and this section support these statements. All sections must be considered together to obtain a complete understanding of the financial position and results of operations of the Authority.

Statement of Net Position – The Statement of Net Position include all assets and liabilities of the Authority, with the difference between the two reports as net position. Assets and liabilities are reported at their book value, on an accrual basis, as of June 30, 2021 and 2020.

Statement of Activities – The Statement of Activities present the revenues earned and expenses incurred by the Authority during the years ended June 30, 2021 and 2020, on accrual basis of accounting.

Long-Term Debt – On May 1, 2012, the Authority issued \$53,975,000 of Sales Tax Revenue Bonds which are secured by a pledge of all the Authority's sales tax revenues allocated to the County of Imperial and the Cities of Brawley, Calexico, Calipatria, and Imperial. Interest on the Series 2012 bond is payable semiannually on June 1 and December 1 beginning on December 1, 2012 with rates ranging from 3.00 to 5.00 percent per annum. The annual principal requirements are from \$1,745,000 to \$3,855,000 with a final maturity on June 1, 2032.

On September 13, 2018, the Authority issued \$16,765,000 of 2018 Sales Tax Revenue Bonds which are secured by a pledge of all ICLTA sales tax revenues allocated to the Cities of Calexico, Calipatria, and Holtville. Interest on the Series 2018 Bonds is payable semiannually on June 1 and December 1 beginning on June 1, 2019 with rates ranging from 3.25 to 5.00 percent per annum. The annual principal requirements range from \$250,000 to \$2,190,000. The bonds mature on June 1, 2038.

At the end of the fiscal year the Authority's had total bonds outstanding of \$51,727,985.

Imperial County Local Transportation Authority
Management's Discussion & Analysis
(Unaudited) (Continued)
June 30, 2021

Table 1 – Imperial County Local Transportation Authority's Outstanding Debt

	Balance July 1, 2020	Additions	Deletions	Balance June 30, 2021
2012 Sales tax revenue bonds	\$ 37,095,000	\$ -	\$ (2,465,000)	\$ 34,630,000
Unamortized bond premium	534,272	-	(45,145)	489,127
2018 sales tax revenue bonds	16,080,000	-	(265,000)	15,815,000
Unamortized bond premium	840,556	-	(46,698)	793,858
Total long-term debt	\$ 54,549,828	\$ -	\$ (2,821,843)	\$ 51,727,985

Condensed Financial Position Information

The following condensed financial information provided an overview of the Authority's financial position as of June 30, 2021 and 2020.

	2021	2020
ASSETS		
Cash and investments	\$ 9,513,806	\$ 9,031,868
Cash and investments with fiscal agent	14,710,741	17,142,995
Sales taxes receivable	3,530,775	3,435,147
Interest receivable	4,798	17,394
Prepaid bond insurance	73,913	73,913
Total assets	27,834,033	29,701,317
LIABILITIES		
Accounts payable	64	259
Due to other governments	993,860	2,885,551
Interest payable	176,394	184,273
Long-term debt:		
Due within one year	2,825,000	2,730,000
Due in more than one year	48,902,985	51,819,828
Total liabilities	52,898,303	57,619,911
NET POSITION		
Restricted for:		
Capital projects	7,141,001	9,833,980
Debt services	7,569,740	7,309,015
State highway	7,706,994	7,403,587
Transit services	504,238	401,465
Unrestricted (deficit)	(47,986,243)	(52,866,641)
Total net position	\$ (25,064,270)	\$ (27,918,594)

Condensed Financial Position Information (Continued)

(a) *Net Position*

The liabilities of the Authority exceeded its assets at the close of fiscal year 2021 by \$25,064,270 (NetPosition). The deficit was the result of member agencies drawing down on bond proceeds.

(b) *Liabilities*

Liabilities decreased for fiscal year 2021 by \$4,721,608. The decrease was primarily due to reduction in amount due to other governments and debt service payments made by the Authority. The interest payable had a decrease of \$7,879 from the prior year.

Summary of Operations and Changes in Net Position

The Authority's decrease in net position during fiscal year 2021 was \$2,854,324 and the decrease for 2020 was \$5,899,274. The tables below summarize the Authority's activity for the fiscal years ended June 30, 2021 and 2020:

	2021	2020
Revenues		
Sales tax	\$ 16,906,865	\$ 15,392,144
Interest	78,976	663,862
Total revenues	<u>16,985,841</u>	<u>16,056,006</u>
Expenses		
Allocation to local members	8,560,962	11,740,698
Administration	139,619	209,539
Capital projects	3,319,383	7,790,277
Interest	2,111,553	2,214,766
Total expenses	<u>14,131,517</u>	<u>21,955,280</u>
Change in net position	2,854,324	(5,899,274)
Net position		
Beginning of year	(27,918,594)	(22,019,320)
End of year	\$ <u>(25,064,270)</u>	\$ <u>(27,918,594)</u>

(a) *Revenues*

In fiscal year 2021, revenues showed a 6% increase compared to 2020. This was due to increased sales tax revenues resulting from increased business activities.

(b) *Expenses*

These consist of expenses for capital projects, revenue allocations to members, administration, transit, statehighway and bond related expenses. During the year 2021, expenses decreased by 36% or \$7,823,763. The decrease was primarily attributed to the decrease in allocations to local members and capital projects.

Requests for Information

This fiscal report is designed to provide our citizens, taxpayers, creditors, and investors with a general overview of the Authority's finances and to show the Authority's accountability for the money it receives. If you have any questions about this report or need additional financial information, you may reach David Aguirre, Interim Executive Director, Imperial County Transportation Commission, at (760) 592-4494.

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BASIC FINANCIAL STATEMENTS

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GOVERNMENT-WIDE FINANCIAL STATEMENTS

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Imperial County Local Transportation Authority
Statement of Net Position
June 30, 2021

	Governmental Activities
ASSETS	
Cash and investments	\$ 9,513,806
Cash and investments with fiscal agent	14,710,741
Sales taxes receivable	3,530,775
Interest receivable	4,798
Prepaid bond insurance	73,913
Total assets	<u>27,834,033</u>
LIABILITIES	
Accounts payable	64
Due to other governments	993,860
Interest payable	176,394
Long-term debt:	
Due within one year	2,825,000
Due in more than one year	48,902,985
Total liabilities	<u>52,898,303</u>
NET POSITION	
Restricted for:	
Capital projects	7,141,001
Debt services	7,569,740
State highway	7,706,994
Transit services	504,238
Unrestricted (deficit)	(47,986,243)
Total net position	<u>\$ (25,064,270)</u>

See accompanying Notes to the Basic Financial Statements.

Imperial County Local Transportation Authority
Statement of Activities
For the Year Ended June 30, 2021

Functions / Programs	Expenses	Net Revenues (Expenses) and Changes in Net Position Governmental Activities
Governmental activities:		
Transportation:		
Payments to member agencies	\$ 8,560,962	\$ (8,560,962)
Capital projects	3,319,383	(3,319,383)
Administration	139,619	(139,619)
Interest on long-term debt	2,111,553	(2,111,553)
Total Governmental Activities	<u>14,131,517</u>	<u>(14,131,517)</u>
General revenues:		
Measure D sales tax		16,906,865
Interest		78,976
Total general revenues		<u>16,985,841</u>
Change in net position		2,854,324
Net position (deficit):		
Beginning of year		(27,918,594)
End of year		<u>\$ (25,064,270)</u>

See accompanying Notes to the Basic Financial Statements.

GOVERNMENTAL FUNDS FINANCIAL STATEMENTS

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Imperial County Local Transportation Authority
Governmental Funds
Balance Sheet
June 30, 2021

	General	State Highway	Transit Services	Debt Service	Total
ASSETS					
Cash and investments	\$ 1,550,514	\$ 7,530,455	\$ 432,837	\$ -	\$ 9,513,806
Cash and investments with fiscal agents	7,141,001	-	-	7,569,740	14,710,741
Sales tax receivable	3,283,621	176,539	70,615	-	3,530,775
Interest receivable	4,012	-	786	-	4,798
Prepaid bond insurance	73,913	-	-	-	73,913
Total assets	\$ 12,053,061	\$ 7,706,994	\$ 504,238	\$ 7,569,740	\$ 27,834,033
LIABILITIES AND FUND BALANCES					
Liabilities:					
Accounts payable	\$ 64	\$ -	\$ -	\$ -	\$ 64
Due to member agencies	993,860	-	-	-	993,860
Total liabilities	993,924	-	-	-	993,924
Fund balances:					
Restricted for:					
Capital projects	7,141,001	-	-	-	7,141,001
State highway	-	7,706,994	-	-	7,706,994
Transit services	-	-	504,238	-	504,238
Debt service	-	-	-	7,569,740	7,569,740
Unassigned	3,918,136	-	-	-	3,918,136
Total fund balances	11,059,137	7,706,994	504,238	7,569,740	26,840,109
Total liabilities and fund balance	\$ 12,053,061	\$ 7,706,994	\$ 504,238	\$ 7,569,740	\$ 27,834,033

See accompanying Notes to the Basic Financial Statements.

**Imperial County Local Transportation Authority
Reconciliation of the Governmental Funds Balance Sheet to the
Government-Wide Statement of Net Position
June 30, 2021**

Fund Balances of Governmental Funds \$ 26,840,109

Amounts reported for governmental activities in the Statement of Net Position were reported differently because:

Long-term liabilities applicable to the Authority's governmental activities are not due and payable in the current period and accordingly are not reported as fund liabilities. All liabilities both current and long-term are reported in the Statement of Net Position.

Bonds payable	\$ (50,445,000)	
Unamortized premium on bond payable	<u>(1,282,985)</u>	(51,727,985)

Interest payable on long-term debt does not required current financial resources. Therefore, interest payable is not reported as a liability in the governmental funds.

(176,394)

Net Position of Governmental Activities \$ (25,064,270)

See accompanying Notes to the Basic Financial Statements.

**Imperial County Local Transportation Authority
Governmental Funds
Statement of Revenues, Expenditures and Changes in Fund Balances
For the Year Ended June 30, 2021**

	General	State Highway	Transit Services	Debt Service	Total
Revenues:					
Sales taxes	\$ 15,685,801	\$ 872,189	\$ 348,875	\$ -	\$ 16,906,865
County pool interest	15,861	55,472	3,898	-	75,231
Cash with fiscal agent interest	2,148	-	-	1,597	3,745
Total revenues	<u>15,703,810</u>	<u>927,661</u>	<u>352,773</u>	<u>1,597</u>	<u>16,985,841</u>
Expenditures:					
Payment to member agencies	8,310,962	-	250,000	-	8,560,962
Capital projects	2,695,129	624,254	-	-	3,319,383
Administration	139,619	-	-	-	139,619
Debt service:					
Principal payments on bonds	-	-	-	2,730,000	2,730,000
Interest payment on bonds	-	-	-	2,211,275	2,211,275
Total expenditures	<u>11,145,710</u>	<u>624,254</u>	<u>250,000</u>	<u>4,941,275</u>	<u>16,961,239</u>
Revenue Over (Under) Expenditures	<u>4,558,100</u>	<u>303,407</u>	<u>102,773</u>	<u>(4,939,678)</u>	<u>24,602</u>
Other financing sources (uses):					
Transfers in	-	-	-	5,200,403	5,200,403
Transfers out	(5,200,403)	-	-	-	(5,200,403)
Total other financing sources (uses)	<u>(5,200,403)</u>	<u>-</u>	<u>-</u>	<u>5,200,403</u>	<u>-</u>
Changes in fund balances	(642,303)	303,407	102,773	260,725	24,602
Fund balances:					
Beginning of year	11,701,440	7,403,587	401,465	7,309,015	26,815,507
End of year	<u>\$ 11,059,137</u>	<u>\$ 7,706,994</u>	<u>\$ 504,238</u>	<u>\$ 7,569,740</u>	<u>\$ 26,840,109</u>

See accompanying Notes to the Basic Financial Statements.

Imperial County Local Transportation Authority
Reconciliation of the Governmental Funds Statement of Revenues, Expenditures and
Changes in Fund Balances to the Government-Wide Statement of Activities
For the Year Ended June 30, 2021

Net Change in Fund Balances - Total Governmental Funds

Government activities in the Statement of Activities were reported differently because:	\$ 24,602
Principal repayment on long-term debt is not an expense in the Statement of Activities, but is considered an expenditure in governmental funds.	2,730,000
Interest expense on long-term debt is reported in the Statement of Activities, but does not require the use of current financial resources. Therefore, interest expense is not reported as an expenditure in governmental funds. This amount represents the change in accrued interest from the prior year.	7,879
Amortization of bond premium is reported on the Statement of Activities but does not require the use of current financial resources and, therefore, is not reported as expenditures in governmental funds.	<u>91,843</u>
Change in Net Position of Governmental Activities	\$ <u>2,854,324</u>

See accompanying Notes to the Basic Financial Statements.

NOTES TO THE BASIC FINANCIAL STATEMENTS

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NOTE 1 REPORTING ENTITY

The Imperial County Local Transportation Authority (the "Authority") was created to implement the Imperial County Local Transportation Authority Retail Transactions and Use Tax Ordinance, adopted by the electorate on November 4, 2008. The tax is imposed in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division of the Revenue and Taxation Code and Division 19 of the Public Utilities Code (Code Section 180000). The primary purpose of this ordinance was to enact a one-half of one percent retail transactions and use tax for a period of forty years. The proceeds of this tax would be allocated to the County of Imperial and cities in the county for local street and road purposes. Also, a portion of the revenues would be used for administration, transit services and possibly state highway purposes.

Funds that are generated by implementation of the Imperial County Local Transportation Authority Retail Transactions and Use Tax Ordinance are intended to supplement and not to replace existing local revenues used for transportation purposes.

The Authority consists of the following member agencies:

1. City of Brawley
2. City of Calexico
3. City of Calipatria
4. City of El Centro
5. City of Holtville
6. City of Imperial
7. City of Westmorland
8. County of Imperial

The members of the Board of the Authority consist of one member of the City Council of each incorporated city of the Imperial County and two members of the Board of Supervisors of Imperial County. The members serve staggered terms with no term greater than a four-year period. The chairman and vice-chairman of the Board of the Authority are elected annually in June.

NOTE 2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Basis of Presentation

Financial statement presentation follows the recommendations promulgated by the Governmental Accounting Standards Board ("GASB") commonly referred to as accounting principles generally accepted in the United States of America ("U.S. GAAP"). GASB is the accepted standard-setting body for establishing governmental accounting and financial reporting standards.

The Authority's basic financial statements consist of government-wide financial statements, including a statement of net position and a statement of activities, and governmental fund financial statements which provide a more detailed level of financial information.

Government-Wide Financial Statements

The statement of net position and the statement of activities report information on all of the Authority. The effect of significant interfund activity has been removed from these statements. The Authority provides only governmental activities which are supported by sales taxes.

The statement of activities demonstrates the degree to which the Authority program expenses are offset by program revenues. Program expenses include direct expenses clearly identifiable with Ordinance No. 1-2008. Interest expense related to the sales tax revenue bonds is reported as a direct expense of the program. The borrowings are considered essential to the creation or continuing existence of the program. For the year ended June 30, 2021, interest expense of \$2,111,553 was included in program costs. Taxes and interest earned are reported as general revenues.

Fund Financial Statements

The fund financial statements provide information about the Authority's governmental funds. The Authority considers all of its Ordinance No. 1-2008 funds as major governmental funds. They are comprised of the following:

General Fund – This fund is the general operating fund for the authority and accounts for revenues received and expenditures made for the implementation of the Imperial County Local Transportation Authority Retail Transaction and Use Tax. Financing is provided by a one-half-percent sales and use tax assessed for 40 years as adopted by the electorate on November 4, 2008. Ordinance No. 1-2008 requires the sales and use tax revenues only be expended on projects included in the ordinance.

NOTE 2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Basis of Presentation (Continued)

Fund Financial Statements (Continued)

State Highway Fund – This capital projects fund accounts for resources accumulated and payments made on state highway projects authorized by Ordinance 1-2008.

Transit Services Fund – This capital projects fund accounts for resources accumulated and payments made on transit services projects authorized by Ordinance 1-2008.

Debt Service Fund – This fund accounts for the resources accumulated and payments made for principal and interest on long-term debt of the Authority.

Measurement Focus, Basis of Accounting, and Financial Statement Presentation

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

Governmental fund financial statements are reported using the “*current financial resources*” measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the Authority considers revenues to be available if they are collected within 90 days of the end of the fiscal period. Expenditures generally are recorded when a liability is incurred; however, principal and interest expenditures on long-term debt of governmental funds are recorded only when payment is due.

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

NOTE 2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Cash and Investments

The Authority maintains cash and investments in the Imperial County Investment Pool (ICIP). The ICIP is an external investment pool, is not rated and is not registered with the Securities Exchange Commission (SEC). These pooled funds are carried at costs which approximates fair value. Interest earned is deposited quarterly into participating funds. For further information regarding the ICIP refer to the County of Imperial general purpose financial statements. Proceeds from the sale of bonds and amounts held for the repayment of principal and interest is held by a third-party fiscal agent. Funds held by the third-party fiscal agent are reported at fair value.

Fair Value Measurements

U.S. GAAP defines fair value, establishes a framework for measuring fair value and establishes disclosures about fair value measurement. Investments, unless otherwise specified, recorded at fair value in the Statements of Net Position, are categorized based upon the level of judgment associated with the inputs used to measure their fair value. Levels of inputs are as follows:

- Level 1 Inputs are unadjusted, quoted prices for identical assets and liabilities in active markets at the measurement date.
- Level 2 Inputs, other than quoted prices included in Level 1, that are observable for the asset or liability through corroboration with market data at the measurement date.
- Level 3 Unobservable inputs that reflect management's best estimate of what market participants would use in pricing the asset or liability at the measurement date.

Interfund Transactions

During the course of operations, numerous transactions occur between individual funds involving goods provided or services rendered and transfers of revenues from funds authorized to receive the revenue to funds authorized to expend it. Outstanding interfund balances are reported as due to/from other funds at the governmental fund level.

Long-Term Debt

In the government-wide financial statements, long-term debt is reported as a liability in the statement of net position. Bond premiums and discounts are deferred and amortized over the life of the bonds using the straight-line method, which approximates the effective interest method. Bonds payable are reported plus the applicable bond premium.

NOTE 2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Long-Term Debt (Continued)

In the fund financial statements, governmental funds recognize bond premiums and discounts, as well as bond issuance costs, in the current period. The face amount of debt is reported as other financing sources. Premiums received on debt issuances are reported as other financing sources, while discounts on debt issuances are reported as other financing uses. Issuance costs, whether or not withheld from the actual debt proceeds received, are reported as debt service expenditures.

Fund Balances

The governmental fund financial statements present fund balances based on classifications that comprise a hierarchy that is based primarily on the extent to which the Authority is bound to honor constraints on the specific purposes for which amounts can be spent. The classifications include: nonspendable, restricted; and the unrestricted classifications of committed, assigned and unassigned. When both restricted and unrestricted resources are available for use, fund balance is generally depleted by restricted resources first, followed by unrestricted resources in the following order: committed, assigned and unassigned. The fund balance classifications are defined as follows:

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

Restricted – amounts which constraints placed on their use that are either (a) externally imposed by creditors (such as through debt covenants), grantors, contributors, or laws or regulation of other governments; or (b) imposed by law through constitutional provisions or enabling legislation. Fund balances used in the governmental fund financial statements are restricted as follows:

Capital Projects – Amount of bond proceeds which can only be used for capital projects.

State Highway – Cash held for state highway improvements projects.

Transit Services – Cash held for transit projects, programs and services.

Debt Service – Cash held by the third-party fiscal agent for future payments of principal and interest.

Committed – amounts that can only be used for specific purpose pursuant to constraints imposed by formal action of the Board of the Authority. The Board of the Authority may establish fund balance commitments by formal action. Those committed amounts cannot be used for any other purpose unless the Authority removes or changes the specified use by taking the same type of action it employed to previously commit those amounts.

NOTE 2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Fund Balances (Continued)

Assigned – amounts that are constrained by the Authority’s intent to be used for specific purposes, but are neither restricted nor committed. Intent should be expressed by the highest level of decision-making authority (the Board of the Authority), or by a body or official to which the governing body has delegated the authority to assign amounts to be used for specific purposes.

Unassigned – the residual classification for the General Fund. This classification represents fund balance that has not been assigned to other funds and that has not been restricted, committed, or assigned to specific purposes within the General Fund. The General Fund should be the only fund that reports a positive unassigned fund balance amount. In other governmental funds, if expenditures incurred for specific purposes exceeded the amounts restricted, committed, or assigned to those purposes, it may be necessary to report a negative unassigned fund balance.

Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States requires management to make estimates and assumptions that affect certain reported amounts and disclosures during the reporting period. As such, actual results could differ from those estimates.

NOTE 3 CASH AND INVESTMENTS

Cash and investments are reported in the basic financial statements as follows:

Cash and investments	\$ 9,513,806
Cash and investments with fiscal agent	<u>14,710,741</u>
Total cash and investments	<u>\$ 24,224,547</u>

Cash and investments are comprised of the following at June 30, 2021:

Imperial County investment pool	\$ 9,513,806
With third party fiscal agent	<u>14,710,741</u>
Total investments	<u>\$ 24,224,547</u>

Imperial County Local Transportation Authority
Notes to the Basic Financial Statements
For the Year ended June 30, 2021

NOTE 3 CASH AND INVESTMENTS (CONTINUED)

At June 30, 2021, cash and investments are reported at fair value based on quoted market prices, where available. The following table represents the fair value measurements of investments in the accompanying Statement of Net Position measured at fair value on a recurring basis and the level within the fair value hierarchy in which the fair value measurements fall at June 30, 2021:

Authorized Investment Type	Fair Value	Percentage of Portfolio	Measurement Input
Imperial County investment pool	\$ 9,513,806	39%	Uncategorized
Money market fund	14,710,741	61%	Uncategorized
	<u>\$ 24,224,547</u>		

Authorized Investments

Investments of debt proceeds held by the bond trustee are governed by provisions of the debt agreements, rather than the general provisions of the California Government Code. The table below identifies the investments types that are authorized for investments held by bond trustee.

Authorized Investment Type	Maximum Maturity	Percentage of Portfolio	Maximum Investment in One Issuer
Money market fund	N/A	100%	None

Money market funds of \$17,142,995 were held as of June 30, 2020. The investment in money market funds is valued based on amortized cost.

Custodial Credit Risk

The custodial credit risk for *deposits* is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party.

The custodial credit risk for *investments* is the risk that, in the event of the failure of the counterparty (e.g., broker- dealer) to a transaction, a government will not be able to recover the value of its investment or collateral securities that are in the possession of another party. The Authority's investment policy requires that a third-party bank custody department hold all securities owned by the Authority. All trades are settled on a delivery versus payment basis through the Authority's safekeeping agent.

Imperial County Local Transportation Authority
Notes to the Basic Financial Statements
For the Year ended June 30, 2021

NOTE 3 CASH AND INVESTMENTS (CONTINUED)

Investment in Imperial County Investment Pool

The Authority maintains cash and investments in the Imperial County Investment Pool (ICIP). The ICIP is an external investment pool, is not rated and is not registered with the Securities Exchange Commission (SEC). The ICIP investments are authorized by the California Government Code 53635. At June 30, 2021 the weighted average to maturity is 291 days. Deposits and withdrawals in the ICIP and money market funds are made on the basis of \$1 and not fair value. Accordingly, the Authority's investment in the ICIP is measured based on uncategorized inputs not defined as a Level 1, Level 2 or Level 3 input.

Information related to the ICIP may be obtained from the County of Imperial at the County Administration Center at 940 Main Street, El Centro, California 92243.

NOTE 4 SALES TAX RECEIVABLE

Sales Tax Receivable represents amounts due to the Authority from the California Department of Tax and Fee Administration (formerly known as Board of Equalization) for sales tax revenues. The amount due to the Authority was \$3,530,775 as of June 30, 2021.

NOTE 5 INTERFUND TRANSFERS

The Authority transferred \$5,200,403 for the year ended June 30, 2021, from the General Fund to the Debt Service Fund to meet debt service payment requirements.

