



**1503 N. IMPERIAL AVE., SUITE 104
EL CENTRO, CA 92243-2875
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MANAGEMENT COMMITTEE AGENDA

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

**Wednesday, March 12, 2025
10:30 A.M.**

CHAIR: MIGUEL FIGUEROA

VICE CHAIR: LAURA GUTIERREZ

In compliance with the Brown Act and Government Code Section 54957.5, agenda materials distributed 72 hours prior to the meeting, which are public records relating to open session agenda items, will be available for inspection by members of the public prior to the meeting on the Commission's website: www.imperialetc.org.

In compliance with the Americans with Disabilities Act, Government Code Section 54954.2, and the Federal Transit Administration Title VI, please contact the Secretary to the Commission at (760) 592-4494 if special assistance is needed to participate in a Management Committee meeting, including accessibility and translation services. Assistance is provided free of charge. Notification of at least 48 hours prior to the meeting time will assist staff in assuring reasonable arrangements can be made to provide assistance at the meeting.

To join by Zoom meeting: <https://us06web.zoom.us/j/89573681301?pwd=s9vH0y5TSwLzGJFpJWbyPo90nC21rb.1>

To join by phone (669) 444-9171
Meeting ID: 895 7368 1301
Passcode: 564587

I. CALL TO ORDER AND ROLL CALL

II. EMERGENCY ITEMS

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

III. PUBLIC COMMENTS

This is an opportunity for members of the public to address the Management Committee on any subject within their jurisdiction, but not an item on the agenda. Any action taken because of public comments shall be limited to direction to staff. Each speaker should contact the Secretary to the Commission at (760) 592-4494 or by email to cristilerma@imperialetc.org. When addressing the Committee, state your name for the record prior to providing your comments. Please address the Committee as a whole through the Chairperson. Individuals will be given three (3) minutes to address the Committee; groups or topics will be given a maximum of fifteen (15) minutes. Public comments will be limited to a maximum of 30 minutes. If additional time is required for public comments, they will be heard at the end of the meeting. Please remember to follow the Public Comment Code of Conduct.

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

IV. CONSENT CALENDAR

- | | | |
|----|--|-------------------|
| A. | Approval of Management Committee Draft Minutes | February 12, 2025 |
| B. | Receive and File: | |
| 1. | ICTC Commission Minutes: | January 22, 2025 |
| 2. | ICTC TAC Minutes: | January 23, 2025 |
| 3. | ICTC SSTAC Minutes: | January 2, 2025 |

V. INFORMATION CALENDAR

- A. Imperial Valley Transit – Comprehensive Operations Analysis
Presentation by the consultant team from Jarrett Walker + Associates

VI. REPORTS

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

VII. ACTION CALENDAR

- A. Call for Projects - Project Prioritization Framework- Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) – FFY 2026/27 to FFY 2027/28

The ICTC Technical Advisory Committee met on February 27, 2025, and forwards this item to the ICTC Management Committee and Commission for review and approval after public comments, if any:

1. Approve 2025 Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) Call for Projects Nominations Schedule.
2. Approve the Project Prioritization Framework for the 2025 Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) Call for Project Nominations.
3. Direct staff to convene an evaluation committee to score and rank the projects; and,
4. Direct staff to return with a list of recommended projects for approval by the Commission.

- B. ICTC Fiscal Audit for FY 2023-24

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

1. Receive and file the fiscal audit for the Imperial County Transportation Commission, for FY 2023-24.
2. Direct staff to transmit the fiscal audit to the State Controller’s Office and Federal Audit Clearinghouse.

- C. Imperial County Local Transportation Authority Annual Financial Audit for Fiscal Year Ended June 30, 2024

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 2023-24 Imperial County Local Transportation Authority Annual Financial Audit for the following agencies: Brawley, Calipatria, Calexico, El Centro, Holtville, Imperial, Westmorland, the County of Imperial and the ICLTA.

VIII. NEXT MEETING DATE AND PLACE

- A. The next Management Committee Meeting is scheduled for Wednesday, April 9, 2025, at 10:30 a.m., in the City of Brawley.

IX. ADJOURNMENT

IV. CONSENT CALENDAR

IN CONSENT CALENDAR

- A. Approval of Management Committee Draft Minutes: February 12, 2025

- B. Receive and File:
 - 1. ICTC Commission Minutes: January 22, 2025
 - 2. ICTC TAC Minutes January 23, 2025
 - 3. ICTC SSTAC Minutes January 2, 2025

**IMPERIAL COUNTY TRANSPORTATION COMMISSION
MANAGEMENT COMMITTEE
MINUTES OF FEBRUARY 12, 2025
10:30 a.m.**

VOTING MEMBERS PRESENT:

City of Brawley	Jimmy Duran
City of Calexico	Juan Contreras
City of Calipatria	Laura Gutierrez
City of El Centro	Absent
City of Holtville	Nick Wells
City of Imperial	Dennis Morita
County of Imperial	Miguel Figueroa
County of Imperial	Rebecca Terrazas-Baxter
Imperial Irrigation District	Manuel Ortiz
City of Westmorland	Laura Fischer
ICTC	Cristi Lerma for David Aguirre

STAFF PRESENT: Marlene Flores, Esperanza Avila

OTHERS PRESENT: John Garcia, Nick Ventrilla, Rebecca Villarino, Michaela Howard: Caltrans

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, February 12, 2025, together with staff reports and related documents attached thereto and incorporated therein by reference.

I. CALL TO ORDER AND ROLL CALL

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

II. EMERGENCY ITEMS

There were none.

III. PUBLIC COMMENTS

There were none.

IV. CONSENT ITEMS

- A. Approval of Management Committee Draft Minutes: January 8, 2025
- B. Received and Filed:
 - 1. ICTC Commission Minutes: December 11, 2024
 - 2. ICTC TAC Minutes: December 19, 2024
 - 3. ICTC SSTAC Minutes: December 4, 2024

A motion was made by Wells seconded by Ortiz to approve the consent calendar as presented; **Motion carried unanimously.**

V. INFORMATION CALENDAR

- A. 2025 Imperial Valley Procurement and Resource Fair

Ms. Villarino stated that Caltrans will be having an Imperial Valley Procurement & Resource Fair on April 2, 2025, at the Imperial Valley Fairgrounds. To register as an exhibitor, use the link below: <https://ip.constantcontactpages.com/ev/reg/3pbt2ec>. Flyers for the event were also shared. For more information, folks were encouraged to reach out to Caltrans District 11 Small Business Team, (619) 688-3151, d11.smallbusiness@dot.ca.gov.

VI. REPORTS

A. ICTC Executive Director

Ms. Lerma and Ms. Flores had the following updates:

- ICTC will be having a groundbreaking ceremony for the Calexico Intermodal Transit Center on February 28, 2025, at 11 a.m. on the project site. City Managers were invited to attend. It is anticipated that construction will likely begin in March.
- A new border express route began this week with success. The new route begins at the Calexico East port with stops at 3rd & Paulin, with some service to IVC.
- ICTC in accordance with SCAG guidelines will be implementing a call for projects for the Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Block Grant (STBG). SCAG is anticipated to approve its CMAQ and STBG at its February 2025 Regional Council Meeting. The funding years associated with this call for projects is FFY 2026-27 and FFY 2027-28. ICTC will be updating its program guidelines to incorporate SCAG guideline provisions and is anticipating beginning its call for projects in March 2025. SCAG's anticipated project submittal deadline is May 16, 2025. More information will be shared with all committees and formal guidelines will be adopted by the Commission.
- Final projects have been identified and awarded by the commission for Reap 2.0. ICTC is working on next steps with the proposed agencies and SCAG.
- All ICTC Executive Directors' updates can be found on page 24.

B. Southern California Association of Governments (SCAG)

Ms. Lerma had the following updates:

- Registration for the 2025 SCAG Regional Conference & General Assembly has opened. To register [click here](#). The SCAG RC & GA will be held on May 1-2, 2025, at JW Marriott Desert Springs Resort & Spa, Palm Desert, Ca. Agencies were reminded that if they have not selected their delegates please do so as soon as possible.
- The SCAG Scholarship Program is accepting applications. For additional information visit the SCAG website at <https://scag.ca.gov/scholarship>
- If you have any questions, please contact SCAG Regional Affairs Officer David Salgado.
- SCAG updates can be found on page 32 of the agenda.

C. Caltrans Department of Transportation – District 11

Mr. Garcia and Mr. Ventrilla provided the following updates:

- SR-111 Roadside improvements have been completed.
- A list of completed projects in 2024 are listed on page 38 of the agenda.

- Upcoming projects include intersection widening and installation of traffic signals at SR-86 and Dogwood Road, and several major highway maintenance projects throughout Imperial County.
- Caltrans staff and Calexico City staff met on 1/17/25 to go over the short-term alternatives and to conduct a filed visit at key intersections along SR111 and SR-98.
- Maintenance and traffic operations were also highlighted and are on page 41 of the agenda.
- Caltrans Division of Local Assistance and FHWA will be having a Discretionary Grants Program webinar on March 6, 2025, from 8:30 a.m. to 11:30 a.m. This event is open to all California local public agencies, Tribes, RTPAs, MPOs, Discretionary Grant awardees, and FHWA/Caltrans employees involved in Discretionary Grant projects. The link is attached to register online: https://csulb.zoom.us/webinar/register/WN_zTaTw_v3QpmZLaEPqrM47A
- Caltrans updates can be found on page 37 of the agenda.

D. Committee Member Reports

- Mr. Figueroa provided an update regarding the recent suspension of BHE Renewables Geothermal projects. BHER’s proposed three projects represent sustainability, workforce development, economic prosperity, and transformational hope for Imperial County and its residents. Although this news is disheartening, the County understands the challenges BHER has encountered that led them to suspend the projects. Mr. Figueroa said that despite the setbacks, the County is committed to the continued development of sustainable development of both geothermal and Lithium Valley.
- There were no other reports.

VII. ACTION CALENDAR

A. Active Transportation Program Award

Ms. Flores provided an update of the ATP Award. The staff report is on page 52 of the agenda.

The Technical Advisory Committee met on January 23, 2025, and forwarded this item to the ICTC Management Committee for their review and approval after public comments, if any:

1. Approved the Project Nomination List for the year 2025 Active Transportation Program (ATP).
2. Approved the recommendation of funding for the project listed in Table 2 in the amount of \$338,000.
3. Directed staff to submit a Formal Nomination List to SCAG and proceed with the State/Federal programming and documentation.

TABLE 2			
Agency	Project Name	Total ATP Funds Requested	Total ATP Funds Awarded

Imperial County Office of Education	Safe Pathways to Schools	\$547,000	\$338,000
TOTAL Regional ATP funds			\$338,000

A motion was made by Fischer seconded by Wells for approval as presented; **Motion carried unanimously.**

VIII. The next meeting is scheduled for **March 12, 2025, at 10:30 a.m.** at the ICTC offices.

IX. ADJOURNMENT

The meeting was adjourned at 11:02 a.m.

**IMPERIAL COUNTY TRANSPORTATION COMMISSION
MINUTES FOR January 22, 2025
6:00 p.m.**

VOTING MEMBERS PRESENT:

City of Brawley	Gil Rebollar
City of Calipatria	Javier Amezcua
City of Calexico	Lisa Tylenda
City of El Centro	Tomas Oliva via zoom
City of Imperial	Robert Amparano
City of Holtville	Mike Goodsell
City of Westmorland	Absent
County of Imperial	John Hawk
County of Imperial	Martha Cardenas-Singh
Imperial Irrigation District	Karin Eugenio

STAFF PRESENT: David Aguirre, Cristi Lerma, Marlene Flores, Esperanza Avila
OTHERS PRESENT: Eric Havens: Counsel; Davis Salgado: SCAG; John Garcia: Caltrans, Sonia Carter: City of Imperial
PUBLIC: None.

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 22, 2025, together with staff reports and related documents attached thereto and incorporated therein by reference.

I. CALL TO ORDER AND ROLL CALL

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

II. EMERGENCY ITEMS

A motion was made by [Rebollar](#) and seconded by [Amezcua](#) to allow Mr. Tomas Oliva to join as a voting member Via Zoom using “just cause” under AB 2449. **Motion carried** with unanimous approval.

III. PUBLIC COMMENTS

There were none.

IV. CONSENT CALENDAR

- A. ICTC Commission Minutes: November 13, 2024
- B. Received and filed:
 - 1. ICTC TAC Minutes: November 21, 2024
 - 2. ICTC SSTAC Minutes: December 04, 2024

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

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

City of Holtville	Yes
City of Imperial	Yes
County of Imperial Hawk	Yes
County of Imperial Singh	Yes
City of Westmorland	Absent
Imperial Irrigation District	Yes

C. Proposed increase to Compensatory Stipend to Commissioners

1. Authorized the Chairman to sign an amended Resolution of the Imperial County Transportation Commission increasing the Compensatory Stipend for Commissioners to \$100 per meeting.

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

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

Motion Carried.

V. **REPORTS**

ICTC Executive Director

Mr. Aguirre had the following updates:

- ICTC in accordance with SCAG guidelines will be implementing a call for projects for the Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Block Grant (STBG). SCAG is anticipated to approve its CMAQ and STBG at its February 2025 Regional Council Meeting. The funding years associated with this call for projects is FFY 2026-27 and FFY 2027-28. ICTC will be updating its program guidelines to incorporate SCAG guideline provisions and is anticipating beginning its call for projects in March 2025. SCAG’s anticipated project submittal deadline is May 16, 2025. More information will be shared with all committees and formal guidelines will be adopted by the Commission.
- The Imperial Valley Resource Management Agency received a Household Hazardous Waste (HHW) program award. The HHW program provides Imperial Valley residents with the opportunity to dispose of HHW properly and free of charge. The IVRMA was notified in December that it was awarded the HHW grant for FY 2025/2026 and FY 2026/2027 in the amount of \$100,000. This is the first time that IVRMA has secured this grant. The award will allow IVRMA to continue to provide HHW services to its residents
- The Calexico Intermodal Transit Center project will begin construction in the February/March 2025 timeframe. The contract was awarded at this time.
- ICTC is currently pursuing the implementation of an electronic fare payment system to its fixed route transit services. The system would allow all of its fixed route buses to take card payments in addition to its existing cash payment system. ICTC is working on securing the grant funds to implement this project.
- All ICTC Executive Directors’ updates can be found on page 24

- A. Southern California Association of Governments (SCAG)
 Mr. Salgado had the following updates:
 - The 2025 Regional Conference & General Assembly will be held on May 1-2, 2025, at JW Marriott Desert Springs Resort & Spa, Palm Desert, CA. Mr. Salgado thanked cities for selecting their delegates and alternates. For more information, please contact SCAG Regional Affairs Officer David Salgado
 - All other updates can be found on the SCAG report on page 32 of the agenda.