NOTE 6 BONDS PAYABLE

During the fiscal year ended June 30, 2021, the following changes occurred in bonds payable:

	Balance			Balance		
	July 1, 2020	Additions	Deletions	June 30, 2021	Due within One Year	Due in More Than One Year
2012 Sales tax revenue bonds	\$ 37,095,000	\$ -	\$ (2,465,000)	\$ 34,630,000	\$ 2,555,000	\$ 32,075,000
Unamortized bond premium	534,272	-	(45,145)	489,127	-	489,127
2018 sales tax revenue bonds	16,080,000	-	(265,000)	15,815,000	270,000	15,545,000
Unamortized bond premium	840,556	-	(46,698)	793,858	-	793,858
Total long-term debt	\$ 54,549,828	\$ -	\$ (2,821,843)	\$ 51,727,985	\$ 2,825,000	\$ 48,902,985

Imperial County Local Transportation Authority
Notes to the Basic Financial Statements
For the Year ended June 30, 2021

NOTE 6 BONDS PAYABLE

2012 Sales Tax Revenue Bonds

On May 1, 2012, the Authority issued \$53,975,000 of 2012 Sales Tax Revenue Bonds which are secured by a pledge of all ICLTA sales tax revenues allocated to the County of Imperial and the Cities of Brawley, Calexico, Calipatria, and Imperial. Interest on the Series 2012 Bonds is payable semiannually on June 1 and December 1 beginning on December 1, 2012 with rates ranging from 3.00 to 5.00 percent per annum. The annual principal requirements range from \$1,745,000 to \$3,855,000. The bonds mature on June 1, 2032.

Annual debt service requirements on the 2012 Sales Tax Revenue Bonds as of June 30, 2021, are as follows:

<u>Year Ending June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2022	\$ 2,555,000	\$ 1,463,088	\$ 4,018,088
2023	2,625,000	1,386,438	4,011,438
2024	2,750,000	1,269,100	4,019,100
2025	2,865,000	1,150,850	4,015,850
2026	2,990,000	1,027,600	4,017,600
2027-2031	16,990,000	3,091,900	20,081,900
2032	3,855,000	166,450	4,021,450
	<u>\$ 34,630,000</u>	<u>\$ 9,555,425</u>	<u>\$ 44,185,425</u>

Unamortized Bond Premium

On May 1, 2012, the Authority issued \$53,975,000 of Sales Tax Revenue Bonds which are secured by a pledge of all ICLTA sales tax revenues allocated to the County of Imperial and the Cities of Brawley, Calexico, Calipatria, and Imperial. These bonds were sold at a total premium of \$902,975. The premium is amortized throughout the twenty- year term of the bond at a combined monthly rate of \$3,762. As of June 30, 2021, the unamortized bond premium was \$489,127.

Pledged Revenue

The 2012 Revenue Bonds outstanding are secured by the pledge of certain revenues. For the year ended June 30, 2021, debt service payments as a percentage of the pledged gross revenue net of the local fair share program and other expenses as required by the debt agreement, are indicated in the following table:

<u>Description of Pledged Revenue</u>	<u>Annual Amount of Net Pledged Revenue</u>	<u>Annual Debt Service Payments</u>	<u>Pledged Revenue Coverage</u>
Ordinance 1-2008 Sales Tax Revenue	\$ 16,906,865	\$ 2,465,000	\$ 6.86

Imperial County Local Transportation Authority
Notes to the Basic Financial Statements
For the Year ended June 30, 2021

NOTE 6 BONDS PAYABLE

2018 Sales Tax Revenue Bonds

On September 13, 2018, the Authority issued \$16,765,000 of 2018 Sales Tax Revenue Bonds which are secured by a pledge of all ICLTA sales tax revenues allocated to the Cities of Calexico, Calipatria, and Holtville. Interest on the Series 2018 Bonds is payable semiannually on June 1 and December 1 beginning on June 1, 2019 with rates ranging from 3.25 to 5.00 percent per annum. The annual principal requirements range from \$250,000 to \$2,190,000. The bonds mature on June 1, 2038.

Annual debt service requirements on the 2018 Sales Tax Revenue Bonds as of June 30, 2021, are as follows:

Year Ending June 30,	Principal	Interest	Total
2022	\$ 270,000	\$ 653,638	\$ 923,638
2023	285,000	642,838	927,838
2024	300,000	628,588	928,588
2025	315,000	613,588	928,588
2026	325,000	597,838	922,838
2027-2031	1,905,000	2,726,938	4,631,938
2032-2036	8,115,000	1,922,594	10,037,594
2037-2038	4,300,000	254,369	4,554,369
	<u>\$ 15,815,000</u>	<u>\$ 8,040,388</u>	<u>\$ 23,855,388</u>

Unamortized Bond Premium

On September 13, 2018, the Authority issued \$16,765,000 of 2018 Sales Tax Revenue Bonds which are secured by a pledge of all ICLTA sales tax revenues allocated to the Cities of Calexico, Calipatria, and Holtville. These bonds were sold at a total premium of \$922,277. The premium is amortized throughout the twenty-year term of the bond at a combined monthly rate of \$3,891. As of June 30, 2021, the unamortized bond premium was \$793,858.

Pledged Revenue

The 2018 Revenue Bonds outstanding are secured by the pledge of certain revenues. For the year ended June 30, 2021, debt service payments as a percentage of the pledged gross revenue net of the local fair share program and other expenses as required by the debt agreement, are indicated in the following table:

Description of Pledged Revenue	Annual Amount of Net Pledged Revenue	Annual Debt Service Payments	Pledged Revenue Coverage
Ordinance 1-2008 Sales Tax Revenue	\$ 16,906,865	\$ 265,000	\$ 63.80

NOTE 7 GOVERNMENT-WIDE NET POSITION UNRESTRICTED DEFICIT

The deficit of (\$25,065,056) on the Government-wide Statement of Net Position is the result of reporting the debt related to the issuance of bonds as required in the government-wide financial statements without a corresponding asset. Proceeds from the bonds are used primarily to reimburse member agencies for expenses related to the repair and maintenance of streets. These expenses incurred by the member agencies are not capitalized as an asset on the Authority's financial statements. This deficit will decrease as the outstanding balance of the bonds is reduced through principal payments and the future collection of Measure D Sales Tax.

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SUPPLEMENTARY INFORMATION

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Imperial County Local Transportation Authority
Supplementary Information
Schedules
June 30, 2021

Schedule 1 - Cash with Fiscal Agent

* Cash with fiscal agent is allocated for the benefit of those agencies

2012 Bond proceeds - City of Brawley

Capital project funds	\$ 314,709
Debt service	631,255
Principal payment funds	295,082
Interest payment funds	255,104
Total - City of Brawley	<u>1,496,150</u>

2012 Bond proceeds - City of Calexico

Debt service	1,131,309
Principal payment funds	554,487
Interest payment funds	395,121
Total - City of Calexico	<u>2,080,917</u>

2018 Bond proceeds - City of Calexico

Capital project funds	6,699,870
Principal payment funds	2,497
Interest payment funds	4,178
Total - City of Calexico	<u>6,706,545</u>

2012 Bond proceeds - City of Calipatria

Debt service	179,576
Principal payment funds	59,119
Interest payment funds	81,897
Total - City of Calipatria	<u>320,592</u>

2018 Bond proceeds - City of Calipatria

Capital project funds	126,334
Interest payment funds	441
Total - City of Calipatria	<u>126,775</u>

2018 Bond proceeds - City of Holtville

Principal payment funds	1,572
Interest payment funds	50,385
Total - City of Holtville	<u>51,957</u>

2012 Bond proceeds - City of Imperial

Debt service	478,004
Principal payment funds	222,478
Interest payment funds	192,791
Total - City of Imperial	<u>893,273</u>

2012 Bond proceeds - County of Imperial

Debt service	1,607,714
Principal payment funds	798,319
Interest payment funds	628,499
Total - County of Imperial	<u>3,034,532</u>

Cash with Fiscal Agent - Grand Total	\$ <u>14,710,741</u>
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Imperial County Local Transportation Authority
Supplementary Information
Schedules (Continued)
June 30, 2021

Schedule 2

IVT Ride Transit Services	\$ 250,000
Total - Transit Service Project Expenses	\$ 250,000

Schedule 3 - Annual Allocations to Local Member

City of Brawley	\$ 940,273
City of Calexico	506,674
City of Calipatria	102,190
City of El Centro	3,236,054
City of Holtville	260,960
City of Imperial	718,684
City of Westmorland	315,091
County of Imperial	2,231,036
Total - Annual allocations to local members	\$ 8,310,962

Schedule 4 - Bond Principal Payments

2012 City of Brawley	\$ 370,000
2012 City of Calexico	710,000
2012 City of Calipatria	105,000
2012 City of Imperial	280,000
2012 County of Imperial	1,000,000
2018 City of Calexico	165,000
2018 City of Holtville	100,000
Total - Bond principal payments	\$ 2,730,000

Schedule 5 - Bond Interest Expenditures

2012 City of Brawley	\$ 258,675
2012 City of Calexico	417,100
2012 City of Calipatria	72,875
2012 City of Imperial	195,688
2012 County of Imperial	602,700
2018 City of Calexico	498,650
2018 City of Calipatria	51,431
2018 City of Holtville	114,156
Total - Bond interest expenditures	\$ 2,211,275

Imperial County Local Transportation Authority
City of Brawley
Five Year Program of Projects
June 30, 2021

STREET	FROM	TO	PROJECT
A St.	Magnolia St.	Rail Road	Resurface
A St.	Cesar Chavez St.	End of Cul-de-sac	Resurface
A St.	Eastern Ave.	Concord Ave.	Resurface
Abel Velasco St.	End of Cul-de-sac	Seventh St.	Resurface
Acorn Ct.	Walnut St.	End of Cul-de-sac	Resurface
Adams St.	River Dr.	B St.	Resurface
Adams St.	Leonard St.	Malan St.	Resurface
Adler Ct.	End of Cul-de-sac	Fifth St.	Resurface
Adler St.	Rio Vista Ave.	El Cerrito Dr.	Resurface
Adler St.	Seventh St.	Eighth St.	Resurface
Adler St.	Palm Ave.	Eastern Ave.	Resurface
Alamo Ct.	End of Cul-de-sac	Chestnut Ave.	Resurface
Alamo St.	Chestnut Ave.	Imperial Ave.	Resurface
Allen St.	Marilyn Ave.	Western Ave.	Resurface
Andrita Pl.	I St.	G St.	Resurface
Appaloosa St.	First St.	Echo Canyon Dr.	Resurface
Apple Way	Imperial Ave.	Walnut St.	Resurface
Armando Aviles St.	End of Cul-de-sac	Seventh St.	Resurface
Arroyo Ct.	End of Cul-de-sac	End of Cul-de-sac	Resurface
Ash St.	End of Cul-de-sac	Eucalyptus Ave.	Resurface
Avenida de Colimbo	Malan St.	Avenida de la Paloma	Resurface
Avenida de Tortola	End of Cul-de-sac	Avenida de la Paloma	Resurface
Avenida del Valle	Legion St.	Calle Estrella	Resurface
B St.	West End of St.	Imperial Ave.	Resurface
B St.	Seventh St.	East End St.	Resurface
Bele Ct.	Calle de Golondrina	End of Cul-de-sac	Resurface
Bell Ct.	Second St.	End of Cul-de-sac	Resurface
Best Ave.	Northern City Limits	Southern City Limits	Resurface
Bina St.	River Dr.	Magnolia St.	Resurface
Birch St.	End of Cul-de-sac	Joshua Ave.	Resurface
Boswell Ct.	Driftwood Pl.	C St.	Resurface
Branding Iron Ave.	Monterey St.	South End of St.	Resurface
Buitre Ct.	End of Cul-de-sac	End of Cul-de-sac	Resurface
C St.	West End of St.	El Cerrito Dr.	Resurface
C St.	Boswell Ct.	Eighth St.	Resurface
C St.	Rail Road	Palm Ave.	Resurface
C St.	Thirteenth St.	Concord Ave.	Resurface
Calle de Vida	Avenida del Valle	Kelly Ave.	Resurface
Calle del Cielo	Avenida del Valle	Richard Ave.	Resurface
Calle de Golondrina	Avenida de Colimbo	Enara Ct.	Resurface
Calle de Valenzuela	Eastern Ave.	Enara Ct.	Resurface
Calle del Sol	La Valencia Dr.	Richard Ave.	Resurface
Calle Estrella	Avenida del Valle	Richard Ave.	Resurface

Imperial County Local Transportation Authority
City of Brawley
Five Year Program of Projects (Continued)
June 30, 2021

STREET	FROM	TO	PROJECT
Calle Luna	Avenida del Valle	Richard Ave.	Resurface
Cameron Ct.	Bell Ct.	End of Cul-de-sac	Resurface
Cattle Call Dr.	Around Cattle Call Park	SHWY 86	Resurface
Cedar Ct.	End of Cul-de-sac	Jones St.	Resurface
Cesar Chavez St.	River Dr.	Malan St.	Resurface
Cessna Ave.	Franklin Pl.	Lexington St.	Resurface
Chaparral Ct.	End of Cul-de-sac	Voet Dr.	Resurface
Cherry Ct.	Flammang Ave.	End of Cul-de-sac	Resurface
Chestnut Ave.	Alamo St.	Jones St.	Resurface
Cristina Najar St.	End of Cul-de-sac	Seventh St.	Resurface
Christine Carmargo St.	End of Cul-de-sac	Seventh St.	Resurface
Colegrove Ave.	Duarte St.	River Dr.	Resurface
Concord Ave.	Princeton St.	South End of St.	Resurface
Corral Ct.	End of Cul-de-sac	End of Cul-de-sac	Resurface
Cortez Ct.	Magnolia St.	End of Cul-de-sac	Resurface
Crestview Dr.	River Wood Dr.	Ridge Park Dr.	Resurface
D St.	Pinner Dr.	Rail Road	Resurface
D St.	Rail Road	Eastern Ave.	Resurface
David St.	Ronald St.	Evelyn Ave.	Resurface
De Anza Pl.	Allen St.	Cattle Call Dr.	Resurface
Dominguez Ct.	Flammang Ave.	End of Cul-de-sac	Resurface
Driftwood Dr.	Rio Vista Ave.	El Cerrito Dr.	Resurface
Driftwood Pl.	Boswell Ct.	Western Ave.	Resurface
Duarte St.	End of Cul-de-sac	Western Ave.	Resurface
Duarte St.	Palm Ave.	Eastern Ave.	Resurface
E St.	Pinner Dr.	Las Flores Dr.	Resurface
E St.	Western Ave.	Plaza St.	Resurface
E St.	Fifth St.	Rail Road	Resurface
E St.	Rail Road	Eastern Ave.	Resurface
Eastern Ave.	End of Cul-de-sac	Malan St.	Resurface
Earhart Ave.	Lexington St.	South End of St.	Resurface
Echo Canyon Dr.	Monterey St.	South End of St.	Resurface
Edgley Dr.	Julia Dr.	End of Cul-de-sac	Resurface
Eighteenth St.	K St.	Malan St.	Resurface
Eighth St.	K St.	North City Limits	Resurface
El Cerrito Dr.	Duarte St.	Driftwood Pl.	Resurface
El Cerrito Dr.	C St.	D St.	Resurface
El Cerrito Dr.	Main St.	Cattle Call Dr.	Resurface
Eleventh St.	River Dr.	Magnolia St.	Resurface
Eleventh St.	B St.	E St.	Resurface
Eleventh St.	H St.	Malan St.	Resurface
Ell St.	Third St.	Imperial Ave.	Resurface
Elm Ct.	Walnut St.	End of Cul-de-sac	Resurface

Imperial County Local Transportation Authority
City of Brawley
Five Year Program of Projects (Continued)
June 30, 2021

STREET	FROM	TO	PROJECT
Emma Pl.	Kindig Ave.	Shelbie Ave.	Resurface
Enara Ct.	End of Cul-de-sac	Calle de Golondrina	Resurface
Essex Ln.	Seabolt Dr.	Lexington St.	Resurface
Eucalyptus Ave.	Jones St.	End of Cul-de-sac	Resurface
Eucalyptus Ct.	End of Cul-de-sac	Pine Ct.	Resurface
Evelyn Ave.	End of Cul-de-sac	Legion St.	Resurface
Fifth St.	River Dr.	A St.	Resurface
Fifth St.	C St.	Plaza St.	Resurface
Fifth St.	Plaza St.	South End of St.	Resurface
First St.	River Dr.	Main St.	Resurface
First St.	K St.	Julia Dr.	Resurface
First St.	Monterey St.	South End of St.	Resurface
Flammang Ave.	Jones St.	Seventh St.	Resurface
Fourteenth St.	Adler St.	Alley	Resurface
Fourteenth St.	C St.	D St.	Resurface
Fourteenth St.	H St.	J St.	Resurface
Fourteenth St.	K St.	Malan St.	Resurface
G St.	West End of St.	Rio Vista St.	Resurface
G St.	El Cerrito Dr.	Western Ave.	Resurface
G St.	First St.	Plaza St.	Resurface
G St.	Fifth St.	Palm Ave.	Resurface
Garrett St.	K St.	Ell St.	Resurface
Gilmour St.	K St.	Malan St.	Resurface
Glendening Ct.	La Valencia Dr.	End of Cul-de-sac	Resurface
Grapefruit Dr.	Fifth St.	Malan St.	Resurface
Gutierrez Ct.	Flammang Ave.	End of Cul-de-sac	Resurface
H St.	West End of St.	El Cerrito Dr.	Resurface
H St.	First St.	Eighth St.	Resurface
H St.	Ninth St.	Eastern Ave.	Resurface
Hatfield Ct.	End of Cul-de-sac	Flammang Ave.	Resurface
Haviland Ave.	Taxiway St.	River Dr.	Resurface
Hickory Ct.	Flammang Ave.	End of Cul-de-sac	Resurface
Hontza Ct.	End of Cul-de-sac	Calle de Valenzuela	Resurface
I St.	El Cerrito Dr.	Eighth St.	Resurface
I St.	Ninth St.	Best Ave.	Resurface
Imperial Ave.	Northern City Limits	Southern City Limits	Resurface
Ivy St.	Ninth St.	Alley	Resurface
Ivy St.	Palm Ave.	Thirteenth St.	Resurface
J St.	Terrace Cir.	Eighth St.	Resurface
J St.	Ninth St.	Eastern Ave.	Resurface
Jacaranda St.	C St.	Manzanita St.	Resurface
Jennifer St.	Ronald St.	Evelyn Ave.	Resurface
Jones St.	Rio Vista Ave.	Imperial Ave.	Resurface

Imperial County Local Transportation Authority
City of Brawley
Five Year Program of Projects (Continued)
June 30, 2021

STREET	FROM	TO	PROJECT
Jones St.	Palm Ave.	Best Ave.	Resurface
Joshua Ave.	Birch St.	Flammang Ave.	Resurface
Julia Dr.	Willard Ave.	SHWY 86	Resurface
Julia Dr.	Kindig Ave.	Second St.	Resurface
K St.	End of Cul-de-sac	Eighteenth St.	Resurface
Kelly Ave.	Ronald St.	Calle Estrella	Resurface
Ken Bemis Dr.	Airport	Jones St.	Resurface
Kindig Ave.	Tyler Pl.	Julia Dr.	Resurface
La Valencia Ct.	La Valencia Dr.	End of Cul-de-sac	Resurface
La Valencia Dr.	Legion St.	South End of St.	Resurface
Las Flores Dr.	North End of St.	H St.	Resurface
Laurel St.	Eucalyptus Ave.	Flammang Ave.	Resurface
Legion St.	West City Limits	East End of St.	Resurface
Leonard St.	Cesar Chavez St.	Palm Ave.	Resurface
Lexington St.	Seabolt Dr.	Concord Ave.	Resurface
Lindbergh Ct.	River Dr.	Lexington St.	Resurface
Los Olivos Dr.	North End of St.	Legion St.	Resurface
Mackenzie Pl.	End of Cul-de-sac	Shelbie Ave.	Resurface
Madison Ave.	Emma Pl.	Julia Dr.	Resurface
Magnolia Ct.	End of Cul-de-sac	Fifth St.	Resurface
Magnolia St.	B St.	El Cerrito Dr.	Resurface
Magnolia St.	First St.	Third St.	Resurface
Magnolia St.	Seventh St.	Eighth St.	Resurface
Magnolia St.	Cesar Chavez St.	Eastern Ave.	Resurface
Main St.	First St.	City Limits	Resurface
Malan St.	SHWY 86	Best Ave.	Resurface
Manzanita St.	End of Cul-de-sac	End of Cul-de-sac	Resurface
Maple Ct.	End of Cul-de-sac	Jones St.	Resurface
Marilyn Ave.	J St.	Cattle Call Dr.	Resurface
Marjorie Ave.	Main St.	H St.	Resurface
Martin Pl.	Ninth St.	Alley	Resurface
Martin St.	Palm Ave.	Thirteenth St.	Resurface
Mendibles Ct.	End of Cul-de-sac	Flammang Ave.	Resurface
Mesquite Ave.	Olive Way	End of Cul-de-sac	Resurface
Mika Ct.	End of Cul-de-sac	End of Cul-de-sac	Resurface
Milano Ct.	End of Cul-de-sac	End of Cul-de-sac	Resurface
Mita Ct.	End of Cul-de-sac	End of Cul-de-sac	Resurface
Monterey Dr.	End of Cul-de-sac	Echo Canyon Dr.	Resurface
Ninth St.	B St.	South End of St.	Resurface
Norman Ct.	North End of St.	Main St.	Resurface
N. Plaza St.	Main St.	Main St.	Resurface
O'Brian St.	Rubio St.	Eastern Ave.	Resurface
Olive St.	Leonard St.	South End of St.	Resurface

Imperial County Local Transportation Authority
City of Brawley
Five Year Program of Projects (Continued)
June 30, 2021

STREET	FROM	TO	PROJECT
Olive Way	Mesquite Ave.	Chestnut Ave.	Resurface
Orchard Ln.	End of Cul-de-sac	Legion St.	Resurface
Orita Dr.	Julia Dr.	End of Cul-de-sac	Resurface
Palm Ave.	Duarte St.	Malan St.	Resurface
Palm Dr.	Adler St.	Magnolia St.	Resurface
Palm Dr.	H St.	I St.	Resurface
Panno Dr.	Willard Ave.	SHWY 86	Resurface
Panno St.	Legion St.	Willard Ave.	Resurface
Park View Dr.	West End of St.	Western Ave.	Resurface
Pater St.	End of Cul-de-sac	River Dr.	Resurface
Peach St.	Eleventh St.	Palm Ave.	Resurface
Pecan Ct.	Walnut St.	End of Cul-de-sac	Resurface
Pecan St.	Alamo St.	Walnut St.	Resurface
Pine Ct.	End of Cul-de-sac	End of Cul-de-sac	Resurface
Pine St.	Maple Ct.	Jones St.	Resurface
Pinner Dr.	D St.	South End of St.	Resurface
Princeton St.	Havilland Ave.	Concord Ave.	Resurface
Richard Ave.	Panno St.	Calle Estrella	Resurface
Ridge Park Dr.	Crestview Dr.	River Wood Dr.	Resurface
Rio Vista Ave.	Jones St.	South End of St.	Resurface
River Dr.	West City Limits	Seventh St.	Resurface
River Dr.	Cesar Chavez St.	Concord Ave.	Resurface
River Way	Western Ave.	First St.	Resurface
River Wood Dr.	Crestview Dr.	Ridge Park Dr.	Resurface
Roberto Noriega St.	End of Cul-de-sac	Seventh St.	Resurface
Rodeo Dr.	End of Cul-de-sac	Willard Ave.	Resurface
Ronald St.	Panno St.	Evelyn Ave.	Resurface
Rubio St.	Colegrove Ave.	O'Brian St.	Resurface
Russell Dr.	H St.	Willard Ave.	Resurface
Santillan St.	Second St.	South End of St.	Resurface
Seabolt Dr.	Taxiway St.	Beacon St.	Resurface
Second St.	Magnolia St.	South End of St.	Resurface
Sequoia Ave.	Jones St.	Pater St.	Resurface
Sequoia Ct.	End of Cul-de-sac	Pine St.	Resurface
Seventeenth St.	K St.	Malan St.	Resurface
Seventh St.	Christine Carmargo St.	E St.	Resurface
Shank St.	Eighth St.	Best Ave.	Resurface
Shank St.	Best Ave.	City Limits	Resurface
Shelbie Ave.	Macknezie Pl.	Julia Dr.	Resurface
Sierra Dr.	Julia Dr.	End of Cul-de-sac	Resurface
Sixteenth St.	River Dr.	Magnolia St.	Resurface
Sixteenth St.	K St.	Malan St.	Resurface
Sixth St.	D St.	H St.	Resurface

Imperial County Local Transportation Authority
City of Brawley
Five Year Program of Projects (Continued)
June 30, 2021

STREET	FROM	TO	PROJECT
Socorro Juarez St.	End of Cul-de-sac	Seventh St.	Resurface
South Plaza St.	Main St.	Main St.	Resurface
Spruce Ct.	Flammang Ave.	End of Cul-de-sac	Resurface
Stanley Pl.	K St.	Malan St.	Resurface
Steven St.	Panno St.	Evelyn Ave.	Resurface
Sunset Dr.	River Way	A St.	Resurface
Sycamore Dr.	H St.	J St.	Resurface
Sycamore Dr.	Allen St.	Cattle Call Dr.	Resurface
Terrace Cir.	H St.	Terrace Dr.	Resurface
Terrace Dr.	H St.	Terrace Cir.	Resurface
Third St.	River Dr.	C St.	Resurface
Third St.	D St.	Ell St.	Resurface
Thirteenth St.	Adler St.	B St.	Resurface
Thirteenth St.	C St.	E St.	Resurface
Thirteenth St.	J St.	Malan St.	Resurface
Trail St.	Rio Vista Ave.	Western Ave.	Resurface
Trail St.	Palm Ave.	Eastern Ave.	Resurface
Tyler Pl.	Kindig Ave.	End of Cul-de-sac	Resurface
Ulloa Ave.	Magnolia St.	D St.	Resurface
Vine Ave.	K St.	Malan St.	Resurface
Voet Dr.	Arroyo Ct.	Willard Ave.	Resurface
Walnut Ct.	End of Cul-de-sac	Flammang Ave.	Resurface
Walnut St.	Alamo St.	Apple Way	Resurface
Welcome St.	Eleventh St.	Palm Ave.	Resurface
Welcome St.	End of Cul-de-sac	Eastern Ave.	Resurface
Western Ave.	North City Limits	Cattle Call Dr.	Resurface
Wildcat Dr.	SHWY 86	East End of St.	Resurface
Wildcat Dr.	Best Ave.	City Limits	Resurface
Willard Ave.	H St.	Legion St.	Resurface
Willow Ct.	Walnut St.	End of Cul-de-sac	Resurface
Wilson Ct.	North End of St.	I St.	Resurface
Wright Ct.	River Dr.	Lexington St.	Resurface
Zorzal Ct.	Calle de Golondrina	End of Cul-de-sac	Resurface
Zozoa Ct.	End of Cul-de-sac	Calle de Valenzuela	Resurface
Various Alleys			Resurface
Various Intersections			Sight Distance Improvements Sidewalks, Curbs, Gutters, and Various Locations

Imperial County Local Transportation Authority
City of Calexico
Five Year Program of Projects (Continued)
June 30, 2021

STREET	FROM	TO	PROJECT
Kloke Avenue Bridge	All American Canal		Bridge Widening
Highway 111	International Border	Cole Road	Corridor Traffic Study
Cole Boulevard	Van De Graff	M.L. King Avenue	Reconstruction
Second Street I.	Calexico Int'l Airport	Cesar Chavez Boulevard	Bridge & Re-Construction
Weakly Street	Estrada Boulevard	Scaroni Avenue	New Construction
Various Locations			Safety Improvements & Traffic Studies
Cole Boulevard	Bowker Road		Bridges
Andrade Avenue.	Cole Boulevard	Jasper Road	Bridge & New Construction
Sunset Avenue.	Central Main Canal	Jasper Road	Bridge & Road Construction
Yourman Road	Central Main	Jasper Road	Reconstruction
Imperial Avenue West	Central Main Canal	Jasper Road	Reconstruction
Sherman Street	Harold Avenue	Railroad Tracks	Reconstruction
Sherman Street	Pierce Avenue	Emilia Drive	New Construction
V.V. Williams Avenue	All American Canal	Highway 98	Reconstruction
De Las Flores Street	Eady Avenue	Kloke Avenue	New Construction
Sixth Street	Emerson Avenue	Railroad Tracks	New Construction
Third Street	Heber Avenue	Encinas Avenue	Reconstruction & Widening
Fourth Street	Blair Avenue	Encinas Avenue	Reconstruction & Widening
Sixth Street	Imperial Avenue	Heber Avenue	Reconstruction & Widening
Seventh Street	Imperial Avenue	Blair Avenue	Reconstruction & Widening
Sherman Street	Rockwood Avenue	Blair Avenue	Reconstruction & Widening
Eight Street	Imperial Avenue	Rockwood Avenue	Reconstruction & Widening
Eight Street	Imperial Avenue	Rockwood Avenue	Reconstruction & Widening
Rosemont Street	Rockwood Avenue	Blair Avenue	Reconstruction & Widening
Ninth Street	Imperial Avenue	Rockwood Avenue	Reconstruction & Widening
Maiden Lane	Imperial Avenue	Paulin Avenue	Reconstruction & Widening
Tenth Street	Imperial Avenue	Rockwood Avenue	Reconstruction & Widening
Pauline Avenue	Fifth Street	Highway 98 West City Limits	Reconstruction & Widening
Second Street	Calexico Int'l Airport	All American Canal	Bridge & Reconstruction
Beach Street	Elmer Belcher Street	Fifth Street	Repair/Maintenance
Beach Street	Fifth Street	Second Street	Repair/Maintenance
Encanto Drive	Elmer Belcher Street	Eight Street	Repair/Maintenance
Encanto Drive (cul de sac)	Eight Street	Eight Street	Repair/Maintenance
Encanto Terrace	Elmer Belcher Street	Eight Street	Repair/Maintenance
Dool Avenue	Elmer Belcher Street	Fifth Street	Repair/Maintenance
Fifth Street	Emerson Avenue	Andrade Avenue	Repair/Maintenance
Sixth Street	Encinas Avenue	Andrade Avenue	Repair/Maintenance

Imperial County Local Transportation Authority
City of Calexico
Five Year Program of Projects (Continued)
June 30, 2021

STREET	FROM	TO	PROJECT
Holdridge Street	De Leon Avenue	Andrade Avenue	Repair/Maintenance
Camilia Street	Andrade Avenue	Cul-de-sac East	Repair/Maintenance
E. Hashem Avenue	100' N of Holdridge	Cul-de-sac South	Repair/Maintenance
Margarita Street	E. Hashem Avenue	Cul-de-sac West	Repair/Maintenance
Margarita Street	E. Hashem Avenue	Cul-de-sac East	Repair/Maintenance
Jasmine Street	E. Hashem Avenue	Cul-de-sac West	Repair/Maintenance
Jasmine Street	E. Hashem Avenue	Cul-de-sac East	Repair/Maintenance
Obeliscos Street	Iris Avenue	Cul-de-sac West	Repair/Maintenance
Obeliscos Street	Iris Avenue	Cul-de-sac East	Repair/Maintenance
Pauline Avenue	Second Street	Fifth Avenue	Repair/Maintenance
Heber Avenue	First Street	Fourth Street	Repair/Maintenance
Giles Avenue	Second Street	Sherman Street	Repair/Maintenance
Heffernan Avenue	Border	Fifth Avenue	Repair/Maintenance
Paseo de los Virreyes	Paseo del Conquistador	Camino Real	Repair/Maintenance
Paseo de los Reyes	Paseo de su Alteza	Paseo de los Virreyes	Repair/Maintenance
Paseo de su Majestad	Paseo de su Alteza	Paseo de los Virreyes	Repair/Maintenance
Paseo del Conquistador	Paseo de su Alteza	Andrade Avenue	Repair/Maintenance
Paseo del Emperador	Seventh Street	Paseo de su Alteza	Repair/Maintenance
Arroyo Avenue	Rancho Elegante Drive	Second Street	Repair/Maintenance
Camino del Rio	Andrade Avenue	Paseo de su Alteza	Repair/Maintenance
Milpitas Drive	Paseo de su Alteza	Cul-de-sac West	Repair/Maintenance
Rio Hondo	Milpitas Drive	Camino del Rio	Repair/Maintenance
Santiago Drive	De Leon Avenue	Cul-de-sac East	Repair/Maintenance
Colorado Drive	De Leon Avenue	Cul-de-sac East	Repair/Maintenance
Plata Drive	De Leon Avenue	Cul-de-sac East	Repair/Maintenance
Brave Drive	De Leon Avenue	Cul-de-sac East	Repair/Maintenance
De Leon Avenue	Harrington Street	Cul-de-sac South	Repair/Maintenance
Fiesta Avenue	Harrington Street	Holdridge Street	Repair/Maintenance
Holdridge Street	Rancho Frontera	De Leon Avenue	Repair/Maintenance
Rancho Frontera	Harrington Street	Highway 98	Repair/Maintenance
Rancho Frontera	All American Canal	Cole Boulevard	Repair/Maintenance
Granero Avenue	Zapata Street	Rioseco Street	Repair/Maintenance
Santa Ana Street	Coyote Avenue	Rancho Frontera	Repair/Maintenance
Descanso Drive	Santa Ana Street	Cul-de-sac North	Repair/Maintenance
Coyote Avenue	Cabana Street	Cul-de-sac South	Repair/Maintenance
Yourman Road	Cole Boulevard	S. Moreno Street	Repair/Maintenance
Portico Boulevard	Cole Boulevard	Robinson Boulevard	Repair/Maintenance
Enterprise Boulevard	Cole Boulevard	Robinson Boulevard	Repair/Maintenance
Portico Court	Portico Boulevard	Cul-de-sac East	Repair/Maintenance
Amada Court	Rosas Street	Cul-de-sac South	Repair/Maintenance
Dalila Court	Rosas Street	Cul-de-sac South	Repair/Maintenance

Imperial County Local Transportation Authority
City of Calexico
Five Year Program of Projects (Continued)
June 30, 2021

STREET	FROM	TO	PROJECT
E. Hashem Avenue	Sapphire Street	Cul-de-sac South	Repair/Maintenance
Garnet Street	Iris Avenue	Cul-de-sac East	Repair/Maintenance
Feldspar Avenue	Sapphire Street	Garnet Street	Repair/Maintenance
Paseo Camino Real	Andrade Avenue	Paseo de su Alteza	Repair/Maintenance
Paseo Camino Real	Paeso de su Alteza	G. Anaya	Repair/Maintenance
Sixth Street	Encinas Avenue	Dool Avenue	Repair/Maintenance
First Street	Andrade Avenue	Paulin Avenue	Repair/Maintenance
Second Street	Mary Avenue	Imperial Avenue	Repair/Maintenance
Grant Street	Cesar Chavez Blvd	Kloke Avenue	Repair/Maintenance
M. Acuna Avenue	Wozencraft Street	Grant Street	Repair/Maintenance
A&V Thielman Avenue	Wozencraft Street	Grant Street	Repair/Maintenance
R&D Platero Avenue	Sherman Street	Grant Street	Repair/Maintenance
Matallana Court	Sherman Street	Cul-de-sac North	Repair/Maintenance
Linholm Avenue	Wozencraft Street	Sherman Street	Repair/Maintenance
Wozencraft Street	Linholm Avenue	M. Acuna Avenue	Repair/Maintenance
Sherman Street	Linholm Avenue	M. Acuna Avenue	Repair/Maintenance
Third Street	Encinas Avenue	Andrade Avenue	Repair/Maintenance
Fourth Street	Encinas Avenue	Andrade Avenue	Repair/Maintenance
Frontera Drive	Rancho Frontera Avenue	Primavera Court	Repair/Maintenance
Primavera Court	Cul-de-sac South	Posada Court	Repair/Maintenance
Holdridge Street	De Leon Avenue	Subdivision Limits	Repair/Maintenance
Posada Court	Plaza Drive	Primavera Court	Repair/Maintenance
Plaza Drive	Holdridge Street	Posada Court	Repair/Maintenance
Fiesta Avenue	Holdridge Street	Cul-de-sac South	Repair/Maintenance
De Leon Avenue	Plata Drive	Harrington Street	Repair/Maintenance
Bravo Drive	De Leon Avenue	Cul-de-sac East	Repair/Maintenance
Harrington Street	Andrade Avenue	Rancho Frontera Avenue	Repair/Maintenance
Brown Court	Harrington Street	Cul-de-sac North	Repair/Maintenance
Jean Robinson Court	Harrington Street	Cul-de-sac North	Repair/Maintenance
Vereda Drive	Rancho Frontera Avenue	Cul-de-sac East	Repair/Maintenance
Porton Drive	Rancho Frontera Avenue	Cul-de-sac East	Repair/Maintenance
Cabana Street	Coyote Avenue	Andrade Avenue	Repair/Maintenance
Banda Avenue	Cabana Street	Cul-de-sac South	Repair/Maintenance
Coyote Avenue	Alameda Street	Cabana Street	Repair/Maintenance
Enramada Drive	Santa Ana Street	Cul-de-Sac North	Repair/Maintenance
Alameda Street	Granero Avenue	E. Zapata Street	Repair/Maintenance
Bowker Road	Highway 98	Cole Boulevard	Repair/Maintenance

**Imperial County Local Transportation Authority
City of Calexico
Five Year Program of Projects (Continued)
June 30, 2021**

STREET	FROM	TO	PROJECT
Kloke Avenue	Highway 98	All American Canal	Repair/Maintenance
Rockwood Avenue	Fifth Street	Highway 98	Repair/Maintenance
Saphire Street	Andrade Avenue	Subdivision Limits	Repair/Maintenance
Andrade Avenue	All American Canal	Cole Boulevard	Repair/Maintenance
Andrade Avenue	Cole Boulevard	Spud Moreno Street	Repair/Maintenance
Spud Moreno Street	Andrade Avenue	La Jolla Palms Boulevard	Repair/Maintenance
F. Torres Street	La Jolla Palms Boulevard	M. Llanos Court	Repair/Maintenance
M. Llanos Court	F. Torres Street	F. Herrera Street	Repair/Maintenance
F. Herrera Street	M. Llanos Court	H. Najera Avenue	Repair/Maintenance
Zuniga Court	F. Torres Street	Cul-de-sac South	Repair/Maintenance
El Berro	G. Figueroa Avenue	M. Llanos Court	Repair/Maintenance
G. Figueroa Avenue	Playa Del Norte	F. Herrera Street	Repair/Maintenance
Soledad	Del Norte	Cul-de-sac East	Repair/Maintenance
Del Norte	Spud Moreno Street	Playa Del Norte	Repair/Maintenance
Playa Del Norte	Del Norte	Vaho	Repair/Maintenance
Vaho	Playa Del Norte	Paseo Del Ocaso	Repair/Maintenance
Villa Barranca	G. Figueroa Avenue	Cul-de-sac East	Repair/Maintenance
Paso Del Ocaso	Del Norte	Andrade Avenue	Repair/Maintenance

**Imperial County Local Transportation Authority
City of Calepatia
Five Year Program of Projects (Continued)
June 30, 2021**

STREET	FROM	TO	PROJECT
Alamo	Int'l Blvd.	East Av.	Maintenance/Construct
Alexandria	Int'l Blvd.	Brown Av.	Maintenance/Reconstruct
Barbara St.	Int'l Blvd.	Commercial Av.	Maintenance
Blair Road*	Sinclair Rd.	Peterson Rd.	Maintenance/Reconstruct
Bonita Place	Brown Av.	East Av.	Reconstruct
Bonia St.	Int'l Blvd.	East Av.	Maintenance/Construct
Brown Av.	Young Rd.	Bowles Rd.	Maintenance/Reconstruct
California St.	Int'l Blvd.	East Av.	Maintenance/Reconstruct
Centro Av.	Alexandria St.	Alamo St.	Reconstruct
Church St.	Int'l Av.	East Av.	Maintenance/Reconstruct
Commercial Av.	Freeman St.	Church St.	Maintenance/Reconstruct
Date St.	W. Terminus	Railroad Av.	Maintenance/Reconstruct
Delta St.	Int'l Blvd.	Commercial Av.	Maintenance/Reconstruct
Desert Springs Lane	Date St.	Terminus	Maintenance/Reconstruct
East Av.	Young Rd.	Bowles Rd.	Maintenance/Reconstruct
E. Elder	Industrial Av.	Commercial Av.	Reconstruct/Construct
Elder St.	Int'l Blvd.	SR111	Maintenance
Fan Palm Court	Ironwood St.	Laurel Lane	Maintenance/Reconstruct
Fern St.	Int'l Blvd.	SR111	Maintenance
Freeman St.	Brown Av.	East Av.	Maintenance/Construct
Imperial Av.	Delta St.	Date St.	Maintenance
International Blvd.	Delta St.	C. Lateral	Maintenance/Reconstruct
Industrial Av.	Young Rd.	Elder St.	Maintenance/Reconstruct
Ironwood St.	Date St.	Mesa Verde Rd.	Maintenance
Lake Av.	Delta St.	C. Lateral	Maintenance
Laurel Lane	Fan Palm	Mesa Verde Rd.	Maintenance/Reconstruct
Lyerly Rd. (E ½)**	Bowles Rd.	Young Rd.	Maintenance
Main St.	Lyerly Rd.	SR111	Maintenance
Mesa Verde Rd.	Ironwood St.	Terminus	Maintenance/Reconstruct
Park Av.	Delta St.	Fern St.	Maintenance
Railroad Av.	Young Rd.	Bowles Rd.	Maintenance/Reconstruct
Sycamore Court	Date St.	Terminus	Maintenance

*portion of Blair Road within city limits

** East half of road

**Imperial County Local Transportation Authority
City of El Centro
Five Year Program of Projects (Continued)
June 30, 2021**

Project

Salaries (Tech II)
Street Lighting Master Plan
PMS Update & Speed Survey/Streetsaver
ICTC fees/Dial A Ride
Street Improvements - Misc. (Yearly Overlay)
North Date Canal under-grounding
La Brucherie Widening - Barbara Worth to Orange Avenue - Engineering (project transferred to LTA BOND \$3M - City Fund 212)
Imperial Avenue South to McCabe - ENG
Imperial Avenue South to McCabe - ENV
Imperial Avenue South to McCabe - LAND
Imperial Avenue South to McCabe - CON
Imperial Avenue South to McCabe - CM
Wake Ave 12th to La Brucherie
Bradshaw extend from 8th to 12th Street
I-8 SR-86 Shoulder and Slope Maint.
Colonia Area Sidewalks - CDBG ENG
Colonia Area Sidewalks - CDBG CON
Colonia Drainage McDonald - Design
Colonia Drainage McDonald - ROW
Colonia Drainage McDonald - CON
Shovel ready project preparation - Design
Street Striping Maintenance
Article III - Bicycle & Pedestrian
Administrative Costs
Imperial Avenue South to McCabe - CON
RSTPL match
Adams Avenue RSTP Con 710106
Euclid Avenue CMAQ Eng 710102
Euclid Avenue CMAQ Con 710106
Buenavista Ave CMAQ Eng 710102
Buenavista Ave CMAQ Con 710106
HSIP sidewalks and lighting
HSIP sidewalks and lighting
ATP Cyc 1 - 8th Street between Adams & Aurora (design)
ATP Cyc 1 - 8th Street between Adams & Aurora (contingency)
Ross Avenue Rehab Con 710106
CMAQ Signal Light Synchro Mall Area
CMAQ Signal Light Synchro Mall Area
Bond Financing

Imperial County Local Transportation Authority
City of Holtville
Five Year Program of Projects (Continued)
June 30, 2021

STREET	FROM	TO	PROJECT
Fern Avenue	Fifth Street	Fourth Street	Reconstruct
Fern Avenue	Fifth Street	Sixth Street	Resurface
Various Streets			Maintenance & Restorative Seal
Artesia Avenue	Myrtle Avenue	Olive Avenue	Maintenance & Restorative Seal
Eighth Street	Melon	Olive Avenue	Maintenance & Restorative Seal
Fern Avenue	Sixth Street	Ninth Street	Maintenance & Restorative Seal
Orange Avenue	Fifth Street	Tenth Street	Maintenance & Restorative Seal
Walnut Avenue	237 S of Third St	Tenth Street	Maintenance & Restorative Seal
Maple Avenue	Fourth Street	Ninth Street	Maintenance & Restorative Seal
Chestnut Avenue	Fourth Street	Ninth Street	Maintenance & Restorative Seal
Brentwood Avenue	Seventh Street	Ninth Street	Maintenance & Restorative Seal
Holt Avenue	Fifth Street	Ninth Street	Maintenance & Restorative Seal
Sixth Street	Orange Avenue	350 East of Grape	Maintenance & Restorative Seal
Grape Avenue	Fifth Street	Sixth Street	Maintenance & Restorative Seal
Myrtle Avenue	Sixth Street	West Seventh St	Maintenance & Restorative Seal
South Half of 6th St	Tamarack	Melon Ave	Maintenance & Restorative Seal
Fifth Street	Tamarack Ave	Mesquite Ave	Maintenance & Restorative Seal
Cedar Street	Fourth Street	Alamo Bridge	Maintenance & Restorative Seal
Holt Avenue	Ninth Street	Tenth Street	Maintenance & Restorative Seal
Tenth Street	Holt Avenue	Orange Ave	Maintenance & Restorative Seal
Cedar Avenue	Seventh Street	Ninth Street	Maintenance & Restorative Seal
Fourth Street	Highway 115	Holt Avenue	Maintenance & Restorative Seal
Fourth Street	Holt Avenue	Walnut Avenue	Maintenance & Restorative Seal
Fourth Street	Walnut Avenue	Grape Avenue	Maintenance & Restorative Seal
Pine Avenue	Fourth Street	Fifth Avenue	Maintenance & Restorative Seal
Pine Avenue	Fifth Street	Ninth Street	Maintenance & Restorative Seal
Holt Avenue	Fourth Street	Fifth Street	Maintenance & Restorative Seal
Walnut Avenue	South County Line	237 S of Third St	Maintenance & Restorative Seal
Sixth Street	Holt Avenue	Orange Avenue	Maintenance & Restorative Seal
Tamarack Avenue	Fifth Street	Zenos Road (Sixth	Maintenance & Restorative Seal
Palo Verde Avenue	Fifth Street	Zenos Road (Sixth	Maintenance & Restorative Seal
Mesquite Avenue	Fifth Street	Zenos Road (Sixth	Maintenance & Restorative Seal
Sixth Street	Melon Avenue	Holt Avenue of Fifth Street	Maintenance & Restorative Seal
Tenth Street	Orange Avenue	Figueroa Avenue	Maintenance & Restorative Seal
Figueroa Avenue	Ninth Street	Tenth Street	Maintenance & Restorative Seal
Circle Drive	Eighth Street	Ninth Street	Maintenance & Restorative Seal
Circle Drive	Eighth Street	Chestnut Ave	Maintenance & Restorative Seal
Figueroa Avenue	Seventh St	Eighth Street	Maintenance & Restorative Seal
Fig Avenue	Fifth Street	Sixth Street	Maintenance & Restorative Seal
Maple Avenue	Third Street	Fourth Street	Maintenance & Restorative Seal
Third Street	Walnut Avenue	Grape Avenue	Maintenance & Restorative Seal
Chestnut Avenue	Third Street	Fourth Street	Maintenance & Restorative Seal
Rose Avenue – East of			Maintenance & Restorative Seal
Chestnut Avenue			
Ninth Street	Beale Avenue	Towland Road	Maintenance & Restorative Seal

Imperial County Local Transportation Authority
City of Holtville
Five Year Program of Projects (Continued)
June 30, 2021