- B. California Department of Transportation (Caltrans)- District 11
 Mr. Garcia had the following updates:
 - SR-111 Roadside improvements will be done at the end of February.
 - A list of completed projects is listed in the report on page 37.
 - Stakeholder engagements are listed in the report on pages 38-39.
 - Caltrans will be having an Imperial Valley Procurement & Resource Fair on April 2, 2025, at the Imperial Valley Fairgrounds. Flyers are also attached to this email and may be distributed. Please reach out to Caltrans District 11 Small Business Team, (619) 688-3151, d11.smallbusiness@dot.ca.gov for more information. Staff will be in Imperial Valley on February 12, 2025, to conduct further engagement to the ICTC Management Committee.
 - All other updates can be found on page 36.

- C. Commission Member Reports
 - Updates were provided by various commissioners.

VI. ACTION CALENDAR

- A. Rotation of the Chair and Vice-Chair positions

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

A motion was made by [Rebollar](#) seconded by [Cardenas-Singh](#) to nominate Mr. Robert Amparano from the City of Imperial as the Chairperson.

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 Hawk	Yes
County of Imperial Singh	Yes
City of Westmorland	Absent
Imperial Irrigation District	Yes

Motion Carried.

A motion was made by [Rebollar](#) and seconded by [Oliva](#) to nominate Ms. Martha Cardenas-Singh from the County of Imperial as the Vice-Chairperson of the ICTC Commission for 2025. 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	No
City of Imperial	No
County of Imperial Hawk	No
County of Imperial Singh	No
City of Westmorland	Absent
Imperial Irrigation District	No

Motion Failed.

A motion was made by Hawk and seconded by Goodsell to nominate Ms. Karin Eugenio from the Imperial Irrigation District as the Vice-Chairperson of the ICTC Commission for 2025. Roll call was taken:

Agency	Roll Call
City of Brawley	No
City of Calipatria	Yes
City of Calexico	Yes
City of El Centro	Yes
City of Holtville	Yes
City of Imperial	Yes
County of Imperial Hawk	Yes
County of Imperial Singh	Yes
City of Westmorland	Absent
Imperial Irrigation District	Yes

Motion Carried.

B. Calexico Intermodal Transportation Center Project (Calexico ITC) – Construction Contract Award

The ICTC Management Committee forwards this item to the Commission for their review and approval after any public comment, if any:

1. Authorized the Executive Director to sign the Agreement for Construction Services between ICTC and Hazard Construction Engineering, LLC. for the Contract Price of \$12,443,593.10 effective January 22, 2025.
2. Issuance of Notice to Proceed to Hazard Construction Engineering, LLC. upon receipt and verification of required documentation.

A motion was made by Oliva and seconded by Rebollar to approve Action B as presented, roll call:

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

Motion Carried.

- C. Allocation of funding from the SCAG REAP 2.0 Subregional Partnership Program (SRP) to the Cities of Calexico, Imperial and Westmorland

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

1. Approved the recommendation to award the cities of Calexico, Imperial and Westmorland ICTC’s REAP 2.0 SRP funding allocation in accordance with Table 2 as noted above.

A motion was made by [Oliva](#) and seconded by [Cardenas-Singh](#) to approve Action C as presented, roll call:

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

Motion Carried.

VII. CLOSED SESSION CALENDAR

- A. Motioned to Adjourn to Closed Session
- B. CONFERENCE WITH REAL PROPERTY, Government Code §54956.8
Property: 2204-2208 La Brucherie Rd., El Centro, CA, Assessor’s Parcel Number #064-450-076.
Agency negotiator: David Aguirre. Negotiating parties: Sandra Joy Hoskins et al.
Instructions to negotiators will concern price and terms of payment.
- C. Announcement of Closed Session Action(s)
Mr. Havens stated that the commission met in closed session to discuss the following:

CONFERENCE WITH REAL PROPERTY, Government Code §54956.8 Property: 2204-2208 La Brucherie Rd., El Centro, CA, Assessor’s Parcel Number #064-450-076.
Agency negotiator: David Aguirre. Negotiating parties: Sandra Joy Hoskins et al.
- *Mr. Havens reported out from closed session by stating that, “Direction was given, and no reportable action was taken.”*

VIII. MEETING DATE AND PLACE

- A. The next meeting will be on February 26, 2025, at 6:00 p.m. at the ICTC Offices, 1503 N. Imperial Ave., Suite 104, El Centro, CA 92243, and via Zoom Meeting for the public.

IX. ADJOURNMENT

- A. Meeting Adjourned at 7:30 p.m.



1503 N. IMPERIAL AVE., SUITE 104
 EL CENTRO, CA 92243-2875
 PHONE: (760) 592-4494
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**TECHNICAL ADVISORY COMMITTEE
 MINUTES**

January 23, 2025

Present:

Ana Gutierrez	City of Brawley
Juan Manuel Cabrera	City of Brawley
Lily Falomir	City of Calexico
Francisco Barba	City of Calipatria
Felix De León	City of El Centro
Angel Hernandez	City of El Centro
Chandler Sinclair	City of Holtville
Jesus Villegas	City of Imperial
Fernando L. Williams	City of Imperial
Marco Coronel	County of Imperial
Adolfo Garcia	County of Imperial
Manuel Ortiz	IID

Others:

Michael Coyne	City of Calexico
Pedro Salcedo	City of El Centro
Ramiro Barajas	City of Westmorland
David Aguirre	ICTC
Marlene Flores	ICTC
Cesar Beltran	ICTC
Rob Owen	Caltrans
Alejandro Lopez-Rangel	Caltrans
Michael Kahler	IVTA
Ismael Garcia	ICAPCD

The meeting was called to order at 10:07 a.m. A quorum was present, and introductions were made. There were no public comments made.

1. A *motion* was made to adopt the minutes for December 19, 2024 ([Gutierrez/Falomir](#)), **Motion Carried.**

2. Rotation of Chair and Vice-Chair Positions

A motion was made by [Falomir](#) and seconded by [Cabrera](#) to nominate Mr. Jesus Villegas from City of Imperial as the Chairperson. A second motion was made by [Gutierrez](#) and seconded by [Coronel](#) to nominate Ms. Lily Falomir from the City of Calexico as the Vice-Chairperson of the ICTC TAC Committee for 2025.

3. Active Transportation Program (ATP) Project Nomination List

(Presented by ICTC Staff)

ICTC staff forwarded this item to the Technical Advisory Committee for their review and recommendation to submit to the ICTC Management Committee and Commission after public comments, if any:

1. Approve the Project Nomination List for year 2025 Active Transportation Program (ATP);
2. Approve the recommendation of funding for the project listed in Table 2 in the amount of \$338,000.
3. Direct staff to submit a Formal Nomination List to SCAG and proceed with the State/Federal programming and documentation.

A motion was made to approve the Action Item. ([Gutierrez/Coronel](#)) **Motion Carried.**

- Ms. Flores stated that the city of Holtville’s project will be on the contingency list.

4. Congestion Mitigation Air Quality (CMAQ) & Surface Transportation Block Grant (STBG) 2025 Call for Projects Draft Guidelines

(Presented by ICTC Staff)

- Ms. Flores presented the Draft Guidelines as an information item.
- Approximate available amounts were presented.

CMAQ			STBG		
FFY 2026/27	FFY 2027/28	TOTAL	FFY 2026-2027	FFY 2027/2028	TOTAL
\$3,765,915.59	\$3,851,531.39	\$7,617,446.98	\$1,876,594.82	\$1,913,902.88	\$3,790,497.70

5. Caltrans Updates / Announcements

(Presented by Caltrans Staff)

- Local Assistant Day Free Statewide Webinar will be February 11th, from 8:30 to 11:30 a.m. Webinar will include information sharing, local projects, delivery policies, processes and procedures, facilities, peer sharing, and best practices. Registration is required on February 10th.
- U.S. Department of Transportation (USDOT) Grandt Opportunities. More information in the link: <https://www.transportation.gov/grants>
- Key Notices of Funding Opportunity (NOFO) Further details are available at this link: [Key Notices of Funding Opportunity | US Department of Transportation](#)

6. SCAG Updates / Announcements

No updates were given.

7. ICTC Updates / Announcements

(Presented by ICTC Staff)

a. Transit Updates

- Ms. Flores provided an update regarding the new Intermodal Transportation Center on the East Port. ICTC is working with Caltrans staff on project award documentation. More information in the coming months.

- Ms. Flores stated that the Intermodal Transportation Center in Downtown Calexico will start construction in February 2025.
- Ms. Flores shared that ICTC's Comprehensive Operation Analysis has started, and the consultant will start with public outreach in the coming months.
- b. Transportation Planning Updates
 - State/Federal Funded Project Obligation Updates 24/25

8. Cities and County Planning / Public Works Updates:

Updates were given by the agencies.

9. General Discussion / New Business

No new business was discussed.

The next TAC meeting will be on February 27, 2025, at 10:00 a.m., via Zoom for the public and in person at the ICTC offices.

The meeting adjourned at 11:06 a.m.



1503 N. IMPERIAL AVE., SUITE 104
EL CENTRO, CA 92243-2875
PHONE: (760) 592-4494
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SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL

MINUTES January 02, 2025

Present

Voting Attendees:

Cristina Leal	ARC- Imperial Valley
Gustavo Gomez	CTSA-ICTC
Kathleen Lang	Health Net
Raul Cordova	IC Work Training Center
Mike Hack	IC Consumer Senior Citizen
Camilo Garcia	Workforce & Economic Development

Non-Voting Attendees:

Cesar Sanchez	IVT
Helio Sanchez	IVT
Jose Guillen	IVT Medtrans
Karla Pacheco	IVT Access
Priscilla Baca	ICTC

1. Dr. Lang called the meeting to order at 10:01 a.m. **A quorum was present.**
2. Introductions were made.
 - Hybrid meeting.
3. Minutes were adopted for December 4, 2024 ([Cordova](#), [Hack](#)), **Motion Carried.**
4. CTSA Reports
Mr. Gomez had the following information
 - The countywide bus stop improvement project is still in design. The plan is to add amenities to existing bus stops or replace bus stops in poor condition.
 - We are currently reviewing bids for the construction of the Calexico International Trade Center (ITC). Our goal is to reach a decision and award the construction contract at our commission meeting in January. We hope to begin construction in February. The construction timeline is expected to last about a year, so we anticipate being ready to proceed by February or March of next year.

- We held the kickoff meeting for comprehensive operations analysis two weeks ago, and we will soon begin the outreach phase. Currently, we are sending the requested ridership data to the consultant. Our goal is to reach the largest population of riders by mid-January or early February. This outreach will help us gather more information from the riders.
- We will ensure that SSTAC is included in the outreach and will provide surveys or questionnaires from our consultant.
- The UTN survey will be released this month, possibly by mid-January. It will also be conducted through SurveyMonkey. We have used it successfully for the past three years, receiving over 120 comments. We will be sending out a survey through our stack list, managed by Priscilla. From there, you can share it with your department or distribute it to anyone you wish
- The hearing date for the UTN is likely scheduled for early April or late March. This will provide us with ample time to gather feedback from the public. We will be receiving input through various channels, including mail, fax, phone, and in-person surveys. We will have printed surveys available, and some of our transit staff, along with ICTC staff, will conduct surveys by asking questions directly to the public.
- We are working on a contactless project and defining the scope. At this stage, we are deciding where to place the tab cards and how many we will need. We hope to complete this work once the scope of the project is finalized. After that, we will select vendors for the payment system. Our goal is to have everything ready by mid-year, which typically involves a process of about four to six months.

Ms. Baca the following information

- The El Centro Parade and the Imperial event went well. During my ride along with Jose from IVT Medtrans, we successfully contacted the head RN at Scripps. She then took us to meet with the case managers, and we exchanged emails so I could provide her with detailed information about IVT Medtrans. Additionally, Jose and I visited Rady and Children's Hospital and several doctors' offices in the surrounding areas to share information about IVT Medtrans.
- I attended a training session on Introduction to Paratransit Management and Operations. This training helped me gain a better understanding of how the operational aspects of transit work. Additionally, I participated in several ride-along in El Centro to familiarize myself with the various routes.
- I distributed brochures from Calipatria, Westmorland, and Holtville. We are attending several marketing events in February, including the Feria de la Salud y Recursos and the Heart and Online Deaf Resource Fair.

5. UTN Letter to the Hearing Panel Reviews

Presented Mr. Gomez

- To provide some context, last year we did not make any adjustments to the master needs list. SSTAC members requested updates regarding the status of each independent project or item in the right-hand column. We were able to provide some feedback on that. Additionally, on the letter side, we made one modification: we added item number 5 under general comments, which pertained to supporting ideas to expand the "Calexico on Demand" initiative into other cities. You can modify the letter in the needs list as many times as you want. We are unable to make any changes ourselves, but we can discuss the needs list. However, we do need a formal process to proceed. We can follow up on this and make the necessary changes in February. If you have any questions about any of the items or letters, please feel free to ask if the list is typically what we base our discussions on when we go to the public hearing. At the SSTAC meeting, we demonstrated the needs we

have identified in the county, which we then used to draft the letter. This letter is read aloud at the public hearing by Dr. Lang, the SSTAC chair, and is entered into the public hearing record.