STREET	FROM	TO	PROJECT
Seventh Street	Beale Avenue	Towland Road	Maintenance & Restorative Seal
Webb Avenue	Seventh Street	Ninth Street	Maintenance & Restorative Seal
Ash Avenue	Eighth Street	Ninth Street	Maintenance & Restorative Seal
Elm Avenue	Eighth Street	Ninth Street	Maintenance & Restorative Seal
Oak Avenue	Eighth Street	Ninth Street	Maintenance & Restorative Seal
Eighth Street	Ash Avenue	Oak Avenue	Maintenance & Restorative Seal
Grape Avenue	Fourth Street	Fifth Street	Maintenance & Restorative Seal
Seventh Street	Myrtle Avenue	Beale Avenue	Maintenance & Restorative Seal
Eighth Street	Olive Avenue	Beale Avenue	Maintenance & Restorative Seal
Wooldridge Ave	Melon Ave	Olive Avenue	Maintenance & Restorative Seal
Ninth Street	Olive Avenue	Beale Avenue	Maintenance & Restorative Seal
Melon Avenue	Sixth Street	Ninth Street	Maintenance & Restorative Seal
Olive Avenue	Fifth Street	Ninth Street	Maintenance & Restorative Seal
Palm Avenue	Fourth Street	Highway 115	Maintenance & Restorative Seal
Palm Avenue	Fifth Street	Ninth Street	Maintenance & Restorative Seal
Cedar Avenue	Fourth Street	Seventh Street	Maintenance & Restorative Seal
Orange Avenue	30' S of Fifth St		Maintenance & Restorative Seal
Beale Avenue	Seventh Street	Ninth Street	Maintenance & Restorative Seal
8th Street	Maple	Walnut Ave	Maintenance & Restorative Seal
Figueroa Avenue	Fifth Street	Sixth Street	Maintenance & Restorative Seal
Olive Avenue	Ninth Street	Tenth Street	Maintenance & Restorative Seal
Ninth Street	Slaton	Brentwood	Maintenance & Restorative Seal
Grape Avenue	Fourth Street	Third Street	Construct Extension
Beale Avenue	Ninth Street	Tenth Street	Construct Extension
Willow Avenue	Ninth Street	Tenth Street	Construct Extension
Grape Court	East of Grape Avenue		Construct Extension
Grape Avenue	Fourth Street	Fifth Street	Install Curb, Gutter & Sidewalk
Walnut Ave Impr Phase II	First Street	Fourth Street	
Monument Sign Phase II			
Cedar Avenue	Fourth Street	Fifth Street	Install Curb, Gutter & Sidewalk
Fourth Street	Cedar Avenue	Walnut Avenue	Install Curb, Gutter & Sidewalk
5th Street, Holt Ave & Cedar Ave			Bus Shelter/Curbs TDA Projects
4th Street/SR 115 - Alamo River Trail			
Alamo River Habitat Conservation			
Citywide			Develop Electric Vehicle Plan
4th Street/SR 115 - Alamo River			Develop Erosion Control
Bridge			
Rail ROW Acquisitions	Grape Avenue		Acquire EV Path Route
SR 115/5th Street			Install Curb, Gutter & Sidewalk
Ninth Street	Brentwood		Underground IID Lateral Canal
9th Street Constr			
Ninth Street	Slaton	Beale	Underground IID Lateral Canal
Ninth Street	Cedar	Palm	Underground IID Lateral Canal
Citywide			Street Sign Replacement
Citywide			Sidewalk Rehab/Replacement
Complete Street Plan			Transportation Planning Project
6th Street Improvements			
4th Street Project			
9th St Lateral	Cedar	Olive	

Imperial County Local Transportation Authority
City of Imperial
Five Year Program of Projects (Continued)
June 30, 2021

PROJECT NAME	PROJECT
1) La Brucherie South	Widening and associated improvement on La Brucherie between Treshill & Aten
2) Town Core	Roadway and sidewalk rehabilitation and associated work on all streets within the original Town Core of Imperial south of 15th Street, west of P Street, north of 1st Street and east of B Street
3) La Brucherie North	Roadway widening on Larsen Road and La Brucherie Road between Neckel and Larsen Road
4a) Joshua Tree Street	Pavement overlay and associated streetscape improvements on Joshua Tree Street
4b) Southwest City	Pavement overlay on Bougainvillea Trail and Sandalwood Glen Avenue; pavement overlay on Aten Blvd west of Vilore Way
4c) Northeast City	Pavement overlay and associated improvement on Canon and Rodeo Drive

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**Imperial County Local Transportation Authority
City of Westmorland
Five Year Program of Projects (Continued)
June 30, 2021**

STREET	FROM	TO	PROJECT
Center Street	Baughman Rd.	8 th Street	Rehab/Maintenance
Bee Street	3 rd Street	Hwy 86	Rehab/Maintenance
B Street	Hwy 86	7 th Street	Construct/Rehab/Repair/Maintenance
C Street	1 st Street	7 th Street	Construct/Rehab/Repair/Maintenance
D Street	1 st Street	8 th Street	Construct/Rehab/Repair/Maintenance
F Street	1 st Street	7 th Street	Construct/Rehab/Repair/Maintenance
G Street	1 st Street	7 th Street	Construct/Rehab/Repair/Maintenance
H Street	1 st Street	8 th Street	Construct/Rehab/Repair/Maintenance
I St	7 th Street	8 th Street	Construct/Repair/Maintenance
J Street	7 th Street	8 th Street	Construct/Repair/Maintenance
Martin Road	South City limits	8 th Street	Construct/Rehab/Repair/Maintenance
Martin/SR86	Intersection		Signalize/Intersection Improvements
Baughman Road	Center Street	West City Lim.	Repair/Maintenance
1 st Street	B Street	H Street	Construct/Rehab/Repair/Maintenance
2 nd Street	C Street	G Street	Construct/Rehab/Repair/Maintenance
3 rd Street	C Street	G Street	Construct/Rehab/Repair/Maintenance
5 th Street	B Street	Mesquite Ave	Construct/Rehab/Repair/Maintenance
6 th Street	B Street	Alamo Bridge	Construct/Rehab/Repair/Maintenance
7 th Street	Dean Road	Martin Road	Construct/Rehab/Repair/Maintenance
8 th Street	East of D St	Center St	Construct/Rehab/Repair/Maintenance
8 th Street	H Street	Cul de sac	Construct/Rehab/Repair/Maintenance
Jauregui Street	G Street	Cul de sac	Repair/Rehab/Maintenance
Sundance Street	J Street	Cook Street	Repair/Rehab/Maintenance
Bonita Street	Center St	Cook Street	Construct/Rehab/Repair/Maintenance
Beverlee Way	Center St	1 st Street	Construct/Rehab/Repair/Maintenance
Cook Street	Baughman Road	Howenstein Rd.	Construct/Rehab/Repair/Maintenance
Dean Road	7 th Street	C Street	Construct
Howenstein Road	Dean Road	I Street	Construct
Howenstein Road	Martin Road	Orange Avenue	Construct

Imperial County Local Transportation Authority
County of Imperial
Five Year Program of Projects (Continued)
June 30, 2021

ROAD	FROM	TO	PROJECT
Various Roads in Bombay			Overlay
Various Roads in Desert			Overlay
Various Roads in Heber			Overlay
Various Roads in Palo Verde			Overlay
Various Roads in Salton City			Overlay
Various Roads in Salton Sea			Overlay
Various Roads in Imperial			Overlay
Diehl Road (13)	Drew Road (WR)	West 2 Miles	Overlay
Wixom Road (12)	Drew Road (WR)	West to End	Overlay
Alamo Road (23.5)	Towland (ET)	Bridenstein Road (EU)	Overlay
Araz (A2N07)	I-8	Winterhaven Drive (A2P06)	Overlay
Aten Road (24)	Forrester Road (WJ)	Gillette Road	Overlay
Baughman Road	Loveland Road	Forrester Road	Overlay
Belford Road (28.5)	Imperial Ave.	West End	Overlay
Blair Road (EE)	McDonald Road (76)	Pond Road (78)	Overlay
Boarts Road (53)	SR86	Kalin Road (WE)	Overlay
Bowker Road (EH)	Cole Road (6)	Jasper Road (8)	Overlay
Bowker Road (EH)	SR98	Anza Road (2)	Overlay
Boyd Road (34)	Poore Road (EY)	Highline Road (EZ)	Overlay/Widen
Brandt Road	Gardner Road	Fredricks Road	Overlay
Brandt Road	Rutherford Road	Bannister Road	Overlay
Brockman Road (WL)	Kramer Road	McCabe Road (14)	Reconstruct
Brockman Road (WL)	SR98	McCabe Road (14)	Overlay/Widen
Cady Road	Loveland Road	Forrester Road	Overlay
Casey Road (EM)	Boyd Road (34)	Keystone Road (36)	Overlay
Chick Road (16)	SR111	1 1/2 Miles West	Overlay/Widen
Clark Road (WC)	Horne Road (16)	Wahl Road (10)	Overlay
Drew Road (WR)	I-8	Lions Road (9)	Overlay
Drew Road (WR)	Lions Road (9)	Kubler Road	Overlay
Drew Road (WR)	Kubler Road (9)	SR98	Overlay
Eddins Road (65)	English Road (WA)	Brandt Road (EC)	Reconstruct
Eddins Road (65)	Lyerly Road (EA)	English Road (WA)	Overlay
English Road (WA)	Montgomery Road (GE)	Sinclair Road (72)	Overlay
Evan Hewes (2A23)	Drew Road (WR)	Westmoreland Road (WX)	Overlay
Evan Hewes (2A23)	Imperial Hwy (2A02)	Plaster City	Overlay
Evan Hewes	Plaster City	Ocotillo	Overlay
Evan Hewes (2A23)	Westmorland Road (WX)	Bennett Road (WP)	Overlay
Evan Hewes (2A23)	SR115	Gordons Well Road	Overlay
Forrester Road (WJ)	I-8	Evan Hewes (2A23)	Overlay
Fredricks Road	Brandt Road	Kalin Road	Overlay
Gentry Road (WI)	Walker Road (58)	New River	Overlay
Harris Road (32)	SR111	McConnell Road (EF)	Overlay
Harris Road (32)	McConnell Road (EF)	Alamo River Bridge	Overlay
Harris Road (32)	Holt Road (ER)	SR115	Overlay/Widen
Hartshorn Road (29)	Webb Road (EX)	Highline Road (EZ)	Overlay
Harvey Road	Schartz Road	Carey Road	Reconstruct
Haskell Road	El Centro Avenue	Havens Road	Reconstruct
Hoskins Road (WO)	Andre Road	Westside Main Canal	Overlay/Reconstruct
Kaiser Road (EQ)	Writ Road (65)	Albright Road (62)	Overlay
Kalin Road	Fredricks Road	Bannister Road	Overlay
Kalin Road	Bannister Road	Walker Road	Overlay
Kalin Road (WE)	Baughman Road (52)	2.8 Miles North	Overlay
Kalin Road (WE)	New River	Vail Road (62)	Reconstruct
Kalin Road (WC)	Webster Road	Baughman Road (52)	Overlay/Reconstruct

Imperial County Local Transportation Authority
County of Imperial
Five Year Program of Projects (Continued)
June 30, 2021

STREET	FROM	TO	PROJECT
Kershaw Road (EC)	Titsworth Road (58)	Rutherford Road (54)	Overlay
Keystone Road (36)	Poore Road (EY)	(EV)	Overlay/Widen
Kubler Road (6)	Brockman Road (WL)	Rockwood Road (WJ)	Reconstruct
Lathrop Road	Worthington Road	Neckel Road	Overlay
Loveland Road	Fredricks Road	Andre Road	Overlay
McCabe Road (14)	Pitzer Road	Dogwood Road	Overlay/Reconstruct/Widen
McConnell Road (EF)	Mead Road (42)	Schartz Road (40)	Overlay
McDonald Road (76)	Potter Road (EG)	Wiest Road (EJ)	Overlay
Miller Road (EAA)	Hunt Road (16)	Humberg Road (8)	Overlay/Widen
Montgomery Road (69)	Wiest Road (EJ)	Reed Road (EM)	Reconstruct
Murphy Road (28)	LaBrucherie Road (WE)	West End	Overlay
Neighbors Boulevard	County Line	Bridge	Overlay
Ogilby Road (3M01)	Railroad Tracks	SR78	Overlay
Ralph Road	SR86	Dogwood Road	Overlay
Ross Road (18)	Austin Road (WG)	Forrester Road (WJ)	Overlay
Reugger Road (61)	Reeves Road	Alamo River	Overlay
Rutherford Road (54)	Butters Road (ES)	1.0 Miles East	Overlay
Rutherford Road (54)	SR115	Hastain Road (EO)	Overlay
Rutherford Road (54)	SR111	Best Road (EC)	Overlay
Schartz Road (40)	Dogwood Road	SR111	Overlay/Reconstruct
Seybert Road (EI)	SR78	Sillman Road (45)	Overlay
Silsbee Road (WM)	Aten Road (24)	Hackelman Road (22)	Reconstruct
Slaton Road	9 th Street	Thiesen Road (22)	Overlay
Snyder Road (EW)	SR1115	Norrish Road (25)	Overlay
Spa Road (9D08)	Hot Mineral Spa Road	Coachella Canal Road (7G03)	Overlay
Underwood Road (7G01)	Holtville City Limits	Towland Road (ET)	Overlay
Various Bridges in Imperial			Maintenance/Miscellaneous
Verde School Road (10)	Miller Road (EAA)	1.0 Miles East	Overlay
Walker Road (58)	Brandt Road (WC)	Kalin Road (WG)	Overlay
Webb Road (EX)	Norrish Road (25)	Worthington Road (27)	Reconstruct
Wiest Road (EJ)	Merkley Road (73)	Road 75	Overlay
Wiest Road (EJ)	Wirt Road (65)	Montgomery Road (69)	Overlay
Willoughby Road at			Signals
Wirt Road (65)	Wiest Road (EJ)	Kaiser Road (EQ)	Overlay
Worthington Road (27)	New River	Forrester Road	Overlay
Yocum Road	SR111	Kershaw Road (EC)	Overlay
Yourman Road (ED)	McCabe Road (14)	SR111	Overlay

**City of Brawley
Measure D Sales Tax Fund
Brawley, California**

**Financial Statement and Other Information
with Independent Auditor's Reports
*For the Year Ended June 30, 2021***

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**City of Brawley
Measure D Sales Tax Fund
Brawley, California**

**Financial Statement and Other Information
with Independent Auditor's Reports
*For the Year Ended June 30, 2021***

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FINANCIAL SECTION

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INDEPENDENT AUDITOR'S REPORT

To the Board of Directors
Imperial County Local Transportation Authority
El Centro, California

Report on the Financial Statement

We have audited the accompanying statement of revenues and allowable expenditures of the Measure D Sales Tax Fund of the City of Brawley, California ("City") for the year ended June 30, 2021, and the related notes to the financial statement, as listed in the table of contents.

Management's Responsibility for the Financial Statement

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

Auditor's Responsibility

Our responsibility is to express an opinion on this financial statement based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America, and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statement is free from material misstatement.

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

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



Opinion

In our opinion, the financial statement referred to above presents fairly, in all material respects, the revenues and allowable expenditures of the Measure D Sales Tax Fund of the City of Brawley for the year ended June 30, 2021, in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matter

As discussed in Note 1 to the financial statement, the statement of revenues and allowable expenditures presents only the activity of Measure D Sales Tax Fund and does not purport to, and does not, present fairly the financial position of the City of Brawley, California, as of June 30, 2021, the changes in its financial position, or where applicable, its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Other Matters

Other Information

Our audit was conducted for the purpose of forming an opinion on the statement of revenues, and allowable expenditures of the Measure D Sales Tax Fund of the City. The other information, on pages 10 through 19 is presented for purposes of additional analysis and is not a required part of the financial statements. The other information has not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on it.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated January __, 2022, on our consideration of the City's internal control over financial reporting over the statement of revenues and allowable expenditures and on our tests of compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control over financial reporting and compliance as it relates to the Measure D Sales Tax Fund.

Glendale, California

January __, 2022

FINANCIAL STATEMENT

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City of Brawley
Measure D Sales Tax Fund
Statement of Revenues and Allowable Expenditures
For the Year Ended June 30, 2021

Revenues:

Sales tax	\$ 1,302,043
Interest earnings	13,671
	<u>1,315,714</u>

Expenditures:

Road repairs and maintenance	284,127
	<u>284,127</u>

Revenues Over Expenditures

1,031,587

Other Financing Sources (Uses):

Bond proceeds	355,680
Transfers out to the City	<u>(355,680)</u>
	<u>-</u>

Change in Fund Balance

\$ 1,031,587

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NOTES TO THE FINANCIAL STATEMENT

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NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Reporting Entity

Imperial County Local Transportation Authority

The Imperial County Local Transportation Authority (the "Authority") was created to implement the Imperial County Local Transportation Authority Retail Transactions and Use Tax Ordinance which was adopted by the electorate on November 4, 2008. The tax is imposed in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code and Division 19 of the Public Utilities Code (Code Section 180000). The purpose of this ordinance was to allow the Authority to issue bonds payable from the enactment of a one half of one percent sales tax for a period of forty years. The proceeds of this tax are first allocated to the monthly debt service payments of the bonds, then to the County of Imperial and the member agencies for local street road purposes. Also, a portion of the tax revenues would be used for administration, transit services, and state highway purposes.

The funds that are generated by implementation of the Imperial County Transportation Authority Retail Transactions and Use Tax Ordinance are intended to supplement and not to replace existing local revenues used for transportation purposes.

The Authority consists of the following member agencies:

1. City of Brawley
2. City of Calexico
3. City of Calipatria
4. City of El Centro
5. City of Holtville
6. City of Imperial
7. City of Westmorland
8. County of Imperial

The members of the Board of the Authority consist of one member of the City Council of each incorporated city of Imperial County and two members of the Board of Supervisors of Imperial County. The members serve staggered terms with no term exceeding a four-year period. The chairman and vice-chairman of the Board of the Authority are elected annually in June.

Compliance Requirements of the Imperial County Local Transportation Authority

Each member agency is required to comply with the By-Laws of the Imperial County Local Transportation Authority and the Imperial County Local Transportation Authority Retail Transactions and Use Tax Ordinance and Transportation Authority Expenditure Plan.

NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Fund Accounting

Fund accounting is designed to demonstrate local compliance and to aid financial management by segregating transactions related to certain government functions or activities. The City of Brawley has established a special revenue fund to account for revenues and expenditures related to Ordinance No. 1-2008.

Basis of Presentation

The financial statement presents only the activity of Measure D Sales Tax Fund and does not purport to, and does not, present fairly the financial position of the City of Brawley, California, as of June 30, 2021, the changes in its financial position, or where applicable, its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis of Accounting

The Measure D Sales Tax Fund accounted for using a “*current financial resources*” measurement focus and the modified accrual basis of accounting. The statement of revenues, expenditures, and changes in fund balance of the Measure D Sales Tax Fund presents increases (i.e., revenues and other financing sources) and decreases (i.e., expenditures and other financing uses) of the fund.

Under the modified accrual basis of accounting, revenues are recognized when susceptible to accrual (i.e., when they become both measurable and available). Measurable means the amount of the transaction can be determined and “available” means within the current period or soon enough thereafter to be used to pay liabilities of the current period. Generally, revenues are considered available if the revenues are collected within sixty days after year-end. Expenditures are recorded when the related fund liability is incurred.

Ordinance No. 1-2008, The Imperial County Local Transportation Authority Retail Transactions and Use Tax Ordinance and Expenditure Plan, between the City of Brawley and the Imperial County Local Transportation Authority dated July 27, 2008 requires the schedule of revenues and allowable expenditures be reported in conformity with the terms of the agreement. The City accounts for the Measure D Sales Tax Fund using a Special Revenue Fund to track and record the revenues and expenditures related to this ordinance.

Use of Estimates

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

NOTE 2 SALES TAX REVENUE

The Authority allocates sales tax to each member agency. The City's allocable sales tax is net of amounts withheld for debt service as follows:

Gross sales tax allocation	\$ 2,018,019
Withheld for debt service	<u>(715,976)</u>
Net sales tax allocation	<u>\$ 1,302,043</u>

NOTE 3 RESTRICTION OF NET REVENUES

The revenues in excess of expenditures reported on the financial statement are restricted for future expenditures authorized by Ordinance No. 1-2008.

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OTHER REPORTS

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**REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE
AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENT PERFORMED IN
ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS
AND MEASURE D SALES TAX COMPLIANCE REQUIREMENTS**

Independent Auditor's Report

To the Board of Directors
Imperial County Local Transportation Authority
El Centro, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the statement of revenues and allowable expenditures of the Measure D Sales Tax Fund of the City of Brawley, California (City), for the year ended June 30, 2021, and the related notes to the financial statement, and have issued our report thereon dated **January 11, 2022**. Our report included an emphasis of matter stating that the financial statement of the Measure D Sales Tax Fund does not purport to, and does not, present fairly the financial statements of the City as of June 30, 2021.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the City's internal control over financial reporting (internal control) as a basis for designing the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statement, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we do not express an opinion on the effectiveness of the City's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or, significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.



Compliance and Other Matters

As part of obtaining reasonable assurance about whether the financial statement of the Measure D Sales Tax Fund of the City is free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements including the requirements of Measure D matters as specified in the Imperial County Local Transportation Authority Retail Transactions and Use Ordinance No. 1-2008 ("Ordinance"), noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control or on compliance related to the Measure D Sales Tax Fund. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's Measure D Sales Tax Fund internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Glendale, California
January __, 2022

SECTION I COMPLIANCE FINDINGS

Current Year Findings

No findings were noted for the year ended June 30, 2021.

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OTHER INFORMATION

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City of Brawley
Measure D Sales Tax Fund
Schedule of Assets, Liabilities, and Fund Balance
June 30, 2021
(Unaudited)

Assets:

Cash and cash equivalents	\$ 5,641,124
Interest receivable	<u>1,341</u>
Total assets	\$ <u>5,642,465</u>

Liabilities and Fund Balance:

Liabilities:

Accounts payable	\$ <u>19,255</u>
Total liabilities	<u>19,255</u>

Fund Balance:

Restricted for road repairs and maintenance	<u>5,623,210</u>
Total fund balance	<u>5,623,210</u>
Total liabilities and fund balance	\$ <u>5,642,465</u>

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City of Brawley
Measure D Sales Tax Fund
Schedule of Revenues, Expenditures and Changes in Fund Balance
For the Year Ended June 30, 2021
(Unaudited)

Revenues:	
Sales tax	\$ 1,302,043
Interest earnings	13,671
	<u>1,315,714</u>
Expenditures:	
Road repairs and maintenance	284,127
	<u>284,127</u>
Revenues Over Expenditures	<u>1,031,587</u>
Other Financing Sources (Uses):	
Bonde proceeds	355,680
Transfers out to the City	<u>(355,680)</u>
	<u>-</u>
Change in Fund Balance	1,031,587
Fund Balance:	
Beginning of year	4,591,623
End of year	<u>\$ 5,623,210</u>

City of Brawley
Measure D Sales Tax Fund
Schedule of Revenues, Expenditures and Changes in Fund Balance
Budget and Actual
For the Year Ended June 30, 2021
(Unaudited)

	<u>Budget</u>	<u>Actual</u>	<u>Variance with Final Budget</u>
Revenues:			
Sales tax	\$ 950,000	\$ 1,302,043	\$ 352,043
Interest earnings	25,000	13,671	(11,329)
	<u>975,000</u>	<u>1,315,714</u>	<u>340,714</u>
Expenditures:			
Road repairs and maintenance	286,135	284,127	2,008
	<u>286,135</u>	<u>284,127</u>	<u>2,008</u>
Revenues Over (Under) Expenditures	<u>688,865</u>	<u>1,031,587</u>	<u>342,722</u>
Other Financing Sources (Uses):			
Bond proceeds	-	355,680	355,680
Transfers out to the City	(777,341)	(355,680)	421,661
	<u>(777,341)</u>	<u>-</u>	<u>777,341</u>
Change in Fund Balance	\$ <u>(88,476)</u>	1,031,587	\$ <u>1,120,063</u>
Fund Balance:			
Beginning of year		4,591,623	
End of year		\$ <u>5,623,210</u>	

City of Brawley
Measure D Sales Tax Fund
Five Year Program of Projects
For the Year Ended June 30, 2021
(Unaudited)

STREET	FROM	TO	PROJECT
A St.	Magnolia St.	Rail Road	Resurface
A St.	Cesar Chavez St.	End of Cul-de-sac	Resurface
A St.	Eastern Ave.	Concord Ave.	Resurface
Abel Velasco St.	End of Cul-de-sac	Seventh St.	Resurface
Acorn Ct.	Walnut St.	End of Cul-de-sac	Resurface
Adams St.	River Dr.	B St.	Resurface
Adams St.	Leonard St.	Malan St.	Resurface
Adler Ct.	End of Cul-de-sac	Fifth St.	Resurface
Adler St.	Rio Vista Ave.	El Cerrito Dr.	Resurface
Adler St.	Seventh St.	Eighth St.	Resurface
Adler St.	Palm Ave.	Eastern Ave.	Resurface
Alamo Ct.	End of Cul-de-sac	Chestnut Ave.	Resurface
Alamo St.	Chestnut Ave.	Imperial Ave.	Resurface
Allen St.	Marilyn Ave.	Western Ave.	Resurface
Andrita Pl.	I St.	G St.	Resurface
Appaloosa St.	First St.	Echo Canyon Dr.	Resurface
Apple Way	Imperial Ave.	Walnut St.	Resurface
Armando Aviles St.	End of Cul-de-sac	Seventh St.	Resurface
Arroyo Ct.	End of Cul-de-sac	End of Cul-de-sac	Resurface
Ash St.	End of Cul-de-sac	Eucalyptus Ave.	Resurface
Avenida de Colimbo	Malan St.	Avenida de la Paloma	Resurface
Avenida de Tortola	End of Cul-de-sac	Avenida de la Paloma	Resurface
Avenida del Valle	Legion St.	Calle Estrella	Resurface
B St.	West End of St.	Imperial Ave.	Resurface
B St.	Seventh St.	East End St.	Resurface
Bele Ct.	Calle de Golondrina	End of Cul-de-sac	Resurface
Bell Ct.	Second St.	End of Cul-de-sac	Resurface
Best Ave.	Northern City Limits	Southern City Limits	Resurface
Bina St.	River Dr.	Magnolia St.	Resurface
Birch St.	End of Cul-de-sac	Joshua Ave.	Resurface
Boswell Ct.	Driftwood Pl.	C St.	Resurface
Branding Iron Ave.	Monterey St.	South End of St.	Resurface
Buitre Ct.	End of Cul-de-sac	End of Cul-de-sac	Resurface
C St.	West End of St.	El Cerrito Dr.	Resurface
C St.	Boswell Ct.	Eighth St.	Resurface
C St.	Rail Road	Palm Ave.	Resurface
C St.	Thirteenth St.	Concord Ave.	Resurface

City of Brawley
Measure D Sales Tax Fund
Five Year Program of Projects
For the Year Ended June 30, 2021
(Unaudited)

STREET	FROM	TO	PROJECT
Calle de Vida	Avenida del Valle	Kelly Ave.	Resurface
Calle del Cielo	Avenida del Valle	Richard Ave.	Resurface
Calle de Golondrina	Avenida de Colimbo	Enara Ct.	Resurface
Calle de Valenzuela	Eastern Ave.	Enara Ct.	Resurface
Calle del Sol	La Valencia Dr.	Richard Ave.	Resurface
Calle Estrella	Avenida del Valle	Richard Ave.	Resurface
Calle Luna	Avenida del Valle	Richard Ave.	Resurface
Cameron Ct.	Bell Ct.	End of Cul-de-sac	Resurface
Cattle Call Dr.	Around Cattle Call Park	SHWY 86	Resurface
Cedar Ct.	End of Cul-de-sac	Jones St.	Resurface
Cesar Chavez St.	River Dr.	Malan St.	Resurface
Cessna Ave.	Franklin Pl.	Lexington St.	Resurface
Chaparral Ct.	End of Cul-de-sac	Voet Dr.	Resurface
Cherry Ct.	Flammang Ave.	End of Cul-de-sac	Resurface
Chestnut Ave.	Alamo St.	Jones St.	Resurface
Cristina Najar St.	End of Cul-de-sac	Seventh St.	Resurface
Christine Carmargo St.	End of Cul-de-sac	Seventh St.	Resurface
Colegrove Ave.	Duarte St.	River Dr.	Resurface
Concord Ave.	Princeton St.	South End of St.	Resurface
Corral Ct.	End of Cul-de-sac	End of Cul-de-sac	Resurface
Cortez Ct.	Magnolia St.	End of Cul-de-sac	Resurface
Crestview Dr.	River Wood Dr.	Ridge Park Dr.	Resurface
D St.	Pinner Dr.	Rail Road	Resurface
D St.	Rail Road	Eastern Ave.	Resurface
David St.	Ronald St.	Evelyn Ave.	Resurface
De Anza Pl.	Allen St.	Cattle Call Dr.	Resurface
Dominguez Ct.	Flammang Ave.	End of Cul-de-sac	Resurface
Driftwood Dr.	Rio Vista Ave.	El Cerrito Dr.	Resurface
Driftwood Pl.	Boswell Ct.	Western Ave.	Resurface
Duarte St.	End of Cul-de-sac	Western Ave.	Resurface
Duarte St.	Palm Ave.	Eastern Ave.	Resurface
E St.	Pinner Dr.	Las Flores Dr.	Resurface
E St.	Western Ave.	Plaza St.	Resurface
E St.	Fifth St.	Rail Road	Resurface
E St.	Rail Road	Eastern Ave.	Resurface
Eastern Ave.	End of Cul-de-sac	Malan St.	Resurface
Earhart Ave.	Lexington St.	South End of St.	Resurface

City of Brawley
Measure D Sales Tax Fund
Five Year Program of Projects
For the Year Ended June 30, 2021
(Unaudited)

STREET	FROM	TO	PROJECT
Echo Canyon Dr.	Monterey St.	South End of St.	Resurface
Edgley Dr.	Julia Dr.	End of Cul-de-sac	Resurface
Eighteenth St.	K St.	Malan St.	Resurface
Eighth St.	K St.	North City Limits	Resurface
El Cerrito Dr.	Duarte St.	Driftwood Pl.	Resurface
El Cerrito Dr.	C St.	D St.	Resurface
El Cerrito Dr.	Main St.	Cattle Call Dr.	Resurface
Eleventh St.	River Dr.	Magnolia St.	Resurface
Eleventh St.	B St.	E St.	Resurface
Eleventh St.	H St.	Malan St.	Resurface
Ell St.	Third St.	Imperial Ave.	Resurface
Elm Ct.	Walnut St.	End of Cul-de-sac	Resurface
Emma Pl.	Kindig Ave.	Shelbie Ave.	Resurface
Enara Ct.	End of Cul-de-sac	Calle de Golondrina	Resurface
Essex Ln.	Seabolt Dr.	Lexington St.	Resurface
Eucalyptus Ave.	Jones St.	End of Cul-de-sac	Resurface
Eucalyptus Ct.	End of Cul-de-sac	Pine Ct.	Resurface
Evelyn Ave.	End of Cul-de-sac	Legion St.	Resurface
Fifth St.	River Dr.	A St.	Resurface
Fifth St.	C St.	Plaza St.	Resurface
Fifth St.	Plaza St.	South End of St.	Resurface
First St.	River Dr.	Main St.	Resurface
First St.	K St.	Julia Dr.	Resurface
First St.	Monterey St.	South End of St.	Resurface
Flammang Ave.	Jones St.	Seventh St.	Resurface
Fourteenth St.	Adler St.	Alley	Resurface
Fourteenth St.	C St.	D St.	Resurface
Fourteenth St.	H St.	J St.	Resurface
Fourteenth St.	K St.	Malan St.	Resurface
G St.	West End of St.	Rio Vista St.	Resurface
G St.	El Cerrito Dr.	Western Ave.	Resurface
G St.	First St.	Plaza St.	Resurface
G St.	Fifth St.	Palm Ave.	Resurface
Garrett St.	K St.	Ell St.	Resurface
Gilmour St.	K St.	Malan St.	Resurface
Glendening Ct.	La Valencia Dr.	End of Cul-de-sac	Resurface
Grapefruit Dr.	Fifth St.	Malan St.	Resurface

City of Brawley
Measure D Sales Tax Fund
Five Year Program of Projects
For the Year Ended June 30, 2021
(Unaudited)

STREET	FROM	TO	PROJECT
Gutierrez Ct.	Flammang Ave.	End of Cul-de-sac	Resurface
H St.	West End of St.	El Cerrito Dr.	Resurface
H St.	First St.	Eighth St.	Resurface
H St.	Ninth St.	Eastern Ave.	Resurface
Hatfield Ct.	End of Cul-de-sac	Flammang Ave.	Resurface
Havilland Ave.	Taxiway St.	River Dr.	Resurface
Hickory Ct.	Flammang Ave.	End of Cul-de-sac	Resurface
Hontza Ct.	End of Cul-de-sac	Calle de Valenzuela	Resurface
I St.	El Cerrito Dr.	Eighth St.	Resurface
I St.	Ninth St.	Best Ave.	Resurface
Imperial Ave.	Northern City Limits	Southern City Limits	Resurface
Ivy St.	Ninth St.	Alley	Resurface
Ivy St.	Palm Ave.	Thirteenth St.	Resurface
J St.	Terrace Cir.	Eighth St.	Resurface
J St.	Ninth St.	Eastern Ave.	Resurface
Jacaranda St.	C St.	Manzanita St.	Resurface
Jennifer St.	Ronald St.	Evelyn Ave.	Resurface
Jones St.	Rio Vista Ave.	Imperial Ave.	Resurface
Jones St.	Palm Ave.	Best Ave.	Resurface
Joshua Ave.	Birch St.	Flammang Ave.	Resurface
Julia Dr.	Willard Ave.	SHWY 86	Resurface
Julia Dr.	Kindig Ave.	Second St.	Resurface
K St.	End of Cul-de-sac	Eighteenth St.	Resurface
Kelly Ave.	Ronald St.	Calle Estrella	Resurface
Ken Bemis Dr.	Airport	Jones St.	Resurface
Kindig Ave.	Tyler Pl.	Julia Dr.	Resurface
La Valencia Ct.	La Valencia Dr.	End of Cul-de-sac	Resurface
La Valencia Dr.	Legion St.	South End of St.	Resurface
Las Flores Dr.	North End of St.	H St.	Resurface
Laurel St.	Eucalyptus Ave.	Flammang Ave.	Resurface
Legion St.	West City Limits	East End of St.	Resurface
Leonard St.	Cesar Chavez St.	Palm Ave.	Resurface
Lexington St.	Seabolt Dr.	Concord Ave.	Resurface
Lindbergh Ct.	River Dr.	Lexington St.	Resurface
Los Olivos Dr.	North End of St.	Legion St.	Resurface
Mackenzie Pl.	End of Cul-de-sac	Shelbie Ave.	Resurface
Madison Ave.	Emma Pl.	Julia Dr.	Resurface

City of Brawley
Measure D Sales Tax Fund
Five Year Program of Projects
For the Year Ended June 30, 2021
(Unaudited)

STREET	FROM	TO	PROJECT
Magnolia Ct.	End of Cul-de-sac	Fifth St.	Resurface
Magnolia St.	B St.	El Cerrito Dr.	Resurface
Magnolia St.	First St.	Third St.	Resurface
Magnolia St.	Seventh St.	Eighth St.	Resurface
Magnolia St.	Cesar Chavez St.	Eastern Ave.	Resurface
Main St.	First St.	City Limits	Resurface
Malan St.	SHWY 86	Best Ave.	Resurface
Manzanita St.	End of Cul-de-sac	End of Cul-de-sac	Resurface
Maple Ct.	End of Cul-de-sac	Jones St.	Resurface
Marilyn Ave.	J St.	Cattle Call Dr.	Resurface
Marjorie Ave.	Main St.	H St.	Resurface
Martin Pl.	Ninth St.	Alley	Resurface
Martin St.	Palm Ave.	Thirteenth St.	Resurface
Mendibles Ct.	End of Cul-de-sac	Flammang Ave.	Resurface
Mesquite Ave.	Olive Way	End of Cul-de-sac	Resurface
Mika Ct.	End of Cul-de-sac	End of Cul-de-sac	Resurface
Milano Ct.	End of Cul-de-sac	End of Cul-de-sac	Resurface
Mita Ct.	End of Cul-de-sac	End of Cul-de-sac	Resurface
Monterey Dr.	End of Cul-de-sac	Echo Canyon Dr.	Resurface
Ninth St.	B St.	South End of St.	Resurface
Norman Ct.	North End of St.	Main St.	Resurface
N. Plaza St.	Main St.	Main St.	Resurface
O'Brian St.	Rubio St.	Eastern Ave.	Resurface
Olive St.	Leonard St.	South End of St.	Resurface
Olive Way	Mesquite Ave.	Chestnut Ave.	Resurface
Orchard Ln.	End of Cul-de-sac	Legion St.	Resurface
Orita Dr.	Julia Dr.	End of Cul-de-sac	Resurface
Palm Ave.	Duarte St.	Malan St.	Resurface
Palm Dr.	Adler St.	Magnolia St.	Resurface
Palm Dr.	H St.	I St.	Resurface
Panno Dr.	Willard Ave.	SHWY 86	Resurface
Panno St.	Legion St.	Willard Ave.	Resurface
Park View Dr.	West End of St.	Western Ave.	Resurface
Pater St.	End of Cul-de-sac	River Dr.	Resurface
Peach St.	Eleventh St.	Palm Ave.	Resurface
Pecan Ct.	Walnut St.	End of Cul-de-sac	Resurface
Pecan St.	Alamo St.	Walnut St.	Resurface

City of Brawley
Measure D Sales Tax Fund
Five Year Program of Projects
For the Year Ended June 30, 2021
(Unaudited)

STREET	FROM	TO	PROJECT
Pine Ct.	End of Cul-de-sac	End of Cul-de-sac	Resurface
Pine St.	Maple Ct.	Jones St.	Resurface
Pinner Dr.	D St.	South End of St.	Resurface
Princeton St.	Havilland Ave.	Concord Ave.	Resurface
Richard Ave.	Panno St.	Calle Estrella	Resurface
Ridge Park Dr.	Crestview Dr.	River Wood Dr.	Resurface
Rio Vista Ave.	Jones St.	South End of St.	Resurface
River Dr.	West City Limits	Seventh St.	Resurface
River Dr.	Cesar Chavez St.	Concord Ave.	Resurface
River Way	Western Ave.	First St.	Resurface
River Wood Dr.	Crestview Dr.	Ridge Park Dr.	Resurface
Roberto Noriega St.	End of Cul-de-sac	Seventh St.	Resurface
Rodeo Dr.	End of Cul-de-sac	Willard Ave.	Resurface
Ronald St.	Panno St.	Evelyn Ave.	Resurface
Rubio St.	Colegrove Ave.	O'Brian St.	Resurface
Russell Dr.	H St.	Willard Ave.	Resurface
Santillan St.	Second St.	South End of St.	Resurface
Seabolt Dr.	Taxiway St.	Beacon St.	Resurface
Second St.	Magnolia St.	South End of St.	Resurface
Sequoia Ave.	Jones St.	Pater St.	Resurface
Sequoia Ct.	End of Cul-de-sac	Pine St.	Resurface
Seventeenth St.	K St.	Malan St.	Resurface
Seventh St.	Christine Carmargo St.	E St.	Resurface
Shank St.	Eighth St.	Best Ave.	Resurface
Shank St.	Best Ave.	City Limits	Resurface
Shelbie Ave.	Macknezie Pl.	Julia Dr.	Resurface
Sierra Dr.	Julia Dr.	End of Cul-de-sac	Resurface
Sixteenth St.	River Dr.	Magnolia St.	Resurface
Sixteenth St.	K St.	Malan St.	Resurface
Sixth St.	D St.	H St.	Resurface
Socorro Juarez St.	End of Cul-de-sac	Seventh St.	Resurface
South Plaza St.	Main St.	Main St.	Resurface
Spruce Ct.	Flammang Ave.	End of Cul-de-sac	Resurface
Stanley Pl.	K St.	Malan St.	Resurface
Steven St.	Panno St.	Evelyn Ave.	Resurface
Sunset Dr.	River Way	A St.	Resurface
Sycamore Dr.	H St.	J St.	Resurface

City of Brawley
Measure D Sales Tax Fund
Five Year Program of Projects
For the Year Ended June 30, 2021
(Unaudited)

STREET	FROM	TO	PROJECT
Sycamore Dr.	Allen St.	Cattle Call Dr.	Resurface
Terrace Cir.	H St.	Terrace Dr.	Resurface
Terrace Dr.	H St.	Terrace Cir.	Resurface
Third St.	River Dr.	C St.	Resurface
Third St.	D St.	Ell St.	Resurface
Thirteenth St.	Adler St.	B St.	Resurface
Thirteenth St.	C St.	E St.	Resurface
Thirteenth St.	J St.	Malan St.	Resurface
Trail St.	Rio Vista Ave.	Western Ave.	Resurface
Trail St.	Palm Ave.	Eastern Ave.	Resurface
Tyler Pl.	Kindig Ave.	End of Cul-de-sac	Resurface
Ulloa Ave.	Magnolia St.	D St.	Resurface
Vine Ave.	K St.	Malan St.	Resurface
Voet Dr.	Arroyo Ct.	Willard Ave.	Resurface
Walnut Ct.	End of Cul-de-sac	Flammang Ave.	Resurface
Walnut St.	Alamo St.	Apple Way	Resurface
Welcome St.	Eleventh St.	Palm Ave.	Resurface
Welcome St.	End of Cul-de-sac	Eastern Ave.	Resurface
Western Ave.	North City Limits	Cattle Call Dr.	Resurface
Wildcat Dr.	SHWY 86	East End of St.	Resurface
Wildcat Dr.	Best Ave.	City Limits	Resurface
Willard Ave.	H St.	Legion St.	Resurface
Willow Ct.	Walnut St.	End of Cul-de-sac	Resurface
Wilson Ct.	North End of St.	I St.	Resurface
Wright Ct.	River Dr.	Lexington St.	Resurface
Zorzal Ct.	Calle de Golondrina	End of Cul-de-sac	Resurface
Zozoa Ct.	End of Cul-de-sac	Calle de Valenzuela	Resurface

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**City of Calexico
Measure D Sales Tax Fund
Calexico, California**

**Financial Statement and Other Information
with Independent Auditor's Reports
*For the Year Ended June 30, 2021***

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**City of Calexico
Measure D Sales Tax Fund
Calexico, California**

**Financial Statement and Other Information
with Independent Auditor's Reports
*For the Year Ended June 30, 2021***

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FINANCIAL SECTION

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INDEPENDENT AUDITOR'S REPORT

To the Board of Directors
Imperial County Local Transportation Authority
El Centro, California

Report on the Financial Statement

We have audited the accompanying statement of revenues and allowable expenditures of the Measure D Sales Tax Fund of the City of Calexico, California ("City") for the year ended June 30, 2021, and the related notes to the financial statement, as listed in the table of contents.

Management's Responsibility for the Financial Statement

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

Auditor's Responsibility

Our responsibility is to express an opinion on this financial statement based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America, and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statement is free from material misstatement.

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

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



Opinion

In our opinion, the financial statement referred to above presents fairly, in all material respects, the revenues and allowable expenditures of the Measure D Sales Tax Fund of the City of Calexico for the year ended June 30, 2021, in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matter

As discussed in Note 1 to the financial statement, the statement of revenues and allowable expenditures presents only the activity of Measure D Sales Tax Fund and does not purport to, and does not, present fairly the financial position of the City of Calexico, California, as of June 30, 2021, the changes in its financial position, or where applicable, its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Other Matters

Other Information

Our audit was conducted for the purpose of forming an opinion on the statement of revenues, and allowable expenditures of the Measure D Sales Tax Fund of the City. The other information, on pages 10 through 16 is presented for purposes of additional analysis and is not a required part of the financial statements. The other information has not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on it.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated January __, 2022, on our consideration of the City's internal control over financial reporting over the statement of revenues and allowable expenditures and on our tests of compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control over financial reporting and compliance as it relates to the Measure D Sales Tax Fund.

Glendale, California

January __, 2022

FINANCIAL STATEMENT

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City of Calexico
Measure D Sales Tax Fund
Statement of Revenues and Allowable Expenditures
For the Year Ended June 30, 2021

Revenues:

Sales tax	\$ 1,046,850
Interest earnings	5,345
	<u>1,052,195</u>

Expenditures:

Road repairs and maintenance	151,570
Capital outlay	104,785
	<u>256,355</u>

Change in Fund Balance	\$ <u>795,840</u>
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NOTES TO THE FINANCIAL STATEMENT

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NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Reporting Entity

Imperial County Local Transportation Authority

The Imperial County Local Transportation Authority (the "Authority") was created to implement the Imperial County Local Transportation Authority Retail Transactions and Use Tax Ordinance which was adopted by the electorate on November 4, 2008. The tax is imposed in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code and Division 19 of the Public Utilities Code (Code Section 180000). The purpose of this ordinance was to allow the Authority to issue bonds payable from the enactment of a one half of one percent sales tax for a period of forty years. The proceeds of this tax are first allocated to the monthly debt service payments of the bonds, then to the County of Imperial and the member agencies for local street road purposes. Also, a portion of the tax revenues would be used for administration, transit services, and state highway purposes.

The funds that are generated by implementation of the Imperial County Transportation Authority Retail Transactions and Use Tax Ordinance are intended to supplement and not to replace existing local revenues used for transportation purposes.

The Authority consists of the following member agencies:

1. City of Brawley
2. City of Calexico
3. City of Calipatria
4. City of El Centro
5. City of Holtville
6. City of Imperial
7. City of Westmorland
8. County of Imperial

The members of the Board of the Authority consist of one member of the City Council of each incorporated city of Imperial County and two members of the Board of Supervisors of Imperial County. The members serve staggered terms with no term exceeding a four-year period. The chairman and vice-chairman of the Board of the Authority are elected annually in June.

Compliance Requirements of the Imperial County Local Transportation Authority

Each member agency is required to comply with the By-Laws of the Imperial County Local Transportation Authority and the Imperial County Local Transportation Authority Retail Transactions and Use Tax Ordinance and Transportation Authority Expenditure Plan.

NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Fund Accounting

Fund accounting is designed to demonstrate local compliance and to aid financial management by segregating transactions related to certain government functions or activities. The City of Calexico has established a special revenue fund to account for revenues and expenditures related to Ordinance No. 1-2008.

Basis of Presentation

The financial statement presents only the activity of Measure D Sales Tax Fund and does not purport to, and does not, present fairly the financial position of the City of Calexico, California, as of June 30, 2021, the changes in its financial position, or where applicable, its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis of Accounting

The Measure D Sales Tax Fund accounted for using a “*current financial resources*” measurement focus and the modified accrual basis of accounting. The statement of revenues, expenditures, and changes in fund balance of the Measure D Sales Tax Fund presents increases (i.e., revenues and other financing sources) and decreases (i.e., expenditures and other financing uses) of the fund.

Under the modified accrual basis of accounting, revenues are recognized when susceptible to accrual (i.e., when they become both measurable and available). Measurable means the amount of the transaction can be determined and “available” means within the current period or soon enough thereafter to be used to pay liabilities of the current period. Generally, revenues are considered available if the revenues are collected within sixty days after year-end. Expenditures are recorded when the related fund liability is incurred.

Ordinance No. 1-2008, The Imperial County Local Transportation Authority Retail Transactions and Use Tax Ordinance and Expenditure Plan, between the City of Calexico and the Imperial County Local Transportation Authority dated July 27, 2008 requires the schedule of revenues and allowable expenditures be reported in conformity with the terms of the agreement. The City accounts for the Measure D Sales Tax Fund using a Special Revenue Fund to track and record the revenues and expenditures related to this ordinance.

Use of Estimates

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

NOTE 2 SALES TAX REVENUE

The Authority allocates sales tax to each member agency. The City's allocable sales tax is net of amounts withheld for debt service as follows:

Gross sales tax allocation	\$ 2,946,466
Withheld for debt service	<u>(1,899,616)</u>
Net sales tax allocation	<u>\$ 1,046,850</u>

NOTE 3 RESTRICTION OF NET REVENUES

The revenues in excess of expenditures reported on the financial statement are restricted for future expenditures authorized by Ordinance No. 1-2008.

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OTHER REPORTS

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**REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE
AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENT PERFORMED IN
ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS
AND MEASURE D SALES TAX COMPLIANCE REQUIREMENTS**

Independent Auditor's Report

To the Board of Directors
Imperial County Local Transportation Authority
El Centro, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the statement of revenues and allowable expenditures of the Measure D Sales Tax Fund of the City of Calexico, California (City), for the year ended June 30, 2021, and the related notes to the financial statement, and have issued our report thereon dated **January 11, 2022**. Our report included an emphasis of matter stating that the financial statement of the Measure D Sales Tax Fund does not purport to, and does not, present fairly the financial statements of the City as of June 30, 2021.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the City's internal control over financial reporting (internal control) as a basis for designing the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statement, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we do not express an opinion on the effectiveness of the City's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or, significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.