- We currently do not plan to delete any routes and are considering adding new ones. The COA project will help us better understand ridership data. Services marked as "implemented in the demo phase" are operational but will be monitored for potential adjustments in hours.
- We aim to address that gap with the micro-transit system we want to implement. This service will be available to the public, allowing residents and visitors to navigate within the cities of Imperial, El Centro, Brawley, and Calexico easily.
- We are currently working on an ongoing project to implement a contactless payment system for public transportation. This system will enable passengers to board and exit buses using options like Apple Pay or contactless credit and debit cards. Caltrans is facilitating this initiative through a program called Cal-ITP, which has established a statewide procurement process. This process assists each independent transit agency in selecting vendors for the system. Several transit agencies have already adopted this approach.

6. Transit Operator FY 2024-25 Reports:

Imperial Valley Transit.

Mr. Sanchez presented the report on the service:

- We are currently experiencing extensive construction in Brawley, particularly on Main Street. As a result, we've had to implement several detours, but we strive to maintain as many bus stops as possible. Our goal is to work around these detours while still providing service to passengers in the area.

IVT Access

Ms. Pacheco presented the report on the service:

- Some senior daycares were closed on the 24th, 25th, 31st, and the 1st. We currently have only a few students participating in the winter session, but we expect this number to increase in February and March.

IVT Ride

Mr. Guillen presented the report on all IVT Ride services:

- The ridership is doing well
- No complaints.

IVT MedTrans:

Mr. Guillen presented the report on the service:

- Some students went to San Diego, without affecting our drop-off schedule with the clients. "I hope there's no snow up in the mountains."

7. General Discussion

- Mr. Gomez reminded the members that the next SSTAC Meeting on February 5, 2025

8. Adjournment

- The meeting adjourned at 10: 36 a.m.

- The next meeting will be held on Wednesday, February 5, 2025, at the Imperial County Transportation Commission Office, 1503 N. Imperial Ave., Suite 104, El Centro, CA 92243.

V. INFORMATION CALENDAR

V. INFORMATION CALENDAR

A. Imperial Valley Transit – Comprehensive Operations Analysis

Presentation by the consultant team from Jarrett Walker + Associates



DRIVING TRANSIT FORWARD

EXPANDING CONNECTIONS,
MAXIMIZING EFFICIENCY AT
EVERY STOP

**IMPERIAL VALLEY TRANSIT
COMPREHENSIVE OPERATIONS ANALYSIS**

ICTC Management Committee Meeting / March 12, 2025



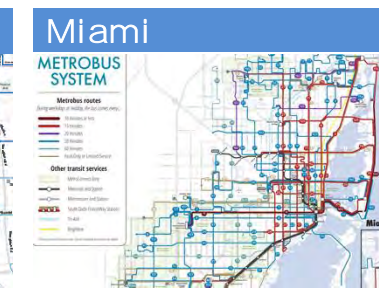
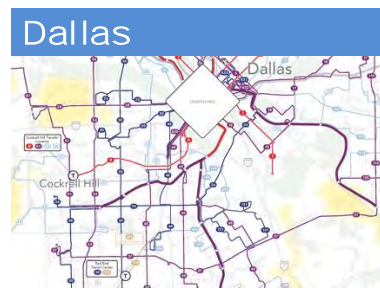
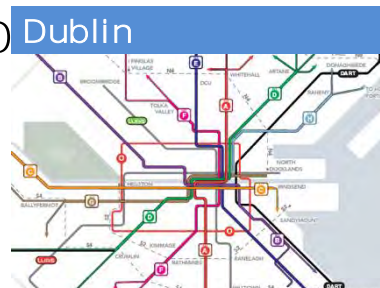
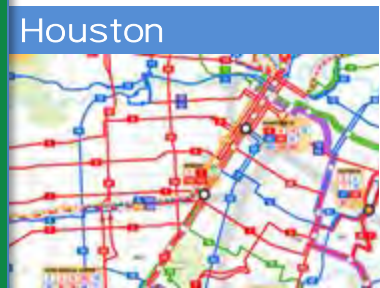
About Us

I'm Manuel Soto with JWA.

JWA is exclusively focused on transit service design and related issues.

Our goal is to foster clear conversations, leading to confident decisions.

Our team includes:.



What is ICTC Driving Transit Forward?

Driving Transit Forward seeks to answer questions like:

- Where and how often should transit run?
 - Can be improvements to existing services
 - Can be new services
 - Can be new infrastructure
- What kind of service are appropriate in different locations?
 - Fixed Route service vs On Demand service
- Next 10 years
 - Immediate action
 - Mid- and long-term improvements
- How to make transit useful?



How do we get there?

Driving Transit Forward seeks to answer questions like:

- Existing service:
 - How can ICTC improve service today with existing resources?
- 5 to 10 years:
 - Depending on values and policy priorities,
 - What could a network with more existing service look like?

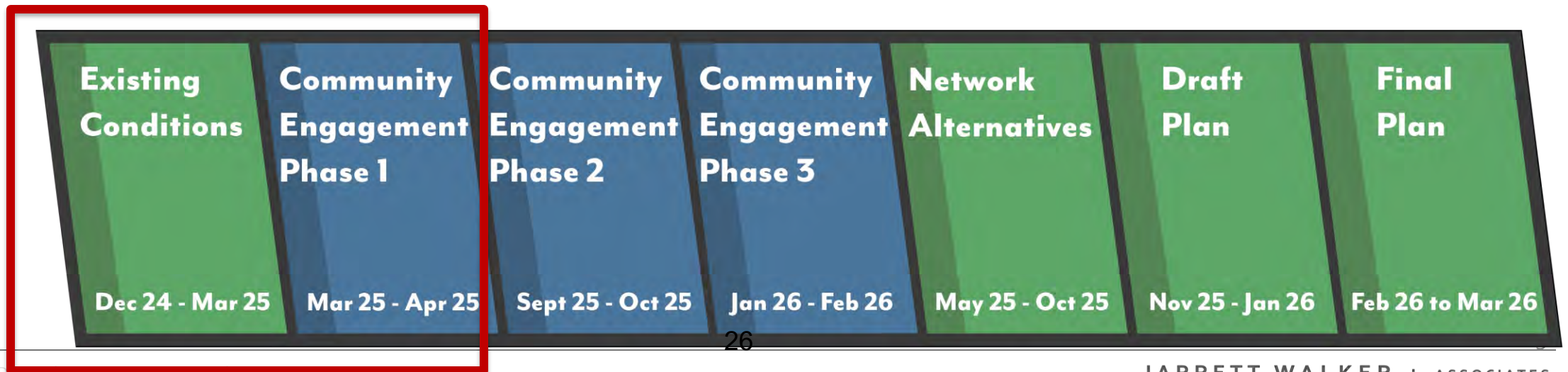


Where are we in the process?

We are learning from the existing transit service and the transit market.

We are starting to talk to the public and learn from their needs and experiences.

We are here



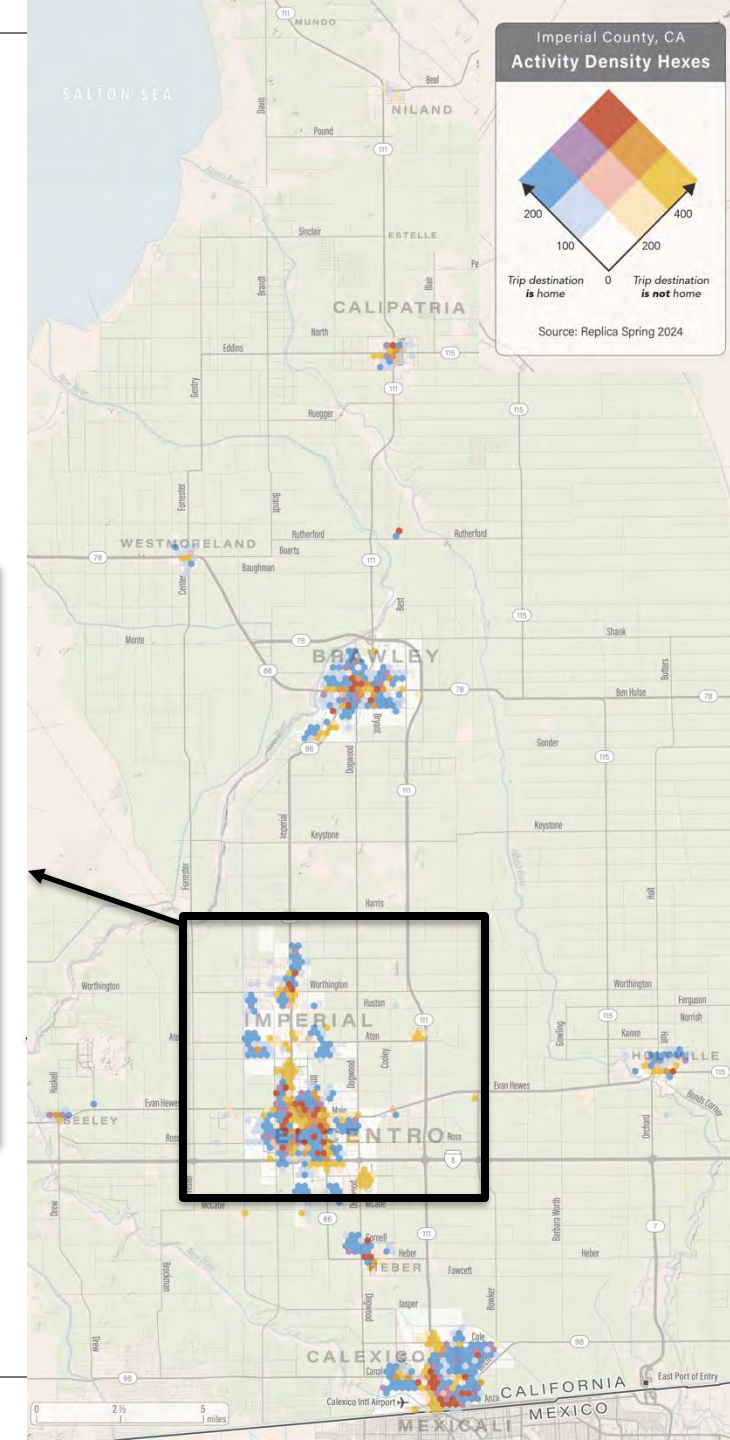
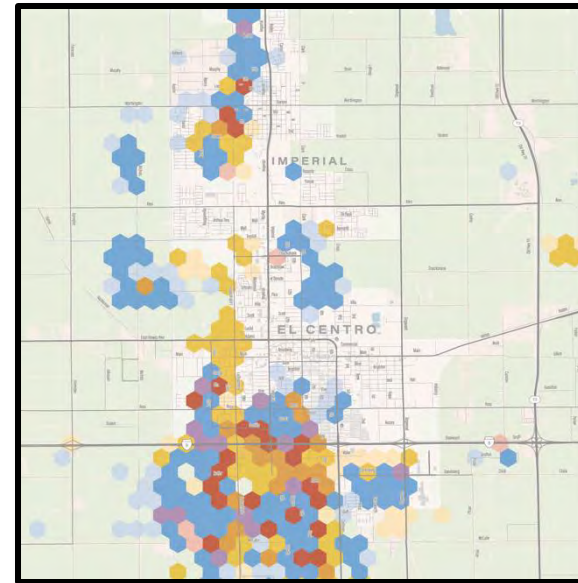
Big Picture

- ICTC has an extreme large service area
- Multiple cities and regional entities
- Long distances between key destinations
- Large gaps between cities



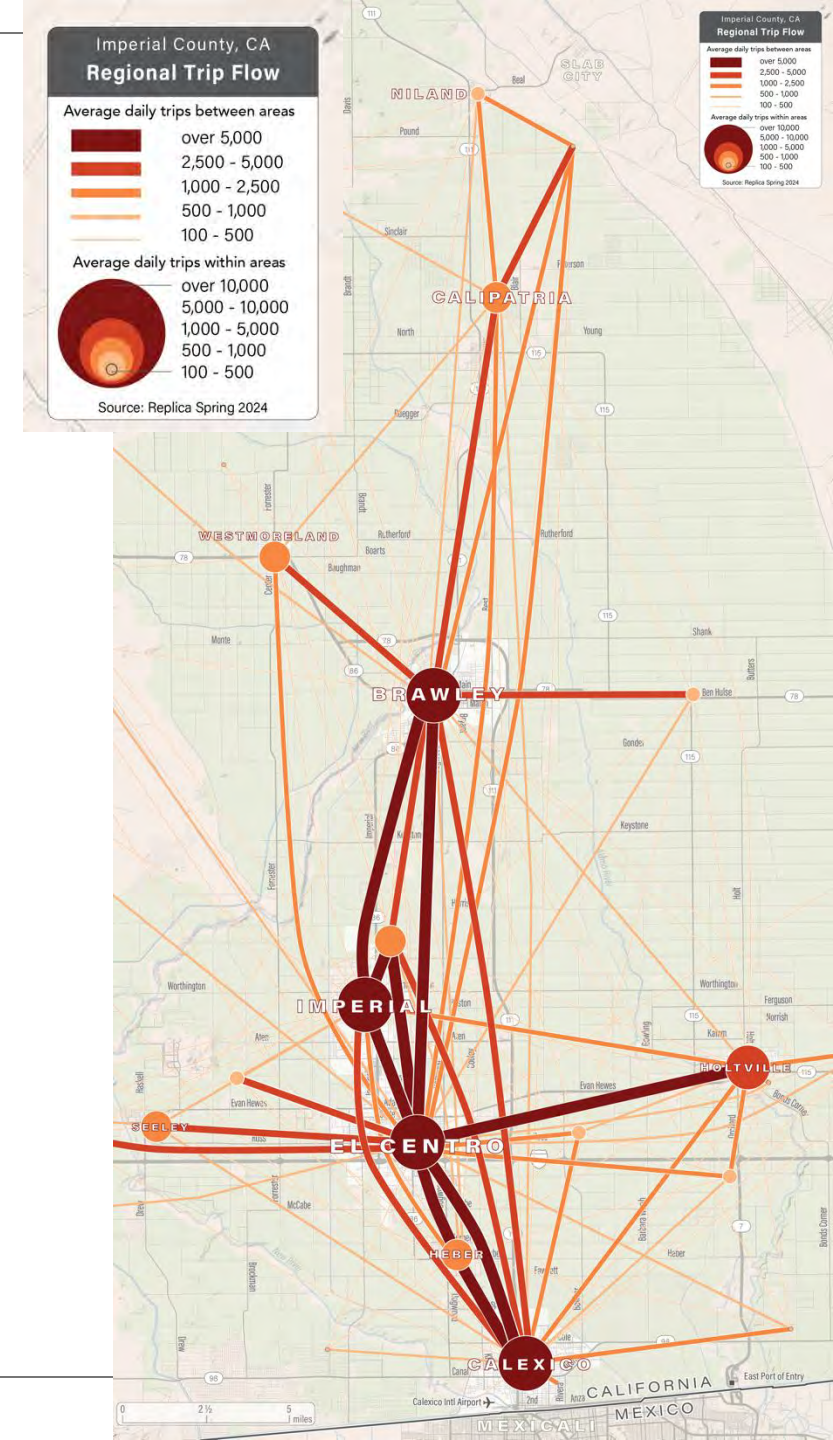
Challenging Land Use

- Low densities mean that many bus stops serve very few people.
- Poor walkability outside older town centers compounds this.
- Separated land uses mean that many people need to travel long distances.
- Big empty gaps mean that to serve long trips, buses must travel many miles.