Compliance and Other Matters

As part of obtaining reasonable assurance about whether the financial statement of the Measure D Sales Tax Fund of the City is free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements including the requirements of Measure D matters as specified in the Imperial County Local Transportation Authority Retail Transactions and Use Ordinance No. 1-2008 ("Ordinance"), noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control or on compliance related to the Measure D Sales Tax Fund. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's Measure D Sales Tax Fund internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Glendale, California
January __, 2022

SECTION I COMPLIANCE FINDINGS

Current Year Findings

No findings were noted for the year ended June 30, 2021.

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OTHER INFORMATION

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City of Calexico
Measure D Sales Tax Fund
Schedule of Assets, Liabilities, and Fund Balance
June 30, 2021
(Unaudited)

Assets:

Cash and cash equivalents	\$ 9,070,997
Total assets	\$ <u>9,070,997</u>

Fund Balance:

Restricted for road repairs and maintenance	\$ 9,070,997
Total fund balance	\$ <u>9,070,997</u>

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City of Calexico
Measure D Sales Tax Fund
Schedule of Revenues, Expenditures and Changes in Fund Balance
For the Year Ended June 30, 2021
(Unaudited)

Revenues:

Sales tax	\$ 1,046,850
Interest earnings	5,345
Other	-
	<u>1,052,195</u>

Expenditures:

Road repairs and maintenance	151,570
Capital outlay	104,785
	<u>256,355</u>

Change in Fund Balance

795,840

Fund Balance:

Beginning of year, as restated	8,275,157 ^(a)
End of year	<u>\$ 9,070,997</u>

(a) This amount was adjusted to agree with the audited financial statements of the City.

City of Calexico
Measure D Sales Tax Fund
Schedule of Revenues, Expenditures and Changes in Fund Balance
Budget and Actual
For the Year Ended June 30, 2021
(Unaudited)

	<u>Budget</u>	<u>Actual</u>	<u>Variance with Final Budget</u>
Revenues:			
Sales tax	\$ 840,000	\$ 1,046,850	\$ 206,850
Interest earnings	-	5,345	5,345
	<u>840,000</u>	<u>1,052,195</u>	<u>212,195</u>
Expenditures:			
Road repairs and maintenance	-	151,570	(151,570)
Capital outlay	2,711,613	104,785	2,606,828
	<u>2,711,613</u>	<u>256,355</u>	<u>2,455,258</u>
Change in Fund Balance	\$ <u>(1,871,613)</u>	795,840	\$ <u>2,667,453</u>
Fund Balance:			
Beginning of year		8,275,157	
End of year		<u>\$ 9,070,997</u>	

City of Calexico
Measure D Sales Tax Fund
Five Year Program of Projects
For the Year Ended June 30, 2021
(Unaudited)

STREET	FROM	TO	PROJECT
Kloke Avenue Bridge	All American Canal		Bridge Widening
Highway 111	International Border	Cole Road	Corridor Traffic Study
Cole Boulevard	Van De Graff	M.L. King Avenue	Reconstruction
Second Street	Calexico Int'l Airport	Cesar Chavez Boulevard	Bridge & Re-Construction
Weakly Street	Estrada Boulevard	Scaroni Avenue	New Construction
Various Locations			Safety Improvements & Traffic Studies
Cole Boulevard	Bowker Road		Bridges
Andrade Avenue	Cole Boulevard	Jasper Road	Bridge & New Construction
Sunset Avenue	Central Main Canal	Jasper Road	Bridge & Road Construction
Yourman Road	Central Main Canal	Jasper Road	Reconstruction
Imperial Avenue West	Central Main Canal	Jasper Road	Reconstruction
Sherman Street	Harold Avenue	Railroad Tracks	Reconstruction
Sherman Street	Pierce Avenue	Emilia Drive	New Construction
V.V. Williams Avenue	All American Canal	Highway 98	Reconstruction
De Las Flores Street	Eady Avenue	Kloke Avenue	New Construction
Sixth Street	Emerson Avenue	Railroad Tracks	New Construction
Third Street	Heber Avenue	Encinas Avenue	Reconstruction & Widening
Fourth Street	Blair Avenue	Encinas Avenue	Reconstruction & Widening
Sixth Street	Imperial Avenue	Heber Avenue	Reconstruction & Widening
Seventh Street	Imperial Avenue	Blair Avenue	Reconstruction & Widening
Sherman Street	Rockwood Avenue	Blair Avenue	Reconstruction & Widening
Eight Street	Imperial Avenue	Rockwood Avenue	Reconstruction & Widening
Eight Street	Imperial Avenue	Rockwood Avenue	Reconstruction & Widening
Rosemont Street	Rockwood Avenue	Blair Avenue	Reconstruction & Widening
Ninth Street	Imperial Avenue	Rockwood Avenue	Reconstruction & Widening
Ethel Street	Heber Avenue	Blair Avenue	Reconstruction & Widening
Maiden Lane	Imperial Avenue	Paulin Avenue	Reconstruction & Widening
Tenth Street	Imperial Avenue	Rockwood Avenue	Reconstruction & Widening
Pauline Avenue	Fifth Street	Highway 98 West City Limits & All	Reconstruction & Widening
Second Street	Calexico Int'l Airport	American Canal	Bridge & Reconstruction
Beach Street	Elmer Belcher Street	Fifth Street	Repair/Maintenance
Beach Street	Fifth Street	Second Street	Repair/Maintenance
Encanto Drive	Elmer Belcher Street	Eight Street	Repair/Maintenance
Encanto Drive (cul de sac)	Eight Street	Eight Street	Repair/Maintenance
Encanto Terrace	Elmer Belcher Street	Eight Street	Repair/Maintenance
Dool Avenue	Elmer Belcher Street	Fifth Street	Repair/Maintenance
Dool Avenue	Fifth Street	Second Street	Repair/Maintenance
Fifth Street	Emerson Avenue	Andrade Avenue	Repair/Maintenance
Sixth Street	Encinas Avenue	Andrade Avenue	Repair/Maintenance

City of Calexico
Measure D Sales Tax Fund
Five Year Program of Projects
For the Year Ended June 30, 2021
(Unaudited)

STREET	FROM	TO	PROJECT
Holdridge Street	De Leon Avenue	Andrade Avenue	Repair/Maintenance
Camilia Street	Andrade Avenue	Cul-de-sac East	Repair/Maintenance
E. Hashem Avenue	100' N of Holdridge	Cul-de-sac South	Repair/Maintenance
Margarita Street	E. Hashem Avenue	Cul-de-sac West	Repair/Maintenance
Margarita Street	E. Hashem Avenue	Cul-de-sac East	Repair/Maintenance
Jasmine Street	E. Hashem Avenue	Cul-de-sac West	Repair/Maintenance
Jasmine Street	E. Hashem Avenue	Cul-de-sac East	Repair/Maintenance
Obeliscos Street	Iris Avenue	Cul-de-sac West	Repair/Maintenance
Obeliscos Street	Iris Avenue	Cul-de-sac East	Repair/Maintenance
Pauline Avenue	Second Street	Fifth Avenue	Repair/Maintenance
Heber Avenue	First Street	Fourth Street	Repair/Maintenance
Giles Avenue	Second Street	Sherman Street	Repair/Maintenance
Heffernan Avenue	Border	Fifth Avenue	Repair/Maintenance
Paseo de los Virreyes	Paseo del Conquistador	Camino Real	Repair/Maintenance
Paseo de los Reyes	Paseo de su Alteza	Paseo de los Virreyes	Repair/Maintenance
Paseo de su Majestad	Paseo de su Alteza	Paseo de los Virreyes	Repair/Maintenance
Paseo del Conquistado	Paseo de su Alteza	Andrade Avenue	Repair/Maintenance
Paseo del Emperador	Seventh Street	Paseo de su Alteza	Repair/Maintenance
Arroyo Avenue	Rancho Elegante Drive	Second Street	Repair/Maintenance
Camino del Rio	Andrade Avenue	Paseo de su Alteza	Repair/Maintenance
Milpitas Drive	Paseo de su Alteza	Cul-de-sac West	Repair/Maintenance
Rio Hondo	Milpitas Drive	Camino del Rio	Repair/Maintenance
Santiago Drive	De Leon Avenue	Cul-de-sac East	Repair/Maintenance
Colorado Drive	De Leon Avenue	Cul-de-sac East	Repair/Maintenance
Plata Drive	De Leon Avenue	Cul-de-sac East	Repair/Maintenance
Brave Drive	De Leon Avenue	Cul-de-sac East	Repair/Maintenance
De Leon Avenue	Harrington Street	Cul-de-sac South	Repair/Maintenance
Fiesta Avenue	Harrington Street	Holdridge Street	Repair/Maintenance
Holdridge Street	Rancho Frontera	De Leon Avenue	Repair/Maintenance
Rancho Frontera	Harrington Street	Highway 98	Repair/Maintenance
Rancho Frontera	All American Canal	Cole Boulevard	Repair/Maintenance
Granero Avenue	Zapata Street	Rioseco Street	Repair/Maintenance
Santa Ana Street	Coyote Avenue	Rancho Frontera	Repair/Maintenance
Descanso Drive	Santa Ana Street	Cul-de-sac North	Repair/Maintenance
Coyote Avenue	Cabana Street	Cul-de-sac South	Repair/Maintenance
Yourman Road	Cole Boulevard	S. Moreno Street	Repair/Maintenance
Portico Boulevard	Cole Boulevard	Robinson Boulevard	Repair/Maintenance
Enterprise Boulevard	Cole Boulevard	Robinson Boulevard	Repair/Maintenance
Portico Court	Portico Boulevard	Cul-de-sac East	Repair/Maintenance
Amada Court	Rosas Street	Cul-de-sac South	Repair/Maintenance
Dalila Court	Rosas Street	Cul-de-sac South	Repair/Maintenance

City of Calexico
Measure D Sales Tax Fund
Five Year Program of Projects
For the Year Ended June 30, 2021
(Unaudited)

STREET	FROM	TO	PROJECT
E. Hashem Avenue	Sapphire Street	Cul-de-sac South	Repair/Maintenance
Garnet Street	Iris Avenue	Cul-de-sac East	Repair/Maintenance
Feldspar Avenue	Sapphire Street	Garnet Street	Repair/Maintenance
Paseo Camino Real	Andrade Avenue	Paseo de su Alteza	Repair/Maintenance
Paseo Camino Real	Paeso de su Alteza	G. Anaya	Repair/Maintenance
Sixth Street	Encinas Avenue	Dool Avenue	Repair/Maintenance
First Street	Andrade Avenue	Paulin Avenue	Repair/Maintenance
Second Street	Mary Avenue	Imperial Avenue	Repair/Maintenance
Grant Street	Cesar Chavez Blvd	Kloke Avenue	Repair/Maintenance
M. Acuna Avenue	Wozencraft Street	Grant Street	Repair/Maintenance
A&V Thielman Avenue	Wozencraft Street	Grant Street	Repair/Maintenance
R&D Platero Avenue	Sherman Street	Grant Street	Repair/Maintenance
Matallana Court	Sherman Street	Cul-de-sac North	Repair/Maintenance
Linhholm Avenue	Wozencraft Street	Sherman Street	Repair/Maintenance
Wozencraft Street	Linhholm Avenue	M. Acuna Avenue	Repair/Maintenance
Sherman Street	Linhholm Avenue	M. Acuna Avenue	Repair/Maintenance
Third Street	Encinas Avenue	Andrade Avenue	Repair/Maintenance
Fourth Street	Encinas Avenue	Andrade Avenue	Repair/Maintenance
Frontera Drive	Rancho Frontera Avenue	Primavera Court	Repair/Maintenance
Primavera Court	Cul-de-sac South	Posada Court	Repair/Maintenance
Holdridge Street	De Leon Avenue	Subdivision Limits	Repair/Maintenance
Posada Court	Plaza Drive	Primavera Court	Repair/Maintenance
Plaza Drive	Holdridge Street	Posada Court	Repair/Maintenance
Fieseta Avenue	Holdridge Street	Cul-de-sac South	Repair/Maintenance
De Leon Avenue	Plata Drive	Harrington Street	Repair/Maintenance
Bravo Drive	De Leon Avenue	Cul-de-sac East	Repair/Maintenance
Harrington Street	Andrade Avenue	Rancho Frontera Avenue	Repair/Maintenance
Brown Court	Harrington Street	Cul-de-sac North	Repair/Maintenance
Jean Robinson Court	Harrington Street	Cul-de-sac North	Repair/Maintenance
Vereda Drive	Rancho Frontera Avenue	Cul-de-sac East	Repair/Maintenance
Porton Drive	Rancho Frontera Avenue	Cul-de-sac East	Repair/Maintenance
Cabana Street	Coyote Avenue	Andrade Avenue	Repair/Maintenance
Banda Avenue	Cabana Street	Cul-de-sac South	Repair/Maintenance
Coyote Avenue	Alameda Street	Cabana Street	Repair/Maintenance
Enramada Drive	Santa Ana Street	Cul-de-Sac North	Repair/Maintenance
Alameda Street	Granero Avenue	Coyote Avenue	Repair/Maintenance
Granero Avenue	Alameda Street	E. Zapata Street	Repair/Maintenance
Bowker Road	Highway 98	Cole Boulevard	Repair/Maintenance

City of Calexico
Measure D Sales Tax Fund
Five Year Program of Projects
For the Year Ended June 30, 2021
(Unaudited)

STREET	FROM	TO	PROJECT
Kloke Avenue	Highway 98	All American Canal	Repair/Maintenance
Rockwood Avenue	Fifth Street	Highway 98	Repair/Maintenance
Saphire Street	Andrade Avenue	Subdivision Limits	Repair/Maintenance
Andrade Avenue	All American Canal	Cole Boulevard	Repair/Maintenance
Andrade Avenue	Cole Boulevard	Spud Moreno Street	Repair/Maintenance
Spud Moreno Street	Andrade Avenue	La Jolla Palms Boulevard	Repair/Maintenance
F. Torres Street	La Jolla Palms Boulevard	M. Llanos Court	Repair/Maintenance
M. Llanos Court	F. Torres Street	F. Herrera Street	Repair/Maintenance
F. Herrera Street	M. Llanos Court	H. Najera Avenue	Repair/Maintenance
Zuniga Court	F. Torres Street	Cul-de-sac South	Repair/Maintenance
El Berro	G. Figueroa Avenue	M. Llanos Court	Repair/Maintenance
G. Figueroa Avenue	Playa Del Norte	F. Herrera Street	Repair/Maintenance
Soledad	Del Norte	Cul-de-sac East	Repair/Maintenance
Del Norte	Spud Moreno Street	Playa Del Norte	Repair/Maintenance
Playa Del Norte	Del Norte	Vaho	Repair/Maintenance
Vaho	Playa Del Norte	Paseo Del Ocaso	Repair/Maintenance
Villa Barranca	G. Figueroa Avenue	Cul-de-sac East	Repair/Maintenance
Paso Del Ocaso	Del Norte	Andrade Avenue	Repair/Maintenance

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**City of El Centro
Measure D Sales Tax Fund
El Centro, California**

**Financial Statement and Other Information
with Independent Auditor's Reports
*For the Year Ended June 30, 2021***

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**City of El Centro
Measure D Sales Tax Fund
El Centro, California**

**Financial Statement and Other Information
with Independent Auditor's Reports
*For the Year Ended June 30, 2021***

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FINANCIAL SECTION

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INDEPENDENT AUDITOR'S REPORT

To the Board of Directors
Imperial County Local Transportation Authority
El Centro, California

Report on the Financial Statement

We have audited the accompanying statement of revenues and allowable expenditures of the Measure D Sales Tax Fund of the City of El Centro, California ("City") for the year ended June 30, 2021, and the related notes to the financial statement, as listed in the table of contents.

Management's Responsibility for the Financial Statement

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

Auditor's Responsibility

Our responsibility is to express an opinion on this financial statement based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America, and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statement is free from material misstatement.

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

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



Opinion

In our opinion, the financial statement referred to above presents fairly, in all material respects, the revenues and allowable expenditures of the Measure D Sales Tax Fund of the City of El Centro for the year ended June 30, 2021, in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matter

As discussed in Note 1 to the financial statement, the statement of revenues and allowable expenditures presents only the activity of Measure D Sales Tax Fund and does not purport to, and does not, present fairly the financial position of the City of El Centro, California, as of June 30, 2021, the changes in its financial position, or where applicable, its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Other Matters

Other Information

Our audit was conducted for the purpose of forming an opinion on the statement of revenues, and allowable expenditures of the Measure D Sales Tax Fund of the City. The other information, on pages 10 through 13 is presented for purposes of additional analysis and is not a required part of the financial statements. The other information has not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on it.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated January __, 2022, on our consideration of the City's internal control over financial reporting over the statement of revenues and allowable expenditures and on our tests of compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control over financial reporting and compliance as it relates to the Measure D Sales Tax Fund.

Glendale, California

January __, 2022

FINANCIAL STATEMENT

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City of El Centro
Measure D Sales Tax Fund
Statement of Revenues and Allowable Expenditures
For the Year Ended June 30, 2021

Revenues:	
Sales tax	\$ 3,169,283
Interest earnings	23,567
	<u>3,192,850</u>
Expenditures:	
Capital outlay	1,779,165
	<u>1,779,165</u>
Revenues Over (Under) Expenditures	<u>1,413,685</u>
Other Financing Sources (Uses):	
Transfers out to City	(1,385,625)
	<u>(1,385,625)</u>
Change in Fund Balance	<u>\$ 28,060</u>

See accompanying Notes to the Financial Statement

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NOTES TO THE FINANCIAL STATEMENT

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NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Reporting Entity

Imperial County Local Transportation Authority

The Imperial County Local Transportation Authority (the "Authority") was created to implement the Imperial County Local Transportation Authority Retail Transactions and Use Tax Ordinance which was adopted by the electorate on November 4, 2008. The tax is imposed in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code and Division 19 of the Public Utilities Code (Code Section 180000). The purpose of this ordinance was to allow the Authority to issue bonds payable from the enactment of a one half of one percent sales tax for a period of forty years. The proceeds of this tax are first allocated to the monthly debt service payments of the bonds, then to the County of Imperial and the member agencies for local street road purposes. Also, a portion of the tax revenues would be used for administration, transit services, and state highway purposes.

The funds that are generated by implementation of the Imperial County Transportation Authority Retail Transactions and Use Tax Ordinance are intended to supplement and not to replace existing local revenues used for transportation purposes.

The Authority consists of the following member agencies:

1. City of Brawley
2. City of Calexico
3. City of Calipatria
4. City of El Centro
5. City of Holtville
6. City of Imperial
7. City of Westmorland
8. County of Imperial

The members of the Board of the Authority consist of one member of the City Council of each incorporated city of Imperial County and two members of the Board of Supervisors of Imperial County. The members serve staggered terms with no term exceeding a four-year period. The chairman and vice-chairman of the Board of the Authority are elected annually in June.

Compliance Requirements of the Imperial County Local Transportation Authority

Each member agency is required to comply with the By-Laws of the Imperial County Local Transportation Authority and the Imperial County Local Transportation Authority Retail Transactions and Use Tax Ordinance and Transportation Authority Expenditure Plan.

NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Fund Accounting

Fund accounting is designed to demonstrate local compliance and to aid financial management by segregating transactions related to certain government functions or activities. The City of El Centro has established a special revenue fund to account for revenues and expenditures related to Ordinance No. 1-2008.

Basis of Presentation

The financial statement presents only the activity of Measure D Sales Tax Fund and does not purport to, and does not, present fairly the financial position of the City of El Centro, California, as of June 30, 2021, the changes in its financial position, or where applicable, its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis of Accounting

The Measure D Sales Tax Fund accounted for using a “*current financial resources*” measurement focus and the modified accrual basis of accounting. The statement of revenues, expenditures, and changes in fund balance of the Measure D Sales Tax Fund presents increases (i.e., revenues and other financing sources) and decreases (i.e., expenditures and other financing uses) of the fund.

Under the modified accrual basis of accounting, revenues are recognized when susceptible to accrual (i.e., when they become both measurable and available). Measurable means the amount of the transaction can be determined and “available” means within the current period or soon enough thereafter to be used to pay liabilities of the current period. Generally, revenues are considered available if the revenues are collected within sixty days after year-end. Expenditures are recorded when the related fund liability is incurred.

Ordinance No. 1-2008, The Imperial County Local Transportation Authority Retail Transactions and Use Tax Ordinance and Expenditure Plan, between the City of El Centro and the Imperial County Local Transportation Authority dated July 27, 2008 requires the schedule of revenues and allowable expenditures be reported in conformity with the terms of the agreement. The City accounts for the Measure D Sales Tax Fund using a Special Revenue Fund to track and record the revenues and expenditures related to this ordinance.

Use of Estimates

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

NOTE 2 SALES TAX REVENUE

The Authority allocates sales tax to each member agency. The City's allocable sales tax is net of amounts withheld for debt service as follows:

Gross sales tax allocation	\$ 3,169,283
Withheld for debt service	<u>-</u>
Net sales tax allocation	<u>\$ 3,169,283</u>

NOTE 3 RESTRICTION OF NET REVENUES

The revenues in excess of expenditures reported on the financial statement are restricted for future expenditures authorized by Ordinance No. 1-2008.

NOTE 4 TRANSFER OUT TO THE CITY

The Measure D Sales Tax Fund recorded a transfer out to the City of \$1,385,625. The transfer out reflects interest and debt service payment on a transportation bond that the City issued.

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OTHER REPORTS

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**REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE
AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENT PERFORMED IN
ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS
AND MEASURE D SALES TAX COMPLIANCE REQUIREMENTS**

Independent Auditor's Report

To the Board of Directors
Imperial County Local Transportation Authority
El Centro, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the statement of revenues and allowable expenditures of the Measure D Sales Tax Fund of the City of El Centro, California (City), for the year ended June 30, 2021, and the related notes to the financial statement, and have issued our report thereon dated **January 11, 2022**. Our report included an emphasis of matter stating that the financial statement of the Measure D Sales Tax Fund does not purport to, and does not, present fairly the financial statements of the City as of June 30, 2021.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the City's internal control over financial reporting (internal control) as a basis for designing the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statement, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we do not express an opinion on the effectiveness of the City's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or, significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.



Compliance and Other Matters

As part of obtaining reasonable assurance about whether the financial statement of the Measure D Sales Tax Fund of the City is free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements including the requirements of Measure D matters as specified in the Imperial County Local Transportation Authority Retail Transactions and Use Ordinance No. 1-2008 ("Ordinance"), noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control or on compliance related to the Measure D Sales Tax Fund. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's Measure D Sales Tax Fund internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Glendale, California
January __, 2022

SECTION I COMPLIANCE FINDINGS

Current Year Findings

No findings were noted for the year ended June 30, 2021.