Regional vs Local Market

- Local travel demand vs Regional travel demand:
 - Local travel demand: Brawley, Imperial, El Centro, and Calexico
 - Intercity travel demand: between main cities, and other smaller ones like Holtville
- Regional travel patterns include huge numbers of trips that the built environment prevents transit from serving effectively.
 - Long distances between key destinations (e.g. Brawley to Imperial, El Centro to Imperial).
 - Spread out destinations across the region.
 - Low Activity Density.

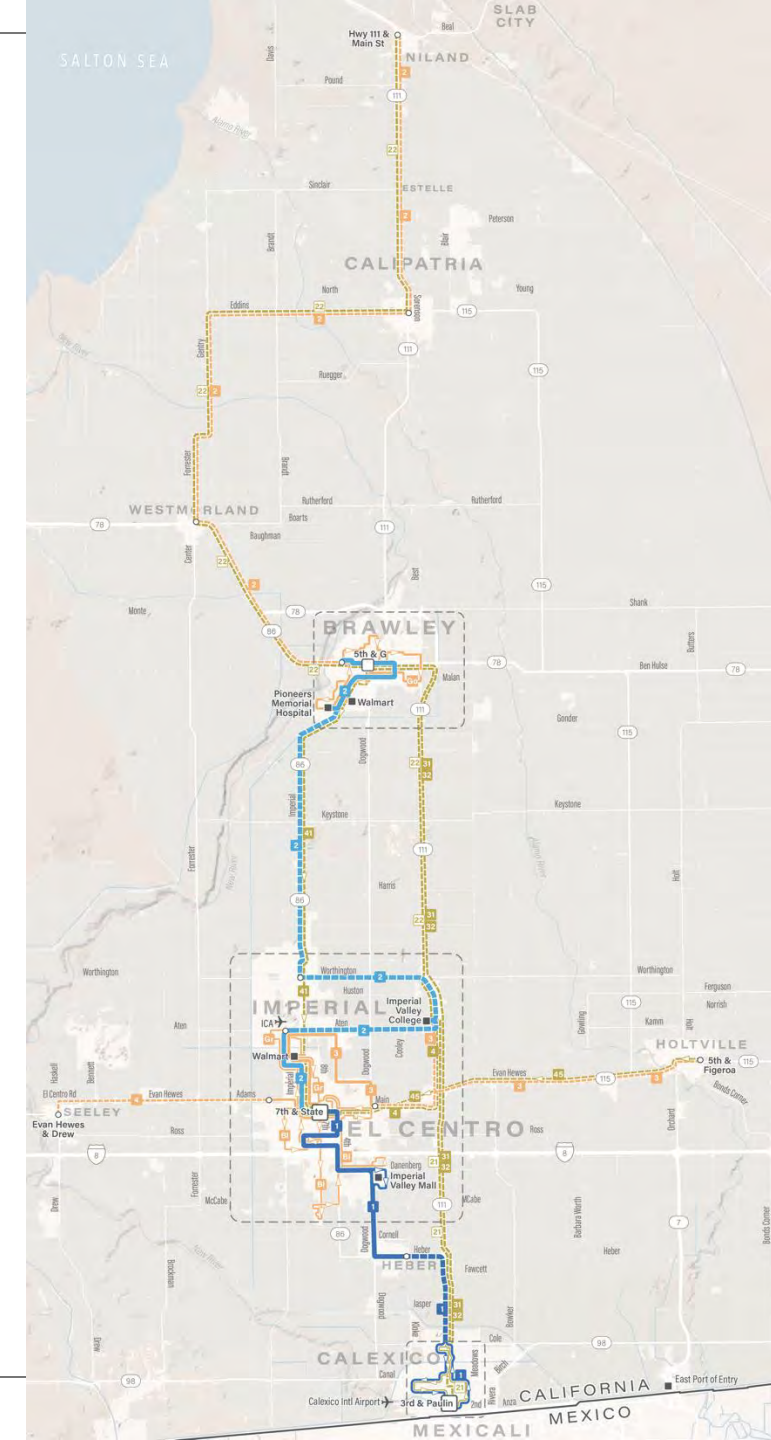


As a result...

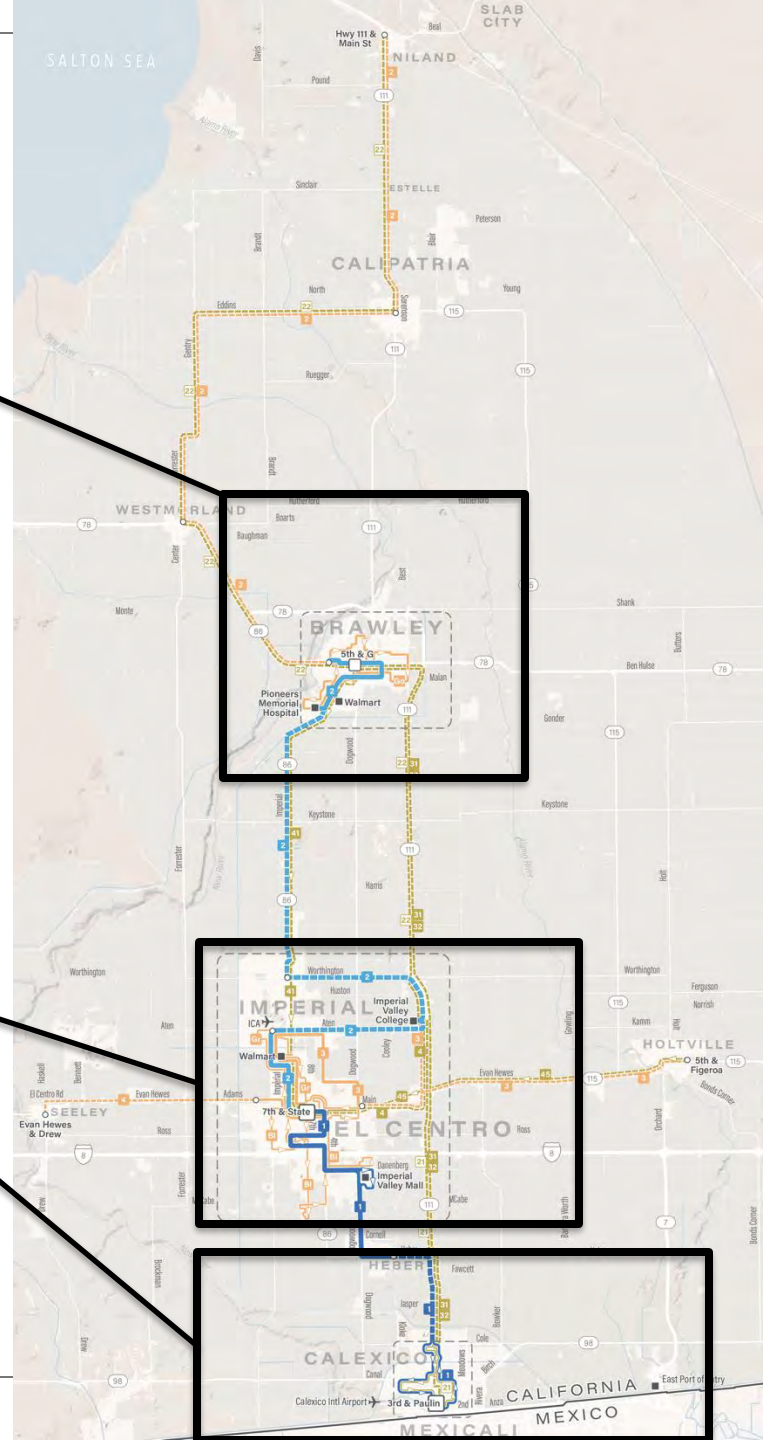
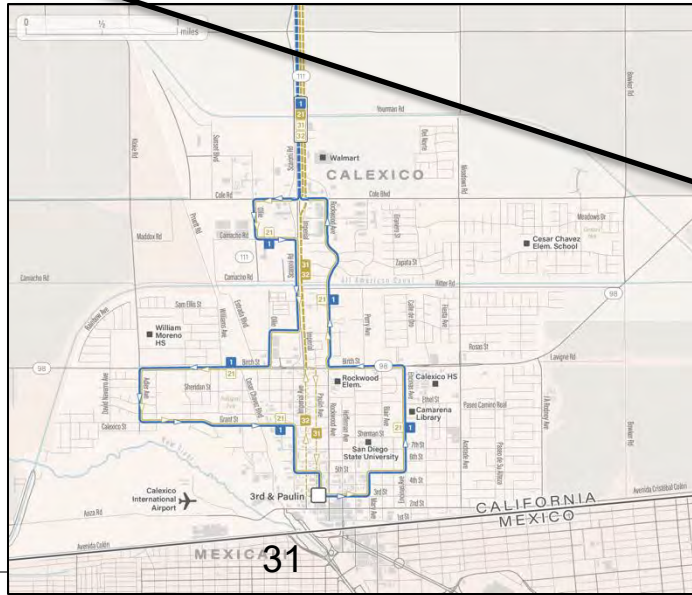
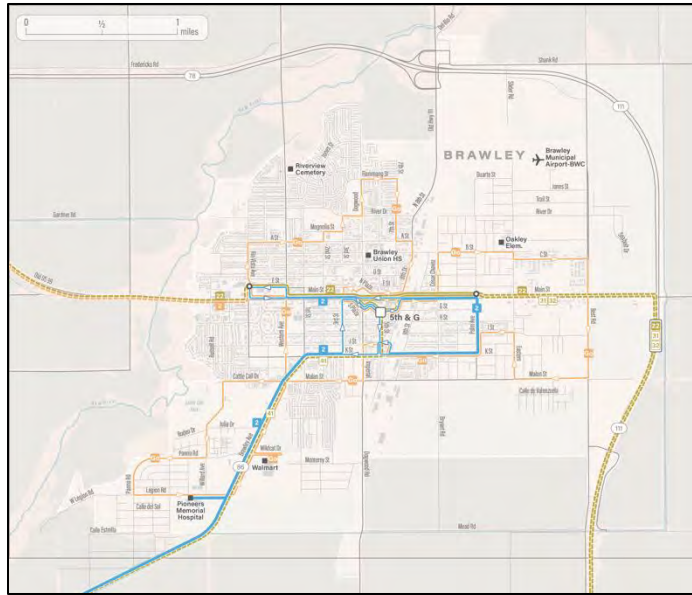
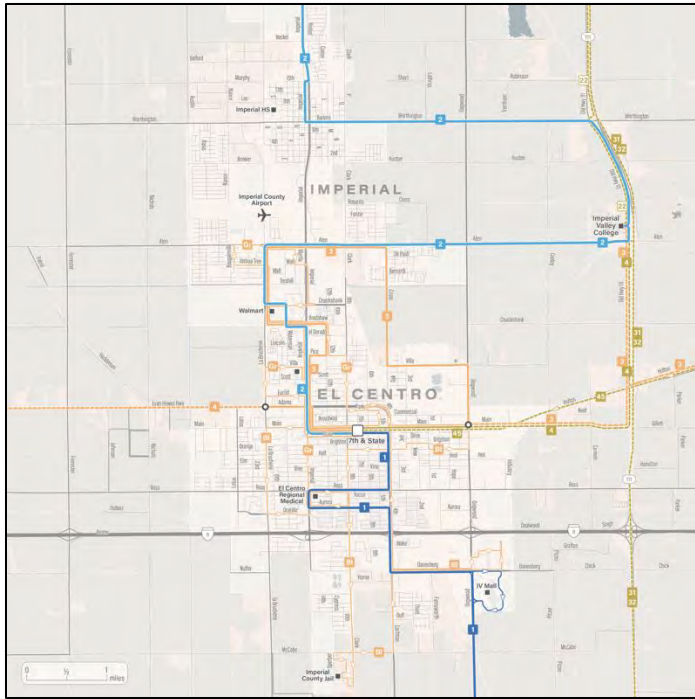
- ...long travel distances
- ...lots of waiting due to low frequencies
- ...big gaps in service

Transit that's useful to relatively few people.