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OTHER INFORMATION

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City of El Centro
Measure D Sales Tax Fund
Schedule of Assets, Liabilities, and Fund Balance
June 30, 2021
(Unaudited)

Assets:

Cash and cash equivalents	\$ 3,507,440
Interest receivable	7,835
Other receivables	<u>263,227</u>
Total assets	\$ <u>3,778,502</u>

Fund Balance:

Restricted	\$ <u>3,778,502</u>
Total fund balance	\$ <u>3,778,502</u>

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City of El Centro
Measure D Sales Tax Fund
Schedule of Revenues, Expenditures and Changes in Fund Balance
For the Year Ended June 30, 2021
(Unaudited)

Revenues:	
Sales tax	\$ 3,169,283
Interest earnings	<u>23,567</u>
	<u>3,192,850</u>
 Expenditures:	
Capital outlay	<u>1,779,165</u>
	<u>1,779,165</u>
 Revenues Over (Under) Expenditures	 <u>1,413,685</u>
 Other Financing Sources (Uses):	
Transfers out to City	<u>(1,385,625)</u>
	<u>(1,385,625)</u>
 Change in Fund Balance	 28,060
 Fund Balance:	
Beginning of year	3,750,442
End of year	\$ <u>3,778,502</u>

City of El Centro
Measure D Sales Tax Fund
Schedule of Revenues, Expenditures and Changes in Fund Balance
Budget and Actual
For the Year Ended June 30, 2021
(Unaudited)

	Budget	Actual	Variance with Final Budget
Revenues:			
Sales tax	\$ 2,900,000	\$ 3,169,283	\$ 269,283
Interest earnings	15,000	23,567	8,567
	<u>2,915,000</u>	<u>3,192,850</u>	<u>277,850</u>
Expenditures:			
Capital outlay:	5,370,110	1,779,165	3,590,945
Capital projects	<u>5,370,110</u>	<u>1,779,165</u>	<u>3,590,945</u>
Revenues Over (Under) Expenditures	<u>(2,455,110)</u>	1,413,685	<u>3,868,795</u>
Other Financing Sources (Uses):			
Transfers out to the City	(1,386,605)	(1,385,625)	980
	<u>(1,386,605)</u>	<u>(1,385,625)</u>	<u>980</u>
Change in Fund Balance	\$ <u>(3,841,715)</u>	28,060	\$ <u>3,869,775</u>
Fund Balance:			
Beginning of year		3,750,442	
End of year		<u>\$ 3,778,502</u>	

- Salaries (Tech II)
- Street Lighting Master Plan
- PMS Update & Speed Survey / Streetsaver ICTC fees / Dial A Ride
- Street Improvements - Misc. (Yearly Overlay)North Date Canal under-grounding
- La Brucherie Widening - Barbara Worth to Orange Avenue - Engineering (project transferred to LTA BOND \$3M - City Fund 212)
- Imperial Avenue South to McCabe - ENG Imperial Avenue South to McCabe - ENV Imperial Avenue South to McCabe - LAND Imperial Avenue South to McCabe - CON Imperial Avenue South to McCabe - CM Wake Ave 12th to La Brucherie
- Bradshaw extend from 8th to 12th StreetI-8 SR-86 Shoulder and Slope Maint.
- Colonia Area Sidewalks - CDBG ENG Colonia Area Sidewalks - CDBG CON Colonia Drainage McDonald - Design Colonia Drainage McDonald - ROW Colonia Drainage McDonald - CON Shovel ready project preparation - DesignStreet Striping Maintenance
- Article III - Bicycle & Pedestrian Administrative Costs
- Imperial Avenue South to McCabe - CON RSTPL matchAdams Avenue RSTP Con 710106
- Euclid Avenue CMAQ Eng 710102 Euclid Avenue CMAQ Con 710106 Buenavista Ave CMAQ Eng 710102Buenavista Ave CMAQ Con 710106HSIP sidewalks and lighting
- HSIP sidewalks and lighting
- ATP Cyc 1 - 8th Street between Adams & Aurora (design)
- ATP Cyc 1 - 8th Street between Adams & Aurora (contingency)Ross Avenue Rehab Con 710106
- CMAQ Signal Light Synchro Mall AreaCMAQ Signal Light Synchro Mall AreaBond Financing

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**City of Holtville
Measure D Sales Tax Fund
Holtville, California**

**Financial Statement and Other Information
with Independent Auditor's Reports
*For the Year Ended June 30, 2021***

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**City of Holtville
Measure D Sales Tax Fund
Holtville, California**

**Financial Statement and Other Information
with Independent Auditor's Reports
*For the Year Ended June 30, 2021***

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FINANCIAL SECTION

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INDEPENDENT AUDITOR'S REPORT

To the Board of Directors
Imperial County Local Transportation Authority
El Centro, California

Report on the Financial Statement

We have audited the accompanying statement of revenues and allowable expenditures of the Measure D Sales Tax Fund of the City of Holtville, California ("City") for the year ended June 30, 2021, and the related notes to the financial statement, as listed in the table of contents.

Management's Responsibility for the Financial Statement

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

Auditor's Responsibility

Our responsibility is to express an opinion on this financial statement based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America, and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statement is free from material misstatement.

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

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



Opinion

In our opinion, the financial statement referred to above presents fairly, in all material respects, the revenues and allowable expenditures of the Measure D Sales Tax Fund of the City of Holtville for the year ended June 30, 2021, in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matter

As discussed in Note 1 to the financial statement, the statement of revenues and allowable expenditures presents only the activity of Measure D Sales Tax Fund and does not purport to, and does not, present fairly the financial position of the City of Holtville, California, as of June 30, 2021, the changes in its financial position, or where applicable, its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Other Matters

Other Information

Our audit was conducted for the purpose of forming an opinion on the statement of revenues, and allowable expenditures of the Measure D Sales Tax Fund of the City. The other information, on pages 10 through 14 is presented for purposes of additional analysis and is not a required part of the financial statements. The other information has not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on it.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated January __, 2022, on our consideration of the City's internal control over financial reporting over the statement of revenues and allowable expenditures and on our tests of compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control over financial reporting and compliance as it relates to the Measure D Sales Tax Fund.

Glendale, California

January __, 2022

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FINANCIAL STATEMENT

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City of Holtville
Measure D Sales Tax Fund
Statement of Revenues and Allowable Expenditures
For the Year Ended June 30, 2021

Revenues:

Sales tax	\$ 370,351
Interest earnings	635
	<u>370,986</u>

Expenditures:

Road repairs and maintenance	1,605
	<u>1,605</u>

Revenues Over Expenditures

369,381

Other Financing Uses:

Transfers out to the City	(50,000)
	<u>(50,000)</u>

Change in Fund Balance

\$ 319,381

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NOTES TO THE FINANCIAL STATEMENT

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NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Reporting Entity

Imperial County Local Transportation Authority

The Imperial County Local Transportation Authority (the "Authority") was created to implement the Imperial County Local Transportation Authority Retail Transactions and Use Tax Ordinance which was adopted by the electorate on November 4, 2008. The tax is imposed in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code and Division 19 of the Public Utilities Code (Code Section 180000). The purpose of this ordinance was to allow the Authority to issue bonds payable from the enactment of a one half of one percent sales tax for a period of forty years. The proceeds of this tax are first allocated to the monthly debt service payments of the bonds, then to the County of Imperial and the member agencies for local street road purposes. Also, a portion of the tax revenues would be used for administration, transit services, and state highway purposes.

The funds that are generated by implementation of the Imperial County Transportation Authority Retail Transactions and Use Tax Ordinance are intended to supplement and not to replace existing local revenues used for transportation purposes.

The Authority consists of the following member agencies:

1. City of Brawley
2. City of Calexico
3. City of Calipatria
4. City of El Centro
5. City of Holtville
6. City of Imperial
7. City of Westmorland
8. County of Imperial

The members of the Board of the Authority consist of one member of the City Council of each incorporated city of Imperial County and two members of the Board of Supervisors of Imperial County. The members serve staggered terms with no term exceeding a four-year period. The chairman and vice-chairman of the Board of the Authority are elected annually in June.

Compliance Requirements of the Imperial County Local Transportation Authority

Each member agency is required to comply with the By-Laws of the Imperial County Local Transportation Authority and the Imperial County Local Transportation Authority Retail Transactions and Use Tax Ordinance and Transportation Authority Expenditure Plan.

NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Fund Accounting

Fund accounting is designed to demonstrate local compliance and to aid financial management by segregating transactions related to certain government functions or activities. The City of Holtville has established a special revenue fund to account for revenues and expenditures related to Ordinance No. 1-2008.

Basis of Presentation

The financial statement presents only the activity of Measure D Sales Tax Fund and does not purport to, and does not, present fairly the financial position of the City of Holtville, California, as of June 30, 2021, the changes in its financial position, or where applicable, its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis of Accounting

The Measure D Sales Tax Fund accounted for using a “*current financial resources*” measurement focus and the modified accrual basis of accounting. The statement of revenues, expenditures, and changes in fund balance of the Measure D Sales Tax Fund presents increases (i.e., revenues and other financing sources) and decreases (i.e., expenditures and other financing uses) of the fund.

Under the modified accrual basis of accounting, revenues are recognized when susceptible to accrual (i.e., when they become both measurable and available). Measurable means the amount of the transaction can be determined and “available” means within the current period or soon enough thereafter to be used to pay liabilities of the current period. Generally, revenues are considered available if the revenues are collected within sixty days after year-end. Expenditures are recorded when the related fund liability is incurred.

Ordinance No. 1-2008, The Imperial County Local Transportation Authority Retail Transactions and Use Tax Ordinance and Expenditure Plan, between the City of Holtville and the Imperial County Local Transportation Authority dated July 27, 2008 requires the schedule of revenues and allowable expenditures be reported in conformity with the terms of the agreement. The City accounts for the Measure D Sales Tax Fund using a Special Revenue Fund to track and record the revenues and expenditures related to this ordinance.

Use of Estimates

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

NOTE 2 SALES TAX REVENUE

The Authority allocates sales tax to each member agency. The City's allocable sales tax is net of amounts withheld for debt service as follows:

Gross sales tax allocation	\$ 598,449
Withheld for debt service	(228,098)
Net sales tax allocation	<u>\$ 370,351</u>

NOTE 3 RESTRICTION OF NET REVENUES

The revenues in excess of expenditures reported on the financial statement are restricted for future expenditures authorized by Ordinance No. 1-2008.

NOTE 4 TRANSFER OUT TO THE CITY

The City recorded a transfer out to the City of \$50,000 to reflect the reimbursement of costs incurred in another City fund for Measure D eligible projects.

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OTHER REPORTS

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**REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE
AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENT PERFORMED IN
ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS
AND MEASURE D SALES TAX COMPLIANCE REQUIREMENTS**

Independent Auditor's Report

To the Board of Directors
Imperial County Local Transportation Authority
El Centro, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the statement of revenues and allowable expenditures of the Measure D Sales Tax Fund of the City of Holtville, California (City), for the year ended June 30, 2021, and the related notes to the financial statement, and have issued our report thereon dated **January 12, 2022**. Our report included an emphasis of matter stating that the financial statement of the Measure D Sales Tax Fund does not purport to, and does not, present fairly the financial statements of the City as of June 30, 2021.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the City's internal control over financial reporting (internal control) as a basis for designing the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statement, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we do not express an opinion on the effectiveness of the City's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or, significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.



Compliance and Other Matters

As part of obtaining reasonable assurance about whether the financial statement of the Measure D Sales Tax Fund of the City is free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements including the requirements of Measure D matters as specified in the Imperial County Local Transportation Authority Retail Transactions and Use Ordinance No. 1-2008 ("Ordinance"), noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control or on compliance related to the Measure D Sales Tax Fund. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's Measure D Sales Tax Fund internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Glendale, California
January __, 2022

SECTION I COMPLIANCE FINDINGS

Current Year Findings

No findings were noted for the year ended June 30, 2021.

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OTHER INFORMATION

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City of Holtville
Measure D Sales Tax Fund
Schedule of Assets, Liabilities, and Fund Balance
June 30, 2021
(Unaudited)

Assets:

Cash and cash equivalents	\$ 1,374,995
Total assets	\$ <u>1,374,995</u>

Fund Balance:

Restricted for road repairs and maintenance	\$ 1,374,995
Total fund balance	\$ <u>1,374,995</u>

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City of Holtville
Measure D Sales Tax Fund
Schedule of Revenues, Expenditures and Changes in Fund Balance
For the Year Ended June 30, 2021
(Unaudited)

Revenues:	
Sales tax	\$ 370,351
Interest earnings	635
Other	-
	<u>370,986</u>
Expenditures:	
Road repairs and maintenance	<u>1,605</u>
	<u>1,605</u>
Revenues Over Expenditures	<u>369,381</u>
Other Financing Uses:	
Transfers out to the County	<u>(50,000)</u>
	<u>(50,000)</u>
Change in Fund Balance	319,381
Fund Balance:	
Beginning of year	1,055,614
End of year	<u>\$ 1,374,995</u>

City of Holtville
Measure D Sales Tax Fund
Schedule of Revenues, Expenditures and Changes in Fund Balance
Budget and Actual
For the Year Ended June 30, 2021
(Unaudited)

	Budget	Actual	Variance with Final Budget
Revenues:			
Sales tax	\$ 283,000	\$ 370,351	\$ 87,351
Interest earnings	-	635	635
	<u>283,000</u>	<u>370,986</u>	<u>87,986</u>
Expenditures:			
Road repairs and maintenance	-	1,605	(1,605)
	<u>-</u>	<u>1,605</u>	<u>(1,605)</u>
Revenues Over (Under) Expenditures	<u>283,000</u>	<u>369,381</u>	<u>86,381</u>
Other Financing Sources (Uses):			
Transfers out to the County	(216,508)	(50,000)	166,508
	<u>(216,508)</u>	<u>(50,000)</u>	<u>166,508</u>
Change in Fund Balance	\$ <u>66,492</u>	319,381	\$ <u>252,889</u>
Fund Balance:			
Beginning of year		1,055,614	
End of year		<u>\$ 1,374,995</u>	

City of Holtville
Measure D Sales Tax Fund
Five Year Program of Projects
For the Year Ended June 30, 2021
(Unaudited)

STREET	FROM	TO	PROJECT
Fern Avenue	Fifth Street	Fourth Street	Reconstruct
Fern Avenue	Fifth Street	Sixth Street	Resurface
Various Streets			Maintenance & Restorative Seal
Artesia Avenue	Myrtle Avenue	Olive Avenue	Maintenance & Restorative Seal
Eighth Street	Melon	Olive Avenue	Maintenance & Restorative Seal
Fern Avenue	Sixth Street	Ninth Street	Maintenance & Restorative Seal
Orange Avenue	Fifth Street	Tenth Street	Maintenance & Restorative Seal
Walnut Avenue	237 S of Third St	Tenth Street	Maintenance & Restorative Seal
Maple Avenue	Fourth Street	Ninth Street	Maintenance & Restorative Seal
Chestnut Avenue	Fourth Street	Ninth Street	Maintenance & Restorative Seal
Brentwood Avenue	Seventh Street	Ninth Street	Maintenance & Restorative Seal
Holt Avenue	Fifth Street	Ninth Street	Maintenance & Restorative Seal
Sixth Street	Orange Avenue	350 East of Grape	Maintenance & Restorative Seal
Grape Avenue	Fifth Street	Sixth Street	Maintenance & Restorative Seal
Myrtle Avenue	Sixth Street	West Seventh St	Maintenance & Restorative Seal
South Half of 6th St	Tamarack	Melon Ave	Maintenance & Restorative Seal
Fifth Street	Tamarack Ave	Mesquite Ave	Maintenance & Restorative Seal
Cedar Street	Fourth Street	Alamo Bridge	Maintenance & Restorative Seal
Holt Avenue	Ninth Street	Tenth Street	Maintenance & Restorative Seal
Tenth Street	Holt Avenue	Orange Ave	Maintenance & Restorative Seal
Cedar Avenue	Seventh Street	Ninth Street	Maintenance & Restorative Seal
Fourth Street	Highway 115	Holt Avenue	Maintenance & Restorative Seal
Fourth Street	Holt Avenue	Walnut Avenue	Maintenance & Restorative Seal
Fourth Street	Walnut Avenue	Grape Avenue	Maintenance & Restorative Seal
Pine Avenue	Fourth Street	Fifth Avenue	Maintenance & Restorative Seal
Pine Avenue	Fifth Street	Ninth Street	Maintenance & Restorative Seal
Holt Avenue	Fourth Street	Fifth Street	Maintenance & Restorative Seal
Walnut Avenue	South County Line	237 S of Third St	Maintenance & Restorative Seal
Sixth Street	Holt Avenue	Orange Avenue	Maintenance & Restorative Seal Tamarack
Sixth Street	Melon Avenue	Holt Avenue Of Fifth	Maintenance & Restorative Seal
Tenth Street	Orange Avenue		Maintenance & Restorative Seal
Figueria Avenue	Ninth Street	Tenth Street	Maintenance & Restorative Seal
Circle Drive	Eighth Street	Ninth Street	Maintenance & Restorative Seal
Circle Drive	Eighth Street	Chestnut Ave	Maintenance & Restorative Seal
Figueria Avenue	Seventh St	Eighth Street	Maintenance & Restorative Seal
Fig Avenue	Fifth Street	Sixth Street	Maintenance & Restorative Seal
Maple Avenue	Third Street	Fourth Street	Maintenance & Restorative Seal
Third Street	Walnut Avenue	Grape Avenue	Maintenance & Restorative Seal
Chestnut Avenue	Third Street	Fourth Street	Maintenance & Restorative Seal
Rose Avenue - East of Chestnut Avenue			Maintenance & Restorative Seal
Ninth Street	Beale Avenue	Towland Road	Maintenance & Restorative Seal
Seventh Street	Beale Avenue	Towland Road	Maintenance & Restorative Seal
Webb Avenue	Seventh Street	Ninth Street	Maintenance & Restorative Seal
Ash Avenue	Eighth Street	Ninth Street	Maintenance & Restorative Seal
Elm Avenue	Eighth Street	Ninth Street	Maintenance & Restorative Seal
Oak Avenue	Eighth Street	Ninth Street	Maintenance & Restorative Seal
Eighth Street	Ash Avenue	Oak Avenue	Maintenance & Restorative Seal

City of Holtville
Measure D Sales Tax Fund
Five Year Program of Projects
For the Year Ended June 30, 2021
(Unaudited)

STREET	FROM	TO	PROJECT
Grape Avenue	Fourth Street	Fifth Street	Maintenance & Restorative Seal
Seventh Street	Myrtle Avenue	Beale Avenue	Maintenance & Restorative Seal
Eighth Street	Olive Avenue	Beale Avenue	Maintenance & Restorative Seal
Wooldridge Ave	Melon Ave	Olive Avenue	Maintenance & Restorative Seal
Ninth Street	Olive Avenue	Beale Avenue	Maintenance & Restorative Seal
Melon Avenue	Sixth Street	Ninth Street	Maintenance & Restorative Seal
Olive Avenue	Fifth Street	Ninth Street	Maintenance & Restorative Seal
Palm Avenue	Fourth Street	Highway 115	Maintenance & Restorative Seal
Palm Avenue	Fifth Street	Ninth Street	Maintenance & Restorative Seal
Cedar Avenue	Fourth Street	Seventh Street	Maintenance & Restorative Seal
Orange Avenue	200' S of Fifth St		Maintenance & Restorative Seal
Beale Avenue	Seventh Street	Ninth Street	Maintenance & Restorative Seal
8th Street	Maple	Walnut Ave	Maintenance & Restorative Seal
Figueroa Avenue	Fifth Street	Sixth Street	Maintenance & Restorative Seal
Olive Avenue	Ninth Street	Tenth Street	Maintenance & Restorative Seal
Ninth Street	Slaton	Brentwood	Maintenance & Restorative Seal
Grape Avenue	Fourth Street Ninth Street	Third Street	Construct Extension
Beale Avenue		Tenth Street	Construct Extension
Willow Avenue	Ninth Street	Tenth Street	Construct Extension
Grape Court	East of Grape Avenue		Construct Extension
Grape Avenue	Fourth Street	Fifth Street	Install Curb, Gutter & Sidewalk
Walnut Ave Impr Phase II	First Street	Fourth Street	
Monument Sign Phase II			
Cedar Avenue	Fourth Street	Fifth Street	Install Curb, Gutter & Sidewalk
Fourth Street	Cedar Avenue	Walnut Avenue	Install Curb, Gutter & Sidewalk
5th Street, Holt Ave & Cedar Ave			Bus Shelter/Curbs TDA Projects
4th Street/SR 115 - Alamo River Trail			
Alamo River Habitat Conservation			
Citywide			Develop Electric Vehicle Plan
4th Street/SR 115 - Alamo River Bridge			Develop Electric Vehicle Plan
Rail ROW Acquisitions	Grape Avenue Intersection		Acquire EV Path Route
SR 115/5th Street			Install Curb, Gutter & Sidewalk
Ninth Street	Brentwood		Underground IID Lateral Canal
9th Street Constr			
Ninth Street	Slayton	Beale	Underground IID Lateral Canal
Ninth Street	Cedar	Palm	Underground IID Lateral Canal
Citywide			Street Sign Replacement
Citywide			Sidewalk Rehab/Replacement
Complete Street Plan			Transportation Planning Project
6th Street Improvements			
4th Street Project			
9th St Lateral	Cedar	Olive	

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**City of Imperial
Measure D Sales Tax Fund
Imperial, California**

**Financial Statement and Other Information
with Independent Auditor's Reports
*For the Year Ended June 30, 2021***

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**City of Imperial
Measure D Sales Tax Fund
Imperial, California**

**Financial Statement and Other Information
with Independent Auditor's Reports
*For the Year Ended June 30, 2021***

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FINANCIAL SECTION

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INDEPENDENT AUDITOR'S REPORT

To the Board of Directors
Imperial County Local Transportation Authority
El Centro, California

Report on the Financial Statement

We have audited the accompanying statement of revenues and allowable expenditures of the Measure D Sales Tax Fund of the City of Imperial, California ("City") for the year ended June 30, 2021, and the related notes to the financial statement, as listed in the table of contents.

Management's Responsibility for the Financial Statement

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

Auditor's Responsibility

Our responsibility is to express an opinion on this financial statement based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America, and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statement is free from material misstatement.

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

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



Opinion

In our opinion, the financial statement referred to above presents fairly, in all material respects, the revenues and allowable expenditures of the Measure D Sales Tax Fund of the City of Imperial for the year ended June 30, 2021, in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matter

As discussed in Note 1 to the financial statement, the statement of revenues and allowable expenditures presents only the activity of Measure D Sales Tax Fund and does not purport to, and does not, present fairly the financial position of the City of Imperial, California, as of June 30, 2021, the changes in its financial position, or where applicable, its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Other Matters

Other Information

Our audit was conducted for the purpose of forming an opinion on the statement of revenues, and allowable expenditures of the Measure D Sales Tax Fund of the City. The other information, on pages 10 through 13 is presented for purposes of additional analysis and is not a required part of the financial statements. The other information has not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on it.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated January __, 2022, on our consideration of the City's internal control over financial reporting over the statement of revenues and allowable expenditures and on our tests of compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control over financial reporting and compliance as it relates to the Measure D Sales Tax Fund.

Glendale, California

January __, 2022

FINANCIAL STATEMENT

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City of Imperial
Measure D Sales Tax Fund
Statement of Revenues and Allowable Expenditures
For the Year Ended June 30, 2021

Revenues:

Sales tax	\$ 1,037,328
Interest earnings	3,758
Other	253,957
	<u>1,295,043</u>

Expenditures:

Road repairs and maintenance	2,704,299
	<u>2,704,299</u>

Revenues Over Expenditures

(1,409,256)

Other Financing Uses:

Transfers out to the City	(104,438)
	<u>(104,438)</u>

Change in Fund Balance

\$ (1,513,694)

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NOTES TO THE FINANCIAL STATEMENT

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NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Reporting Entity

Imperial County Local Transportation Authority

The Imperial County Local Transportation Authority (the "Authority") was created to implement the Imperial County Local Transportation Authority Retail Transactions and Use Tax Ordinance which was adopted by the electorate on November 4, 2008. The tax is imposed in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code and Division 19 of the Public Utilities Code (Code Section 180000). The purpose of this ordinance was to allow the Authority to issue bonds payable from the enactment of a one half of one percent sales tax for a period of forty years. The proceeds of this tax are first allocated to the monthly debt service payments of the bonds, then to the County of Imperial and the member agencies for local street road purposes. Also, a portion of the tax revenues would be used for administration, transit services, and state highway purposes.

The funds that are generated by implementation of the Imperial County Transportation Authority Retail Transactions and Use Tax Ordinance are intended to supplement and not to replace existing local revenues used for transportation purposes.

The Authority consists of the following member agencies:

1. City of Brawley
2. City of Calexico
3. City of Calipatria
4. City of El Centro
5. City of Holtville
6. City of Imperial
7. City of Westmorland
8. County of Imperial

The members of the Board of the Authority consist of one member of the City Council of each incorporated city of Imperial County and two members of the Board of Supervisors of Imperial County. The members serve staggered terms with no term exceeding a four-year period. The chairman and vice-chairman of the Board of the Authority are elected annually in June.

Compliance Requirements of the Imperial County Local Transportation Authority

Each member agency is required to comply with the By-Laws of the Imperial County Local Transportation Authority and the Imperial County Local Transportation Authority Retail Transactions and Use Tax Ordinance and Transportation Authority Expenditure Plan.

NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Fund Accounting

Fund accounting is designed to demonstrate local compliance and to aid financial management by segregating transactions related to certain government functions or activities. The City of Imperial has established a special revenue fund to account for revenues and expenditures related to Ordinance No. 1-2008.

Basis of Presentation

The financial statement presents only the activity of Measure D Sales Tax Fund and does not purport to, and does not, present fairly the financial position of the City of Imperial, California, as of June 30, 2021, the changes in its financial position, or where applicable, its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis of Accounting

The Measure D Sales Tax Fund accounted for using a “*current financial resources*” measurement focus and the modified accrual basis of accounting. The statement of revenues, expenditures, and changes in fund balance of the Measure D Sales Tax Fund presents increases (i.e., revenues and other financing sources) and decreases (i.e., expenditures and other financing uses) of the fund.

Under the modified accrual basis of accounting, revenues are recognized when susceptible to accrual (i.e., when they become both measurable and available). Measurable means the amount of the transaction can be determined and “available” means within the current period or soon enough thereafter to be used to pay liabilities of the current period. Generally, revenues are considered available if the revenues are collected within sixty days after year-end. Expenditures are recorded when the related fund liability is incurred.

Ordinance No. 1-2008, The Imperial County Local Transportation Authority Retail Transactions and Use Tax Ordinance and Expenditure Plan, between the City of Imperial and the Imperial County Local Transportation Authority dated July 27, 2008 requires the schedule of revenues and allowable expenditures be reported in conformity with the terms of the agreement. The City accounts for the Measure D Sales Tax Fund using a Special Revenue Fund to track and record the revenues and expenditures related to this ordinance.

Use of Estimates

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

NOTE 2 SALES TAX REVENUE

The Authority allocates sales tax to each member agency. The City's allocable sales tax is net of amounts withheld for debt service as follows:

Gross sales tax allocation	\$ 1,533,086
Withheld for debt service	<u>(495,758)</u>
Net sales tax allocation	<u>\$ 1,037,328</u>

NOTE 3 RESTRICTION OF NET REVENUES

The revenues in excess of expenditures reported on the financial statement are restricted for future expenditures authorized by Ordinance No. 1-2008.

NOTE 4 TRANSFERS OUT TO THE CITY

The City recorded transfers out to the City of \$104,438 to reflect the reimbursement of costs incurred in another City fund for Measure D eligible projects.

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OTHER REPORTS

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**REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE
AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENT PERFORMED IN
ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS
AND MEASURE D SALES TAX COMPLIANCE REQUIREMENTS**

Independent Auditor's Report

To the Board of Directors
Imperial County Local Transportation Authority
El Centro, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the statement of revenues and allowable expenditures of the Measure D Sales Tax Fund of the City of Imperial, California (City), for the year ended June 30, 2021, and the related notes to the financial statement, and have issued our report thereon dated **January 11, 2022**. Our report included an emphasis of matter stating that the financial statement of the Measure D Sales Tax Fund does not purport to, and does not, present fairly the financial statements of the City as of June 30, 2021.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the City's internal control over financial reporting (internal control) as a basis for designing the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statement, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we do not express an opinion on the effectiveness of the City's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or, significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.



Compliance and Other Matters

As part of obtaining reasonable assurance about whether the financial statement of the Measure D Sales Tax Fund of the City is free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements including the requirements of Measure D matters as specified in the Imperial County Local Transportation Authority Retail Transactions and Use Ordinance No. 1-2008 ("Ordinance"), noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control or on compliance related to the Measure D Sales Tax Fund. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's Measure D Sales Tax Fund internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Glendale, California
January __, 2022

SECTION I COMPLIANCE FINDINGS

Current Year Findings

No findings were noted for the year ended June 30, 2021.

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OTHER INFORMATION

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City of Imperial
Measure D Sales Tax Fund
Schedule of Assets, Liabilities, and Fund Balance
June 30, 2021
(Unaudited)

Assets:

Cash and cash equivalents	\$ 2,394,803
Interest receivable	349
Total assets	\$ <u>2,395,152</u>

Liabilities and Fund Balance:

Liabilities:

Accounts payable	\$ <u>131,062</u>
Total liabilities	<u>131,062</u>

Fund Balance:

Restricted for road repairs and maintenance	<u>2,264,090</u>
Total fund balance	<u>2,264,090</u>
Total liabilities and fund balance	\$ <u>2,395,152</u>

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City of Imperial
Measure D Sales Tax Fund
Schedule of Revenues, Expenditures and Changes in Fund Balance
For the Year Ended June 30, 2021
(Unaudited)

Revenues:	
Sales tax	\$ 1,037,328
Interest earnings	3,758
Other	<u>253,957</u>
	<u>1,295,043</u>
Expenditures:	
Road repairs and maintenance	<u>2,704,299</u>
	<u>2,704,299</u>
Revenues Over Expenditures	<u>(1,409,256)</u>
Other Financing Uses:	
Transfers out to the County	<u>(104,438)</u>
	<u>(104,438)</u>
Change in Fund Balance	(1,513,694)
Fund Balance:	
Beginning of year	<u>3,777,784</u>
End of year	<u>\$ 2,264,090</u>

City of Imperial
Measure D Sales Tax Fund
Schedule of Revenues, Expenditures and Changes in Fund Balance
Budget and Actual
For the Year Ended June 30, 2021
(Unaudited)

	Budget	Actual	Variance with Final Budget
Revenues:			
Sales tax	\$ 864,607	\$ 1,037,328	\$ 172,721
Interest earnings	-	3,758	3,758
Other	-	253,957	253,957
	<u>864,607</u>	<u>1,295,043</u>	<u>430,436</u>
Expenditures:			
Road repairs and maintenance	2,042,000	2,704,299	(662,299)
	<u>2,042,000</u>	<u>2,704,299</u>	<u>(662,299)</u>
Revenues Over (Under) Expenditures	<u>(1,177,393)</u>	<u>(1,409,256)</u>	<u>(231,863)</u>
Other Financing Sources (Uses):			
Transfers out to the County	(617,918)	(104,438)	513,480
	<u>(617,918)</u>	<u>(104,438)</u>	<u>513,480</u>
Change in Fund Balance	\$ <u>(1,795,311)</u>	(1,513,694)	\$ <u>281,617</u>
Fund Balance:			
Beginning of year		3,777,784	
End of year		<u>\$ 2,264,090</u>	

City of Imperial
Measure D Sales Tax Fund
Five Year Program of Projects
For the Year Ended June 30, 2021
(Unaudited)

STREET	LOCATION	PROJECT DESCRIPTION
Various Streets	Various Limits	Rehab/Maintenance
Town Core	South of 15th Street, west of P Street, north of 1st Street and east of B Street	Const/Rehab/Maintenance
South West	South of Worthington Rd, west of Hwy 86, north of Treshill Rd, and east of Austin Rd	Const/Rehab/Maintenance
South East	South of Worthington Rd, west of Dogwood Rd, north of Treshill Rd, and east of Hwy 86	Const/Rehab/Maintenance
North West	North of Worthington Rd, west of Hwy 86, south of Larsen Rd, east of Austin Rd	Const/Rehab/Maintenance
North East	North of Worthington Rd, west of Dogwood Rd, south of Larsen Rd, and east of Hwy 86	Const/Rehab/Maintenance

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**County of Imperial
Measure D Sales Tax Fund
El Centro, California**

**Financial Statement and Other Information
with Independent Auditor's Reports
*For the Year Ended June 30, 2021***

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**County of Imperial
Measure D Sales Tax Fund
El Centro, California**

**Financial Statement and Other Information
with Independent Auditor's Reports
*For the Year Ended June 30, 2021***

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Five Year – Program of Projects	13

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FINANCIAL SECTION

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INDEPENDENT AUDITOR'S REPORT

To the Board of Directors
Imperial County Local Transportation Authority
El Centro, California

Report on the Financial Statement

We have audited the accompanying statement of revenues and allowable expenditures of the Measure D Sales Tax Fund of the County of Imperial, California ("County") for the year ended June 30, 2021, and the related notes to the financial statement, as listed in the table of contents.

Management's Responsibility for the Financial Statement

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

Auditor's Responsibility

Our responsibility is to express an opinion on this financial statement based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America, and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statement is free from material misstatement.

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

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



Opinion

In our opinion, the financial statement referred to above presents fairly, in all material respects, the revenues and allowable expenditures of the Measure D Sales Tax Fund of the County of Imperial for the year ended June 30, 2021, in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matter

As discussed in Note 1 to the financial statement, the statement of revenues and allowable expenditures presents only the activity of Measure D Sales Tax Fund and does not purport to, and does not, present fairly the financial position of the County of Imperial, California, as of June 30, 2021, the changes in its financial position, or where applicable, its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Other Matters

Other Information

Our audit was conducted for the purpose of forming an opinion on the statement of revenues, and allowable expenditures of the Measure D Sales Tax Fund of the County. The other information, on pages 10 through 14 is presented for purposes of additional analysis and is not a required part of the financial statements. The other information has not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on it.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated January __, 2022, on our consideration of the County's internal control over financial reporting over the statement of revenues and allowable expenditures and on our tests of compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the County's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the County's internal control over financial reporting and compliance as it relates to the Measure D Sales Tax Fund.

Glendale, California
January __, 2022

FINANCIAL STATEMENT

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County of Imperial
Measure D Sales Tax Fund
Statement of Revenues and Allowable Expenditures
For the Year Ended June 30, 2021

Revenues:

Sales tax	\$ 3,114,361
Interest earnings	107,071
	<u>3,221,432</u>

Expenditures:

Road repairs and maintenance	190,157
	<u>190,157</u>

Revenues Over Expenditures

3,031,275

Other Financing Uses:

Transfers out to the County	(762,521)
	<u>(762,521)</u>

Change in Fund Balance

\$ 2,268,754

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NOTES TO THE FINANCIAL STATEMENT

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NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Reporting Entity

Imperial County Local Transportation Authority

The Imperial County Local Transportation Authority (the "Authority") was created to implement the Imperial County Local Transportation Authority Retail Transactions and Use Tax Ordinance which was adopted by the electorate on November 4, 2008. The tax is imposed in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code and Division 19 of the Public Utilities Code (Code Section 180000). The purpose of this ordinance was to allow the Authority to issue bonds payable from the enactment of a one half of one percent sales tax for a period of forty years. The proceeds of this tax are first allocated to the monthly debt service payments of the bonds, then to the County of Imperial and the member agencies for local street road purposes. Also, a portion of the tax revenues would be used for administration, transit services, and state highway purposes.

The funds that are generated by implementation of the Imperial County Transportation Authority Retail Transactions and Use Tax Ordinance are intended to supplement and not to replace existing local revenues used for transportation purposes.

The Authority consists of the following member agencies:

1. City of Brawley
2. City of Calexico
3. City of Calipatria
4. City of El Centro
5. City of Holtville
6. City of Imperial
7. City of Westmorland
8. County of Imperial

The members of the Board of the Authority consist of one member of the City Council of each incorporated city of Imperial County and two members of the Board of Supervisors of Imperial County. The members serve staggered terms with no term exceeding a four-year period. The chairman and vice-chairman of the Board of the Authority are elected annually in June.

Compliance Requirements of the Imperial County Local Transportation Authority

Each member agency is required to comply with the By-Laws of the Imperial County Local Transportation Authority and the Imperial County Local Transportation Authority Retail Transactions and Use Tax Ordinance and Transportation Authority Expenditure Plan.

NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Fund Accounting

Fund accounting is designed to demonstrate local compliance and to aid financial management by segregating transactions related to certain government functions or activities. The County of Imperial (County) has established a special revenue fund to account for revenues and expenditures related to Ordinance No. 1-2008.

Basis of Presentation

The financial statement presents only the activity of Measure D Sales Tax Fund and does not purport to, and does not, present fairly the financial position of the County of Imperial, California, as of June 30, 2021, the changes in its financial position, or where applicable, its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis of Accounting

The Measure D Sales Tax Fund accounted for using a “*current financial resources*” measurement focus and the modified accrual basis of accounting. The statement of revenues, expenditures, and changes in fund balance of the Measure D Sales Tax Fund presents increases (i.e., revenues and other financing sources) and decreases (i.e., expenditures and other financing uses) of the fund.

Under the modified accrual basis of accounting, revenues are recognized when susceptible to accrual (i.e., when they become both measurable and available). Measurable means the amount of the transaction can be determined and “available” means within the current period or soon enough thereafter to be used to pay liabilities of the current period. Generally, revenues are considered available if the revenues are collected within sixty days after year-end. Expenditures are recorded when the related fund liability is incurred.

Ordinance No. 1-2008, The Imperial County Local Transportation Authority Retail Transactions and Use Tax Ordinance and Expenditure Plan, between the County of Imperial and the Imperial County Local Transportation Authority dated July 27, 2008 requires the schedule of revenues and allowable expenditures be reported in conformity with the terms of the agreement. The County accounts for the Measure D Sales Tax Fund using a Special Revenue Fund to track and record the revenues and expenditures related to this ordinance.

Use of Estimates

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

NOTE 2 SALES TAX REVENUE

The Authority allocates sales tax to each member agency. The County's allocable sales tax is net of amounts withheld for debt service as follows:

Gross sales tax allocation	\$ 4,958,849
Withheld for debt service	<u>(1,844,488)</u>
Net sales tax allocation	<u>\$ 3,114,361</u>

NOTE 3 RESTRICTION OF NET REVENUES

The revenues in excess of expenditures reported on the financial statement are restricted for future expenditures authorized by Ordinance No. 1-2008.

NOTE 4 TRANSFERS OUT TO THE COUNTY

The County recorded transfers out to the County of \$762,521. The transfers out reflect the reimbursement of costs incurred in another County fund. Those costs are being funded with Measure D sales tax revenue.

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OTHER REPORTS

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**REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE
AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENT PERFORMED IN
ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS
AND MEASURE D SALES TAX COMPLIANCE REQUIREMENTS**

Independent Auditor's Report

To the Board of Directors
Imperial County Local Transportation Authority
El Centro, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the statement of revenues and allowable expenditures of the Measure D Sales Tax Fund of the County of Imperial, California (County), for the year ended June 30, 2021, and the related notes to the financial statement, and have issued our report thereon dated **January 12, 2022**. Our report included an emphasis of matter stating that the financial statement of the Measure D Sales Tax Fund does not purport to, and does not, present fairly the financial statements of the County as of June 30, 2021.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the County's internal control over financial reporting (internal control) as a basis for designing the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statement, but not for the purpose of expressing an opinion on the effectiveness of the County's internal control. Accordingly, we do not express an opinion on the effectiveness of the County's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or, significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.



Compliance and Other Matters

As part of obtaining reasonable assurance about whether the financial statement of the Measure D Sales Tax Fund of the County is free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements including the requirements of Measure D matters as specified in the Imperial County Local Transportation Authority Retail Transactions and Use Ordinance No. 1-2008 ("Ordinance"), noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the County's internal control or on compliance related to the Measure D Sales Tax Fund. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the County's Measure D Sales Tax Fund internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Glendale, California
January __, 2022

SECTION I COMPLIANCE FINDINGS

Current Year Findings

No findings were noted for the year ended June 30, 2021.

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OTHER INFORMATION

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County of Imperial
Measure D Sales Tax Fund
Schedule of Assets, Liabilities, and Fund Balance
June 30, 2021
(Unaudited)

Assets:

Cash and cash equivalents	\$ 12,792,631
Interest receivable	<u>26,774</u>
Total assets	\$ <u>12,819,405</u>

Liabilities and Fund Balance:

Liabilities:

Accounts payable	\$ <u>3,778</u>
Total liabilities	<u>3,778</u>

Fund Balance:

Restricted for road repairs and maintenance	<u>12,815,627</u>
Total fund balance	<u>12,815,627</u>
Total liabilities and fund balance	\$ <u>12,819,405</u>

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County of Imperial
Measure D Sales Tax Fund
Schedule of Revenues, Expenditures and Changes in Fund Balance
For the Year Ended June 30, 2021
(Unaudited)

Revenues:	
Sales tax	\$ 3,114,361
Interest earnings	107,071
	<u>3,221,432</u>
Expenditures:	
Road repairs and maintenance	190,157
	<u>190,157</u>
Revenues Over Expenditures	<u>3,031,275</u>
Other Financing Uses:	
Transfers out to the County	(762,521)
	<u>(762,521)</u>
Change in Fund Balance	2,268,754
Fund Balance:	
Beginning of year	10,546,873
End of year	\$ <u>12,815,627</u>

County of Imperial
Measure D Sales Tax Fund
Schedule of Revenues, Expenditures and Changes in Fund Balance
Budget and Actual
For the Year Ended June 30, 2021
(Unaudited)

	<u>Budget</u>	<u>Actual</u>	<u>Variance with Final Budget</u>
Revenues:			
Sales tax	\$ 2,500,000	\$ 3,114,361	\$ 614,361
Interest earnings	<u>75,000</u>	<u>107,071</u>	<u>32,071</u>
	<u>2,575,000</u>	<u>3,221,432</u>	<u>646,432</u>
Expenditures:			
Road repairs and maintenance	<u>900,895</u>	<u>190,157</u>	<u>710,738</u>
	<u>900,895</u>	<u>190,157</u>	<u>710,738</u>
Revenues Over (Under) Expenditures	<u>1,674,105</u>	<u>3,031,275</u>	<u>1,357,170</u>
Other Financing Sources (Uses):			
Transfers out to the County	<u>43,500</u>	<u>(762,521)</u>	<u>(806,021)</u>
	<u>43,500</u>	<u>(762,521)</u>	<u>(806,021)</u>
Change in Fund Balance	\$ <u>1,717,605</u>	2,268,754	\$ <u>551,149</u>
Fund Balance:			
Beginning of year		10,546,873	
End of year		\$ <u>12,815,627</u>	

County of Imperial
Measure D Sales Tax Fund
Five Year Program of Projects (Continued)
For the Year Ended June 30, 2021
(Unaudited)

Imperial County - Roads				
	Road	From	To	Project Description
1	Various Roads in Bombay Beach			Overlay
2	Various Roads in Desert Shores			Overlay
3	Various Roads in Heber			Overlay
4	Various Roads in Palo Verde			Overlay
5	Various Roads in Salton City			Overlay
6	Various Roads in Salton Sea Beach			Overlay
7	Various Roads in Imperial County			Overlay
8	Various Roads in Niland			Overlay
9	Various Roads in Octotillo			Overlay
10	Various Roads in Seeley			Overlay
11	Various Roads in Winterhaven			Overlay
12	Various County Maintained Bridges			Repairs/Replacement as Needed
13	Diehl Road (13)	Drew Road (WR)	West 2 Miles	Overlay
14	Wixom Road (12)	Drew Road (WR)	West to End	Overlay
15	Alamo Road (23.5)	Towland (ET)	Bridenstein Road (EU)	Reconstruct
16	Araz (A2N07)	I-8	Winterhaven Drive (A2P06)	Overlay
17	Aten Road (24)	Forrester Road (WJ)	Gillette Road	Overlay
18	Belford Road (28.5)	Imperial Ave.	West End	Overlay
19	Blair Road (EE)	McDonald Road (76)	Pond Road (78)	Overlay
20	Boarts Road (53)	SR86	Kalin Road (WE)	Overlay
21	Bowker Road (EH)	Cole Road (6)	Jasper Road (8)	Overlay
22	Bowker Road (EH)	SR98	Anza Road (2)	Overlay
23	Boyd Road (34)	Poore Road (EY)	Highline Road (EZ)	Overlay/Widen
24	Brandt Road	Gardner Road	Fredricks Road	Overlay
25	Brandt Road	Rutherford Road	Bannister Road	Overlay
26	Brockman Road (WL)	Kramer Road	McCabe Road (14)	Reconstruct
27	Brockman Road (WL)	SR98	McCabe Road (14)	Overlay/Widen
28	Cady Road	Loveland Road	Forrester Road	Overlay
29	Casey Road (EM)	Boyd Road (34)	Keystone Road (36)	Overlay
30	Chick Road (16)	SR111	1 1/2 Miles West	Overlay/Widen
31	Clark Road (WC)	Horne Road (16)	Wahl Road (10)	Overlay
32	Drew Road (WR)	Kubler Road (9)	SR98	Overlay
33	Drew Road (WR)	Lions Road (9)	Kubler Road	Overlay
34	Evan Hewes (2A23)	Drew Road (WR)	Westmoreland Road (WX)	Overlay
35	Evan Hewes (2A23)	Imperial Hwy (2A02)	Plaster City	Overlay
36	Evan Hewes	Plaster City	Ocotillo	Overlay
37	Evan Hewes (2A23)	Westmorland Road (WX)	Bennett Road (WP)	Overlay
38	Evan Hewes (2A23)	SR115	Gordons Well Road	Overlay
39	Forrester Road (WJ)	I-8	Evan Hewes (2A23)	Overlay
40	Fredricks Road	Brandt Road	Kalin Road	Overlay
41	Gentry Road (WI)	Walker Road (58)	New River	Overlay
42	Harris Road (32)	SR111	McConnell Road (EF)	Overlay
43	Harris Road (32)	McConnell Road (EF)	Alamo River Bridge	Overlay
44	Harris Road (32)	Holt Road (ER)	SR115	Overlay/Widen
45	Hartshorn Road (29)	Webb Road (EX)	Highline Road (EZ)	Overlay
46	Harvey Road	Schartz Road	Carey Road	Reconstruct
47	Haskell Road	El Centro Avenue	Havens Road	Reconstruct
48	Hoskins Road (WO)	Andre Road	Westside Main Canal	Overlay/Reconstruct
49	Kaiser Road (EQ)	Writ Road (65)	Albright Road (62)	Overlay
50	Kalin Road	Fredricks Road	Bannister Road	Overlay

County of Imperial
Measure D Sales Tax Fund
Five Year Program of Projects (Continued)
For the Year Ended June 30, 2021
(Unaudited)

Imperial County - Roads				
	Road	From	To	Project Description
51	Kalin Road	Bannister Road	Walker Road	Overlay
52	Kalin Road (WE)	New River	Vail Road (62)	Reconstruct
53	Kalin Road (WC)	Webster Road	Baughman Road (52)	Overlay/Reconstruct
54	Kershaw Road (EC)	Titsworth Road (58)	Rutherford Road (54)	Overlay
55	Keystone Road (36)	Poore Road (EY)	(EV)	Overlay/Widen
56	Kubler Road (6)	Brockman Road (WL)	Rockwood Road (WJ)	Reconstruct
57	Lathrop Road	Worthington Road	Neckel Road	Overlay
58	Loveland Road	Fredricks Road	Andre Road	Overlay
59	McCabe Road (14)	Pitzer Road	Dogwood Road	Overlay/Reconstruct/Widen
60	McConnell Road (EF)	Mead Road (42)	Schartz Road (40)	Overlay
61	McDonald Road (76)	Potter Road (EG)	Wiest Road (EJ)	Overlay
62	Miller Road (EAA)	Hunt Road (16)	Humberg Road (8)	Overlay/Widen
63	Montgomery Road (69)	Wiest Road (EJ)	Reed Road (EM)	Reconstruct
64	Murphy Road (28)	LaBrucherie Road (WE)	West End	Overlay
65	Nina Road (HE)	SR86	.02 Miles North	Rehabilitate
66	Ogilby Road (3M01)	Railroad Tracks	SR78	Overlay
67	Ross Road (18)	Austin Road (WG)	Forrester Road (WJ)	Overlay
68	Reugger Road (61)	Reeves Road	Alamo River	Overlay
69	Rutherford Road (54)	Butters Road (ES)	1.0 Miles East	Overlay
70	Rutherford Road (54)	SR115	Hastain Road (EO)	Overlay
71	Rutherford Road (54)	SR111	Best Road (EC)	Overlay
72	Schartz Road (40)	Dogwood Road	SR111	Overlay/Reconstruct
73	Seybert Road (EI)	SR78	Sillman Road (45)	Overlay
74	Silsbee Road (WM)	Aten Road (24)	Hackelman Road (22)	Reconstruct
75	Slaton Road	9th Street	Thiesen Road (22)	Overlay
76	Snyder Road (EW)	SR1115	Norrish Road (25)	Overlay
77	Spa Road (9D08)	Hot Mineral Spa Road (9G02)	Coachella Canal Road (7G03)	Overlay
78	Underwood Road (7G01)	Holtville City Limits	Towland Road (ET)	Overlay
79	Verde School Road (10)	Miller Road (EAA)	1.0 Miles East	Overlay
80	Webb Road (EX)	Norrish Road (25)	Worthington Road (27)	Reconstruct
81	Wiest Road (EJ)	Merkley Road (73)	Road 75	Overlay
82	Wiest Road (EJ)	Wirt Road (65)	Montgomery Road (69)	Overlay
83	Willoughby Road at Dogwood Road			Signals
84	Wirt Road (65)	Wiest Road (EJ)	Kaiser Road (EQ)	Overlay
85	Yocum Road	SR111	Kershaw Road (EC)	Overlay
86	Yourman Road (ED)	McCabe Road (14)	SR111	Overlay

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