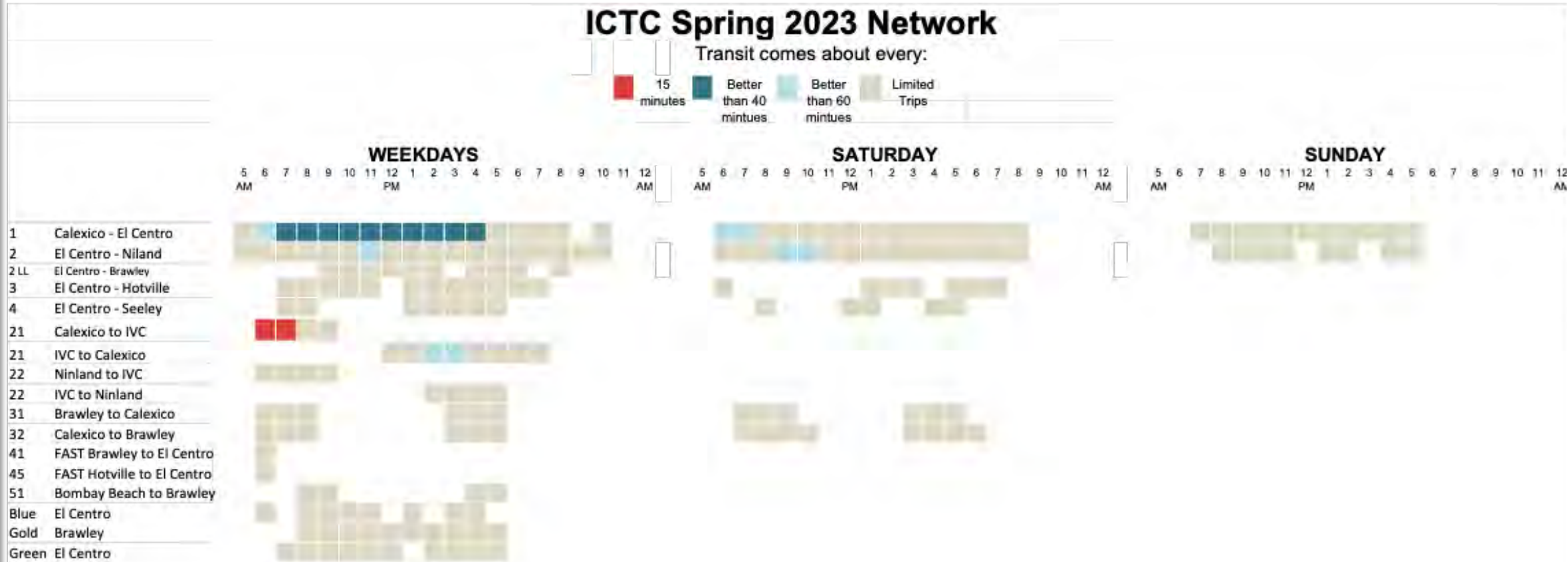
Lots of urgent and competing demands.



As a result...



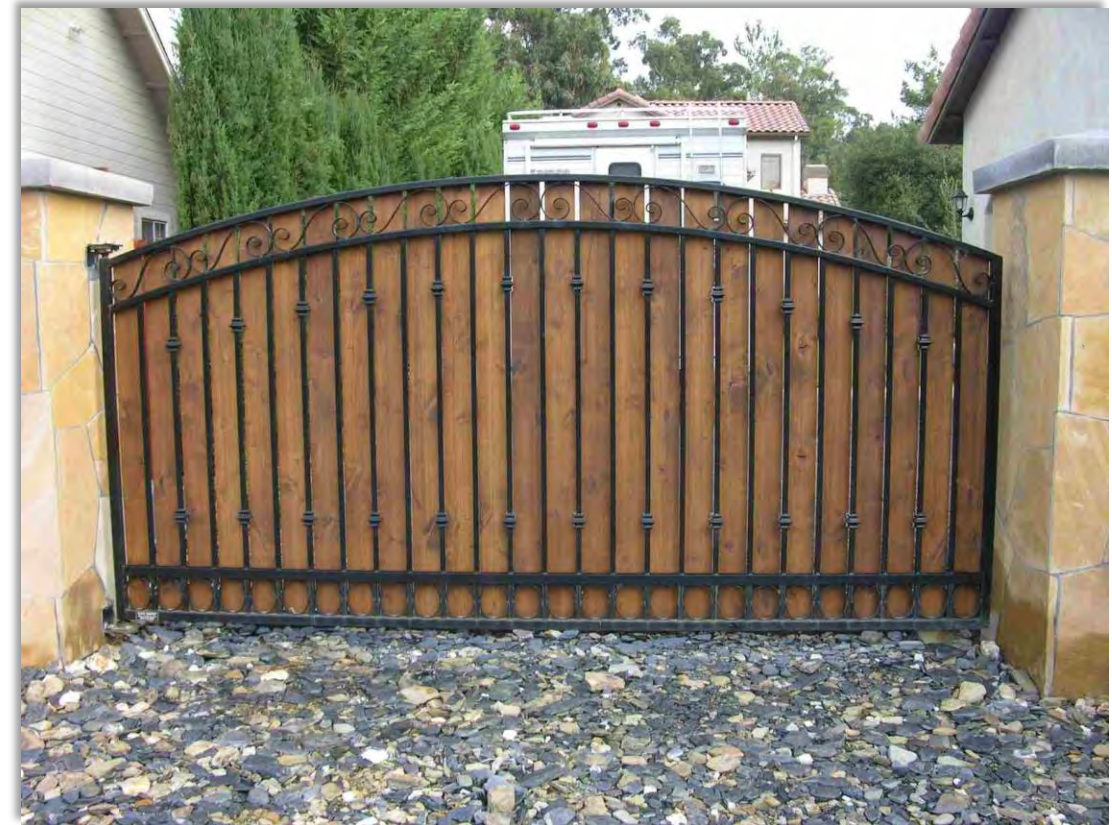
Not only where but also when...



Poor frequency is hard to imagine if **you don't use transit**

I imagine a gate at the end of your driveway that only opens once an hour.

How useful is this service?

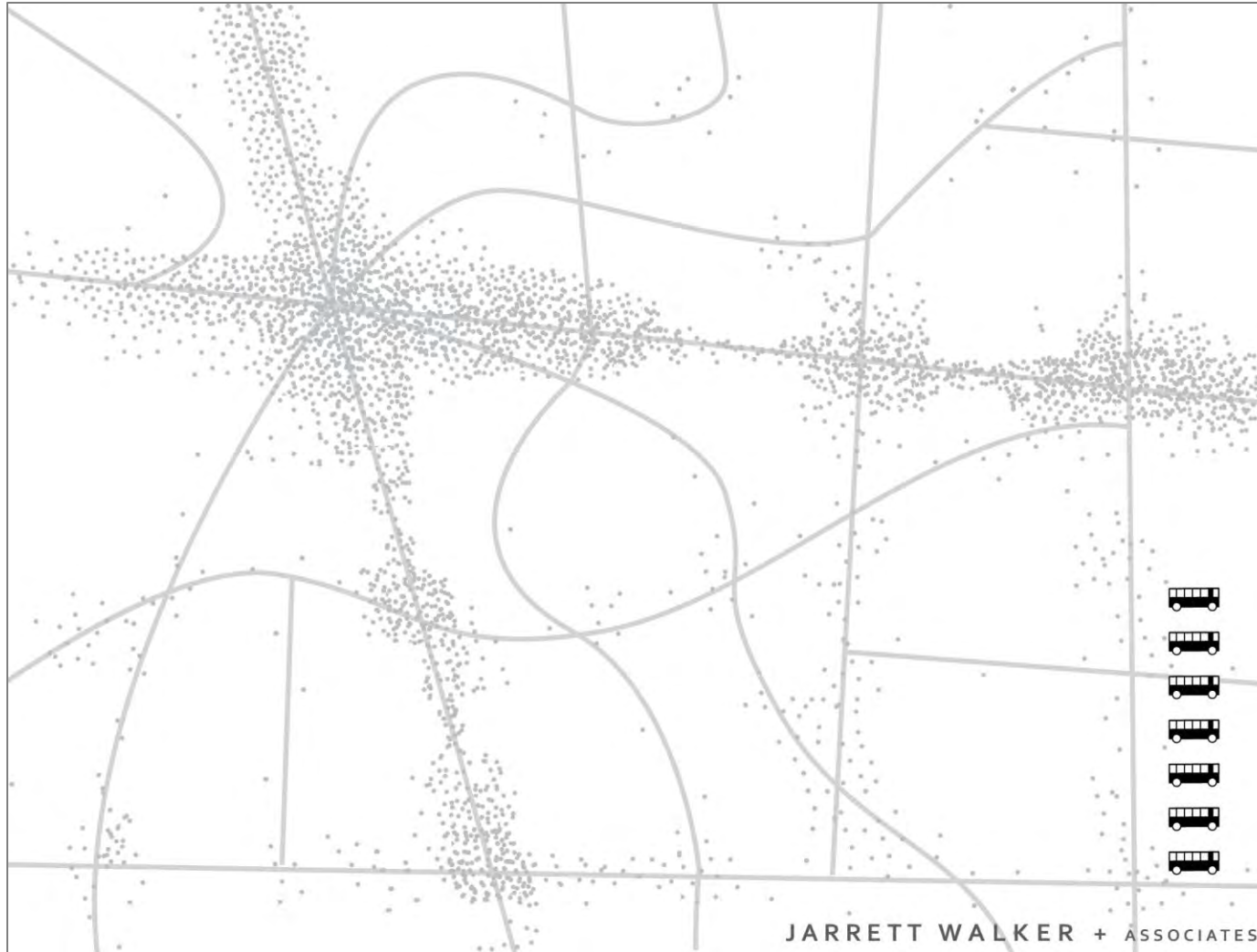


Better frequency means the bus is always coming soon

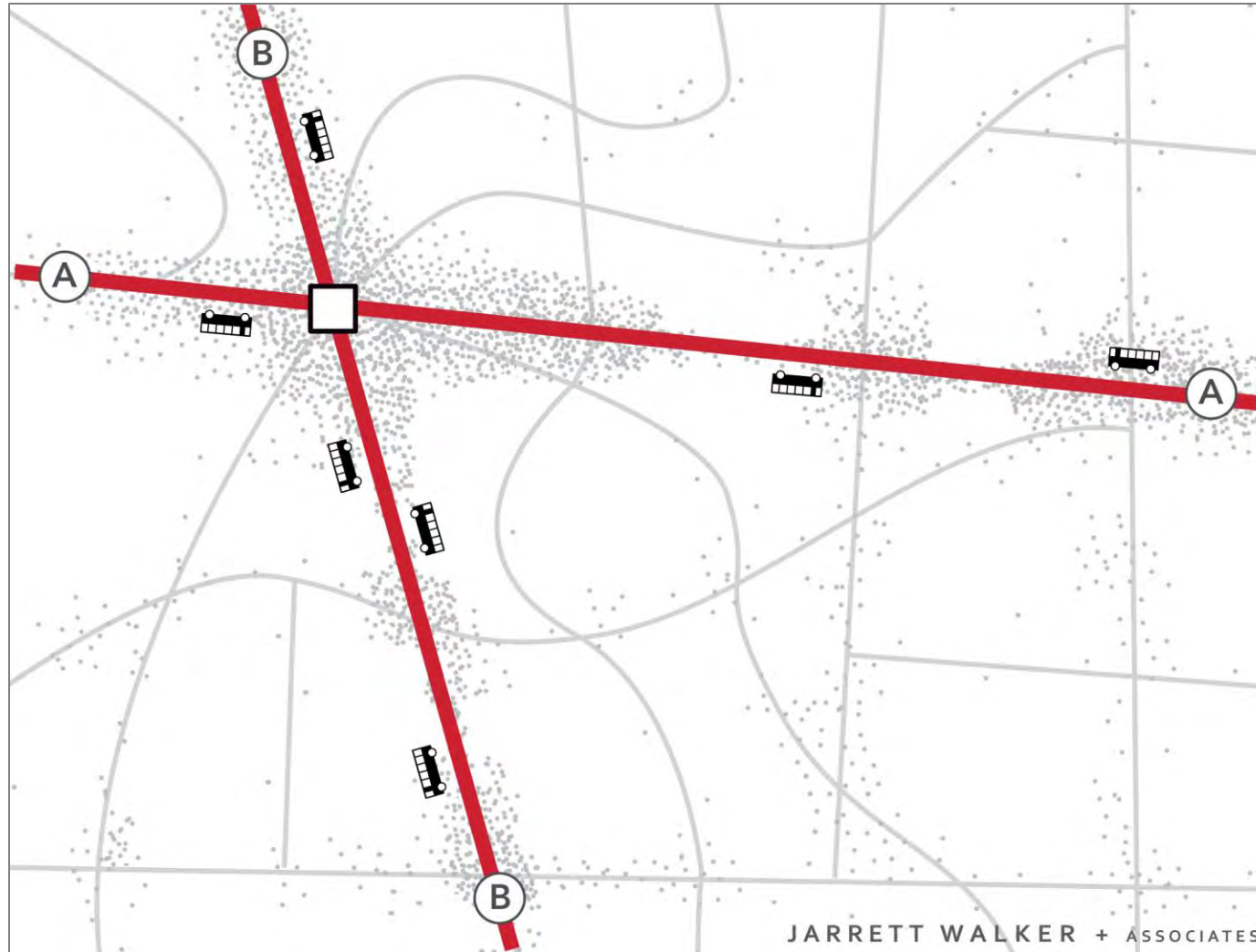
- This has three independent benefits:
 - Reduced Waiting
 - Easier Connections
 - Reduced Impact of Disruptions
- Lines with higher frequency tend to have not just higher ridership, but higher ridership relative to cost.



When thinking about your network, is ridership or coverage a higher priority

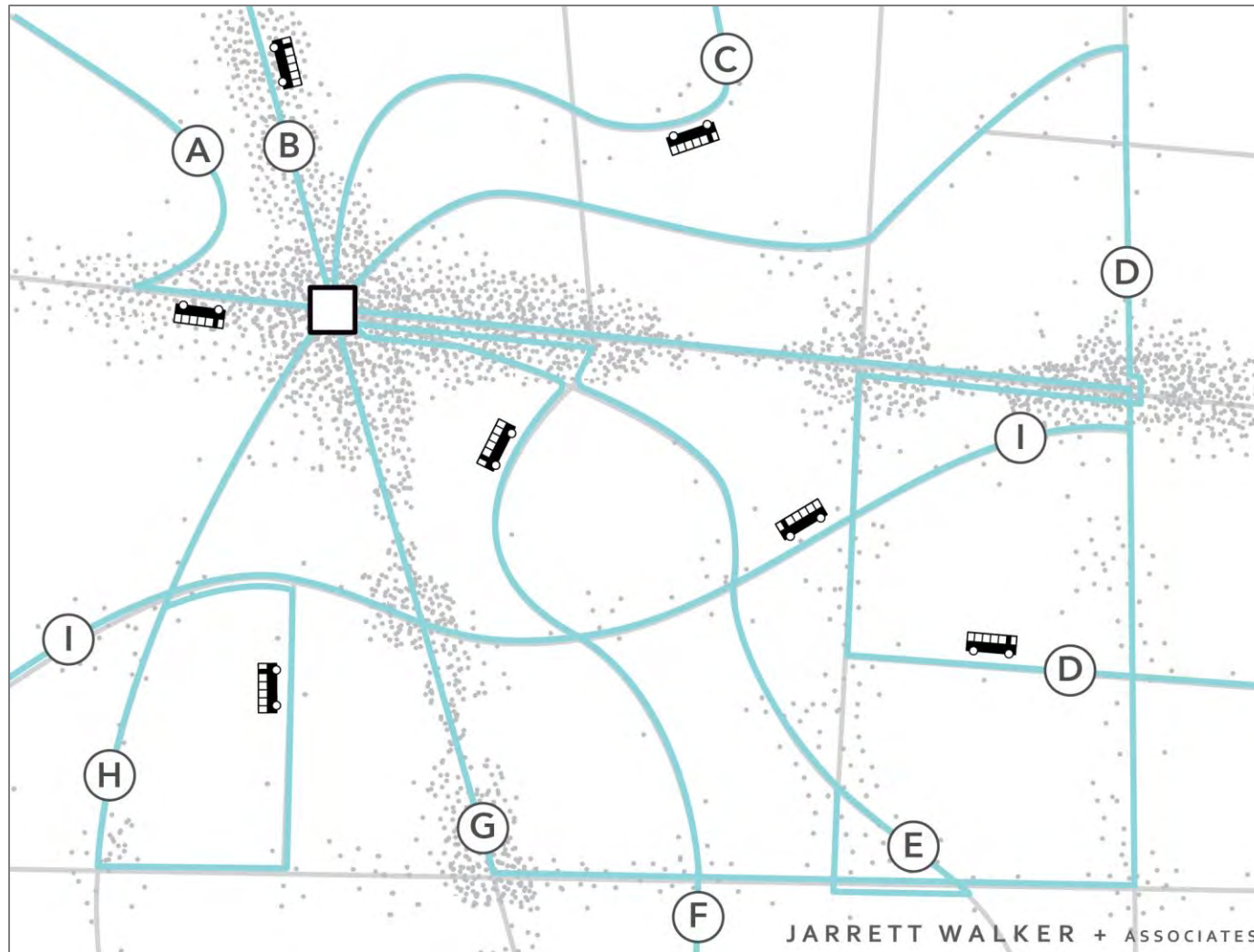


RIDERSHIP



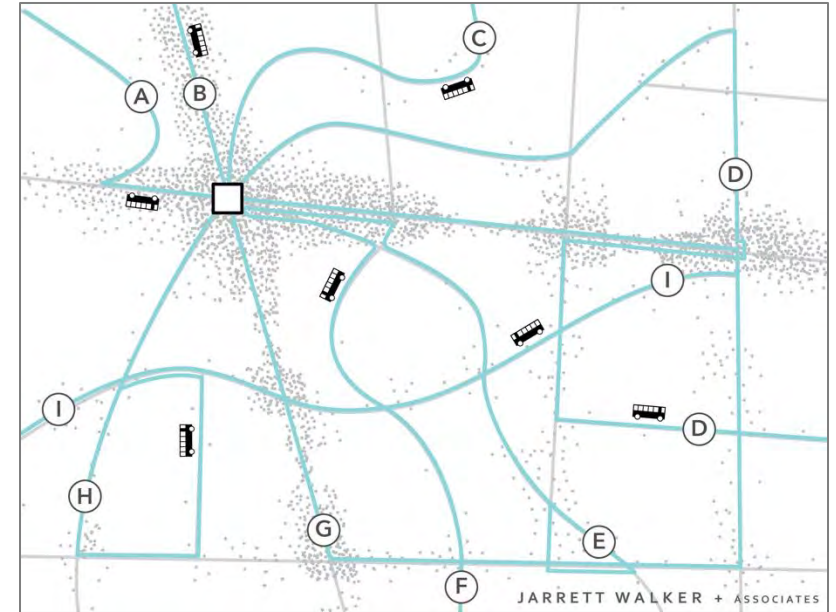
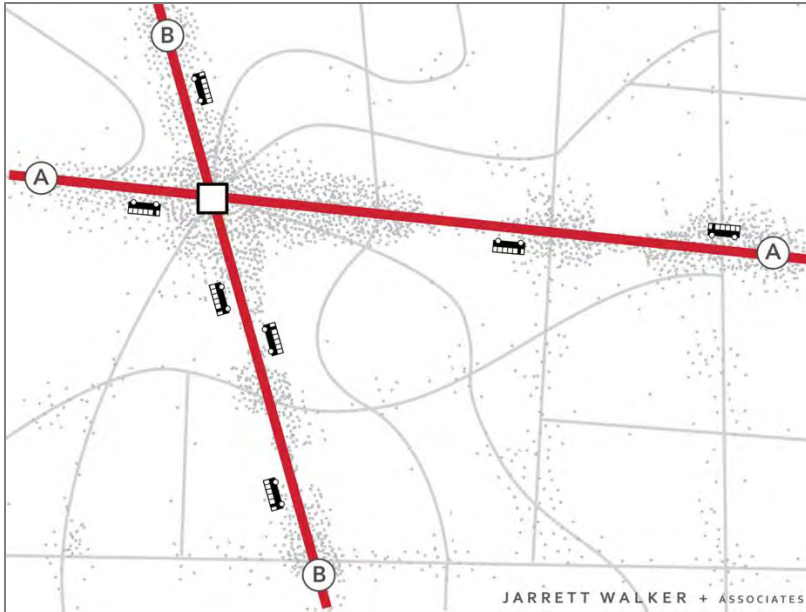
- **Frequent and direct routes but only in a few areas**
- **Useful to more people and trips**
- **Many more people near frequent service – short waits**
- **More improvement in access to opportunities**
- Fewer people near service overall

COVERAGE



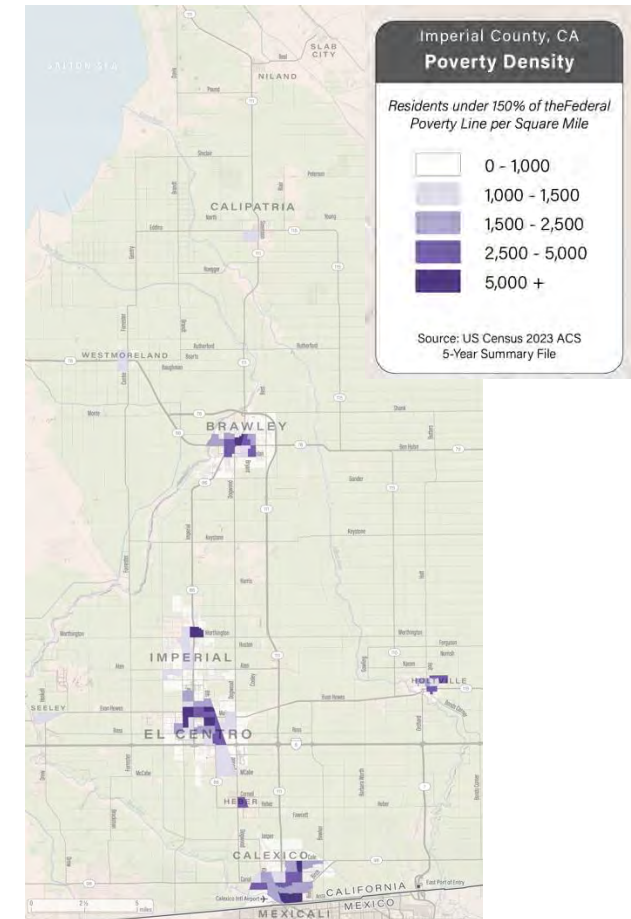
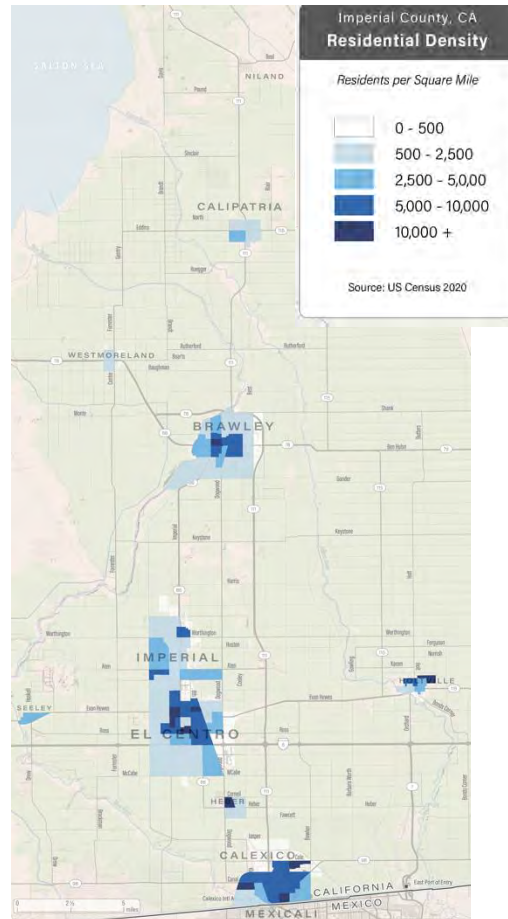
- **Infrequent and sometimes circuitous routes**
- **Available in as many places as possible**
- A few more people near frequent service – long waits
- Less improvement in access to opportunities
- **Many more people near service overall**

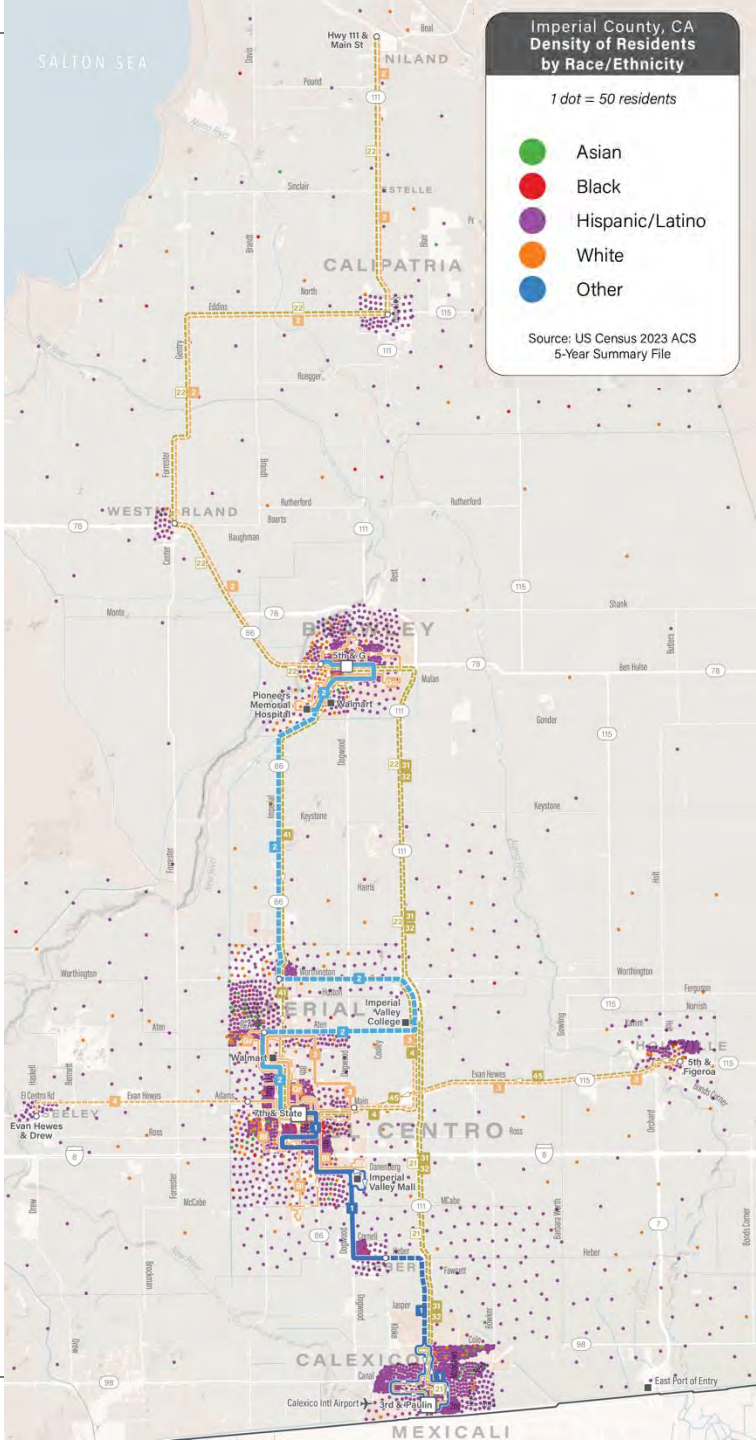
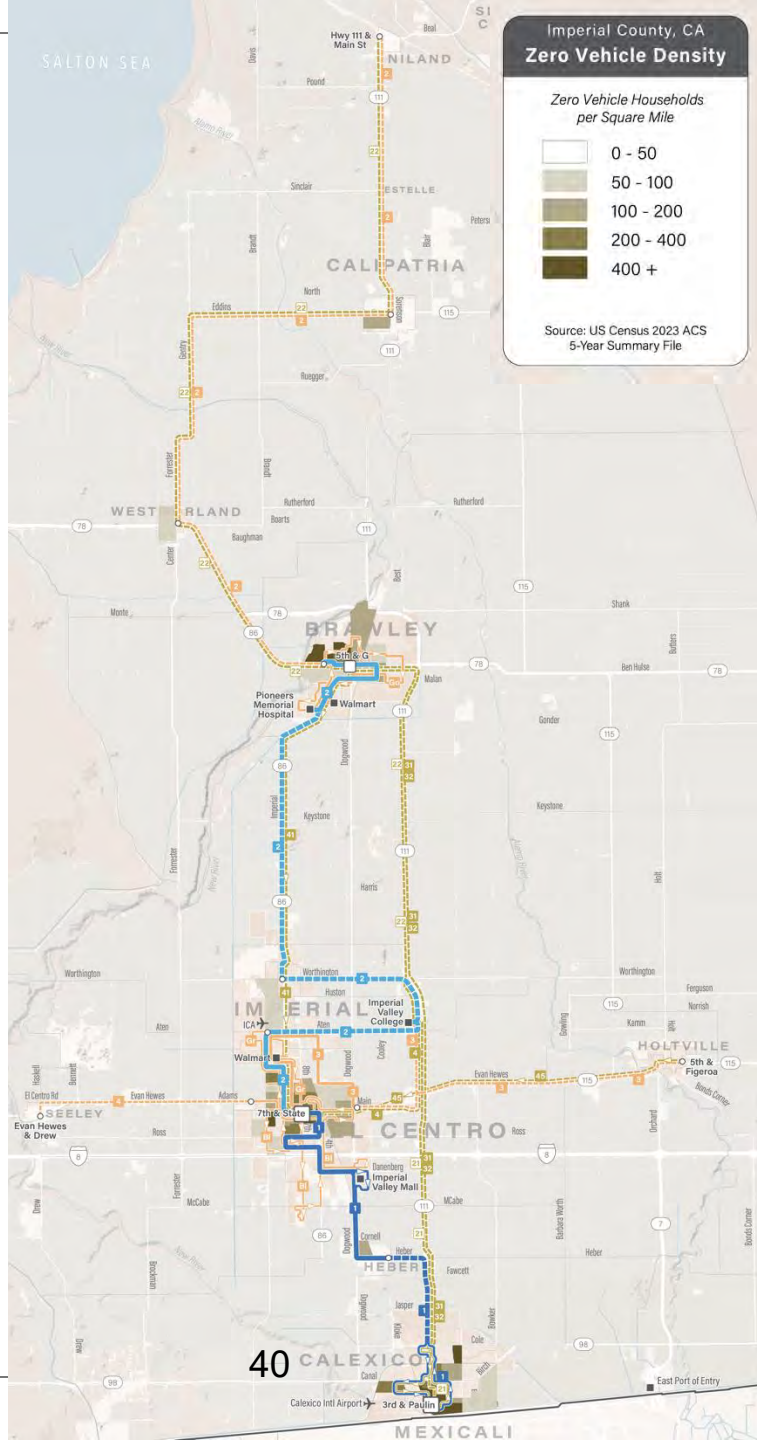
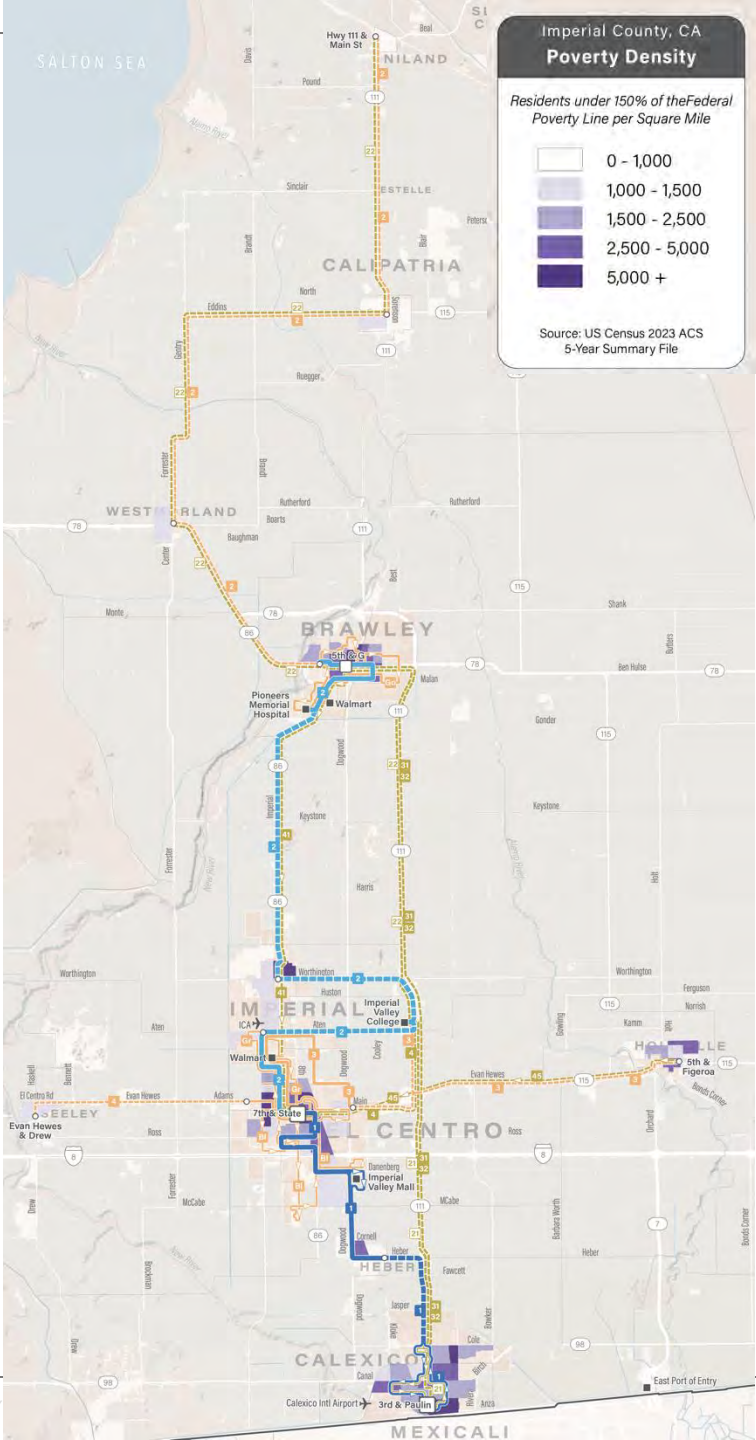
Where on the spectrum should ICTC be?



And when we think about coverage, we **need to think about...**

- Service equally distributed to all no matter their need.
- Service distributed to people who need it the most





40

How can ICTC improve their service to better serve your communities?

What is it working today?



COA Outreach Objectives

1. Engage with passengers, staff, and community stakeholders.
2. Gather input, address concerns, and foster collaboration with community stakeholders.
3. Build trust within the community, encourage participation, and create support for proposed improvements.
4. Create a well-supported COA that increases the likelihood to secure funding for the proposed improvements.



Public transportation is an essential community service for the residents and visitors of Imperial Valley. IVTCC, the agency that operates Imperial Valley Transit, is conducting this study, called the Comprehensive Operational Analysis (COA), to identify the needed improvements for creating a better bus system for today and the future for the entire County.

Project Goals

The COA will identify strategies to:

- Ensure reliable, high-quality service,
- Improve the rider experience,
- Grow system ridership, and
- Increase cost-effectiveness

The COA will provide practical recommendations to improve service, boost ridership, and ensure long-term sustainability – all within the available budget.

For more information visit bit.ly/IVTransitCOA



DRIVING TRANSIT FORWARD
EXPANDING CONNECTIONS,
MAXIMIZING EFFICIENCY AT
EVERY STOP
IMPERIAL VALLEY TRANSIT (IVT)
COMPREHENSIVE OPERATIONS ANALYSIS

Take the Survey by March 31

Help us drive transit forward and improve service by taking a brief survey! As a thank you, all participants will be entered into a drawing to win one of three \$50 gift cards.



The survey will be available until March 31:
www.surveymonkey.com/r/IVTCOA



El transporte público es un servicio comunitario esencial para los residentes y visitantes del Valle Imperial. IVTCC, la agencia que opera Imperial Valley Transit, está llevando a cabo este estudio, llamado Análisis Operativo Completo (COA, por sus siglas en inglés), para identificar las mejoras necesarias para crear un mejor sistema de autobuses para hoy y el futuro de todo el condado.

Objetivos del proyecto

El COA identificará estrategias para:

- Garantizar un servicio fiable y de alta calidad,
- Mejorar la experiencia del pasajero,
- Aumentar el número de pasajeros del sistema, y
- Aumentar la eficacia de los costos

El COA proporcionará recomendaciones prácticas para mejorar el servicio, aumentar el número de pasajeros y garantizar la sostenibilidad a largo plazo, todo ello dentro del presupuesto disponible.

Para obtener más información, visite bit.ly/IVTransitCOA



IMPULSO AL TRANSPORTE PÚBLICO
AMPLIANDO CONEXIONES,
MAXIMIZANDO LA EFICIENCIA
EN CADA PARADA
IMPERIAL VALLEY TRANSIT (IVT)
ANÁLISIS OPERATIVO COMPLETO

Responda la encuesta antes del 31 de marzo.

Ayúdenos a impulsar el transporte público y mejorar el servicio respondiendo a una breve encuesta. Como agradecimiento, todos los participantes entrarán en un sorteo para ganar uno de los tres tarjetas regalo de \$50.



La encuesta estará disponible hasta el 31 de marzo:
www.surveymonkey.com/r/IVTCOAes

COA Community Outreach

- Survey: Help share bilingual flyer, social messages
- Popup booths at local events in March/April/May 2025 and October/November 2025
 - Confirmed for March 13: Visit to transit stops (Calexico, IVC, El Centro)
 - Confirmed for March 15: El Centro Air Show
 - Recommendations for events/locations to reach transit-dependent communities?
 - Share social messages re: events



Questions, comments and feedback can be provided to:
manuel@jarrettwalker.com

Take the project survey using the following QR code or
the next link:

<https://www.surveymonkey.com/r/IVTCOA>



THANK YOU!



VI. REPORTS

VI. REPORTS

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



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

Memorandum

Date: March 5, 2025
To: ICTC Management Committee Meeting
From: David Aguirre, Executive Director
Re: Executive Director's Report

The following is a summary of the Executive Director's Report for the ICTC Management Committee meeting on March 12, 2025.

- 1) **Unmet Transit Needs Survey and hearing/meeting information:** Section 99401.5 of the Public Utilities Code states that: "The Transportation Planning Agency shall hold at least one public hearing pursuant to 99238.5, for the purpose of soliciting comments on the Unmet Transit Needs that may exist within the jurisdiction." Unmet Transit Needs that are determined to be "Reasonable to Meet" by ICTC may be established by providing transit services directly, by contracting for new transit services, or the expansion of existing services. In recent years, the public hearings have been held in the March to May time frame at the ICTC Offices in El Centro, at approximately 3:00 p.m. **ICTC is required to select the Hearing Panel from the elected official members of the Commission.** Additionally, staff is collecting the public's feedback by completing a survey on the ICTC website at <https://www.surveymonkey.com/r/UTN25-26> by 5 p.m. on March 17, 2025. The feedback collected will be stated on the record at the hearing date and time established by the Commission. **Flyers for the survey are attached to the report. The public hearing will take place on April 7, 2025, at 3:00 pm at ICTC's Office and the findings meeting is proposed to take place on April 28, 2025.**
- 2) **CMAQ and STBG Call for Projects:** ICTC in accordance with SCAG guidelines will be implementing a call for projects for the Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Block Grant (STBG). SCAG is anticipated to approve its CMAQ and STBG at its February 2025 Regional Council Meeting. The funding years associated with this call for projects is FFY 2026-27 and FFY 2027-28. ICTC will be updating its program guidelines to incorporate SCAG guideline provisions and is anticipating beginning its call for projects in March 2025. ICTC is anticipating adopting its scoring framework at the March 2025 Commission Meeting. SCAG's is anticipated to open its call for project nominations on March 31, 2025, and its project submittal deadline is May 16, 2025. SCAG is anticipating adoption of the CMAQ/STBG Guidelines at its March 6, 2025, Regional Council Meeting. **This item was taken to the ICTC TAC agenda in February, will be presented to the Management Committee and Commission agendas respectively in March 2025.**
- 3) **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 private bus companies, taxis and farm labor buses. ICTC previously received a Congestion Mitigation and Air Quality federal program fund to complete the environmental and design plans of the new Calexico ITC. The environmental and design phase has been completed. Right of Way Acquisition for the project has been completed. ICTC was awarded multiple grants to complete the required construction efforts for the project. ICTC received grant awards from the Regional Early Action Planning (REAP) 2.0, Active Transportation Program (ATP) and Rebuilding American

Infrastructure with Sustainability and Equity (RAISE) Grant and Community Project Funding/Congressionally Directed Spending Programs. ICTC recently completed the construction procurement efforts, and a contract award was issued to Hazard Construction. **It is anticipated that the project will start construction in early March 2025. The project is anticipated to take a year to complete. We had a successful groundbreaking ceremony on February 28, 2025, at 11 a.m. at the project site.**

- 4) **New Border Express Route starting February 10, 2025:** Staff have coordinated the implementation of a demonstration route that will operate Monday through Friday at select times between the 3rd and Paulin Bus Stop to the Calexico East POE. This is being demonstrated in anticipation of a larger scale route associated with the upcoming transit facility that is anticipated to begin when the new East POE facility is completed. There is also an additional IVC Express Trip embedded in the new service which will help alleviate some of the congestion we see on some of our IVC Express trips. Staff will be providing updates as it pertains to the development of the service.
- 5) **2nd Street/Anza Road Bridge Rehabilitation Project:** ICTC is working with Caltrans to develop an approach towards proceeding with the development of the required environmental and engineering phases for the rehabilitation 2nd Street/Anza Road Bridge Project. More information is anticipated to be shared in the coming months.
- 6) **Imperial Valley Resource Management Agency receives a Household Hazardous Waste (HHW) program award:** The HHW program provides Imperial Valley residents with the opportunity to dispose of HHW properly and free of charge. The IVRMA was notified in December that it was awarded the HHW grant for FY 2025/2026 and FY 2026/2027 in the amount of \$100,000. This is the first time that IVRMA has secured this grant. The award will allow IVRMA to continue to provide HHW services to its residents. More information regarding the HHW program, including residential drop-off locations, can be found on the website at <https://www.ivrma.org/programs/household-hazardous-waste-program>.
- 7) **Calexico East Port of Entry Intermodal Transportation Center:** ICTC was recently awarded \$12.6 million by the California State Transportation Agency (CalSTA) through its Transit Intercity Rail Capital Program (TIRCP) to acquire, design and construct a transit facility at the Calexico East Port of Entry (POE). The goal of the Calexico East POE Intermodal Transportation Center is to create a transformative transportation hub that integrates various modes of transportation including public transit buses. The facility is anticipated to offer amenities such as shade, seating, bicycle parking, signage, and travel guidance, addressing the current lack of amenities and transportation options for pedestrians crossing the border at the Calexico East POE. Additionally, this project will bring four new zero emission vehicles to provide public transit services to the area. The project will have several phases with an estimated completion date in 2030. ICTC is working with Caltrans Staff on project award document completion. More information to come in the coming months.
- 8) **Imperial Mexicali Binational Alliance (IMBA):** The IMBA Strategic Planning and regular meetings were held on January 9, 2025, in the City of Mexicali at the CDEM Offices. The rotation of Chair and Vice-Chair was done during the Strategic Planning Meeting. IMBA's 2025 Chair is Abel Graciano representing the Mexicali Region and Vice-Chair is David Aguirre from ICTC representing the Imperial County Region. **The next IMBA is scheduled to be held in Imperial County on March 13, 2025, at the ICTC offices.**
- 9) **Electronic Fare Payments:** ICTC is currently pursuing the implementation of an electronic fare payment system to its fixed route transit services. The system would allow all of its fixed route buses to take card payments in addition to its existing cash payment system. ICTC is working on securing the grant funds to implement this project. **More information to come in the coming months.**
- 10) **Reap 2.0 – Subregional Partnership Program:** ICTC was awarded a total of \$274,133 in funding from the Reap 2.0 Subregional Partnership Program to provide technical support to our local agencies with housing planning and to facilitate housing production. ICTC has notified each of our member agencies about the funding availability. Several cities have expressed interest in the funding and staff is working with each of the agencies to further evaluate their proposed projects. **Final projects have been identified and awarded by the commission. ICTC is working on next steps with the proposed agencies and SCAG. A project kickoff meeting was held with SCAG and the funding awardees.**

- 11) **Calexico Microtransit Service – Calexico On Demand:** ICTC submitted a grant application for the Clean Mobility Options (CMO) program in October of 2020. The grant application was submitted to provide a clean energy microtransit service in the city of Calexico. In early 2021, ICTC was notified of its grant award of \$1 Million to fund the pilot microtransit service. The microtransit service currently operates as an on-demand service available to provide trips to the general public within the boundaries of the city of Calexico. The award required that ICTC fund and operate the service for a minimum of 4 years. ICTC partnered with Via Transportation, an experienced transportation operator to operate the service. ICTC and Via began the development of the project including service criteria, marketing information, and operational criteria. ICTC obtained approval from the CMO program to commence the service. ICTC kicked off the service on January 9th, 2023. Further information about the service can be viewed on the website: <https://city.ridewithvia.com/calexico-ondemand>. ICTC was awarded an additional \$500,000 to be utilized for operations of the service and additional service hours through the CMO program in late 2023. *ICTC was recently awarded a grant from the Low Carbon Transit Operations Program in the amount of \$520k to continue funding operations for the service. ICTC was also able to secure an additional grant through the CMO program to continue funding the service. ICTC also received an additional funding commitment to further continue the service beyond the current grant funding received.*
- 12) **Active Transportation Program, Cycle 7:** The California Transportation Commission (CTC) has released the Active Transportation Program (ATP) guidelines as of March 22, 2024. Approximately \$568 Million funding will be available for fiscal years 2025/26 through 2028/29 statewide. Applications were due to CTC by June 17, 2024. Imperial County applicants were asked to submit a copy of their applications to the Imperial County Transportation Commission (ICTC). For a copy of the adopted ATP guidelines please refer to Active Transportation Program Guidelines directly at: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle7>.

In addition, only applicants that submit applications to the statewide ATP will be eligible for Regional ATP funds. Imperial County anticipates approximately \$1.1 million in ATP Cycle 7 Regional Funds will be available for all applicants that are not successful in the statewide call. There might also be additional funding available for quick build type projects. ICTC staff have developed an ATP factsheet for reference to both funding opportunities. Also, the Regional Active Transportation Plan adopted by ICTC is a valuable resource for agencies seeking funding through ATP Cycle 7. The document outlines priorities for each jurisdiction within Imperial County and was developed with significant input from the public. This input likely reflects the needs and preferences of the local community, making it a valuable tool for agencies seeking to align their grant proposals with the region's priorities. The ATP document is on the ICTC website at https://www.imperialctc.org/assets/documents/transportation-plans-and-studies/ICTC-ATP_Final-Document_2022.02.28_Reduced-Size.pdf

ICTC received correspondence indicating five (5) applications for the Imperial County Region. Applications were submitted by the City of El Centro, Imperial County Office of Education, Heber Public Utility District, City of Calipatria and City of Holtville.

As a result of the State of California's budget deficit the ATP program overall funding was reduced significantly. Funding was anticipated to be \$568 Million overall but was ultimately reduced to approximately \$168 Million. Also, because of the budget deficit and associated cuts, the anticipated Imperial County Regional Share was reduced to approximately \$300k. The CTC has released the scoring for all submitted projects. The Imperial County Region was not awarded a statewide award; however, statewide applications will be eligible for regional share consideration. Of the five Imperial County projects, the highest scoring project was submitted by the Imperial County Office of Education. The recommendation for the award will be presented to all ICTC committees in February 2025.

- 13) **2024 Local Partnership Program, Cycle 5:** The Road Repair and Accountability Act of 2017 (Senate Bill 1) created the Local Partnership Program (LPP) as a program to reward and incentivize local or regional transportation agencies that have sought and received voter approval of taxes or that have imposed fees, which taxes or fees are dedicated solely for transportation improvements. The program is implemented by the California Transportation Commission (CTC). The CTC adopted the 2024 LPP Program Cycle 5 Guidelines on August 15-16, 2024. As a result of the adoption of the Cycle 5 Guidelines the Call for Projects has opened. The LPP Grant funds require a one-to-one match. The Imperial County Region's estimated allocation amount for FY 2025/26 is \$524million and \$520 million for FY2026/27 for a total of \$1,044 million. There is also a competitive program that is administered by the CTC.

Guidelines for the program can be found at <https://catc.ca.gov/-/media/ctc-media/documents/programs/senate-bill-1/2-bi-4-12-draft-2024-lpp-competitive-guidelines-red-line-v8.pdf>

In the past call for projects, ICTC staff proposed options to TAC members for the distribution of the LPP funds. The distribution calculations proposed were Option 1- Population and Maintained Mileage Based Distribution and Option 2- Using a Flat Distribution in addition to Population and Maintained Mileage Distributions. The proposed distribution is similar to the Local Transportation Authority (LTA) formula distribution.

On August 22, 2024, the TAC committee members reviewed and ultimately recommend Option 2 to be forwarded to the Commission for approval and to authorize ICTC to open the Call for Projects for the Local Partnership Formulaic Program Cycle 5. On August 28, 2024, the Commission approved TACs recommendation. *The Competitive Call for Projects for the CTC opened on August 16, 2024, with a deadline of November 20, 2024, for submittal to the CTC. All agencies with the exception of the city of Westmorland were able to submit a project to the CTC for consideration. Most agency projects were approved by the CTC during the January 2025 meeting. The city of Imperial and Brawley have submitted their packages to the CTC for consideration at the March 2025 meeting. Project Allocations will take place in the coming months as needed by the cities/county.*

- 14) **Bus Stop Improvement Project:** Staff are working on developing a bus stop improvement project across multiple cities throughout the county. The project consists of installing various bus shelters and potentially other amenities. ICTC will be coordinating with the various cities to complete the development. ICTC released the Request for Proposals for design services for the project. ICTC is looking to begin design services soon and have construction take place within FY23-24/FY24-25. The contract was awarded at the April Commission meeting. ICTC has already participated in a kickoff meeting with the consultant and all of the effected agencies. The project design is ongoing and is anticipated to be completed in the next few months. ICTC obtained additional funding to incorporate additional bus stop locations. The new location designs are being incorporated into the overall project design. **The 65% percent improvement plans have been completed and were distributed to participating agencies. ICTC has received agency comments, and the comments have been forwarded to the consultant for incorporation into the project improvement plans. The improvement plans are being finalized to obtain 90% completion level.**
- 15) **Imperial County EV Charging Infrastructure Feasibility Study:** ICTC recently submitted a grant application under the Carbon Reduction Program (CRP) to prepare a Countywide EV Charging Infrastructure Feasibility Study. The project will aim to identify strategic locations within the county for EV Charging Infrastructure. Caltrans is currently developing a similar project for locations along State facilities. **Staff is currently working on the development of the Scope of Work for the project to proceed to the issuance of a Request for Proposals. Staff reviewed the proposed SOW with the ICTC TAC to obtain additional feedback. Staff is anticipating releasing the RFP in the coming weeks.**
- 16) **ICTC/IVT Operations and Maintenance Facility:** ICTC staff has engaged with the proposed property owner's representative about ICTC's interest in the property. ICTC has also communicated with the city of El Centro regarding action items that would need to take place to facilitate the goal of the project. ICTC has also communicated with grant agencies and our Zero Emission Bus Plan engineering consultant to develop a preliminary site plan of the proposed improvements. Next steps include executing a Letter of Intent with the property owner, continuing coordination with the city of El Centro, and to begin conducting the required environmental studies like a Phase 1 Site Assessment. ICTC will also continue to work on grant opportunities to fund the acquisition of the property. *A preliminary site plan has been prepared and was shared with the commission. ICTC was recently informed that it had received a funding commitment for the completion of the design/environmental phases of the project. ICTC is working towards completing a phase 1 site assessment for the proposed site. ICTC has obtained NEPA clearance from the FTA for the acquisition of the project. Further processes will be required to obtain clearance from the FTA prior to acquisition.*
- 17) **Community Project Funding/Congressionally Directed Spending (CPFCDS):** ICTC recently received an award of 4.1 million dollars to be utilized towards the Calexico Intermodal Transportation Center Project. The project has already received awards from the RAISE, ATP and REAP 2.0 programs. We would like to thank our local, State and Federal Partners and Congressman Raul Ruiz for their continued support of the project, ICTC and the Imperial

County. ICTC would also like to congratulate the cities of Imperial and El Centro, the County of Imperial and the Imperial Irrigation District on their awards. ICTC will continue to work with all the awardees to ensure that their projects are programmed to enable the use of the project funding. IID has completed its project with the assistance of the city of Holtville.

- 18) **Surface Transportation Block Grant Program (STBG), Carbon Reduction Program (CRP) and Congestion Mitigation and Air Quality Program (CMAQ) 2024 Call for Projects – FFY 2023-2024 to FFY 2025/2026:** The STBG, CRP and CMAQ Call for Projects began on November 9, 2023. Applications were due on Friday, January 26, 2024, at the ICTC office. All agencies were provided with guideline documentation and were encouraged to submit potential projects.

Program	Applicants	Total Value Requested by All Applicants
CMAQ	City of Imperial	\$388,000
STBG	City of Imperial, City of Brawley and City of El Centro	\$2,416,000
CRP	ICTC – City of Imperial	\$1,083,000

Due to the number of projects submitted, ICTC was able to evaluate all projects internally without utilizing the normal process which involves all cities participating in the scoring and ranking process. ICTC recommended projects to SCAG as part of the final submittal process. SCAG recently approved the list of projects anticipated to receiving funding. The project list is as follows:

Program	Applicants	Total Value Requested by All Applicants
CMAQ	City of Imperial – Aten Blvd Sidewalk Installation Phases 1 through 3	\$388,000
STBG	City of Imperial – P Street Rehab	\$519,000
STBG	City of El Centro – S. Imperial Avenue Utility Relocations	\$520,000
STBG	City of Brawley – Western Avenue Improvements	\$599,000
CRP	ICTC – EV Charger Study	\$150,000
CRP	City of Imperial – EV Charger Installation Phases 1 and 2	\$622,000

ICTC staff will be working with local agency staff and programming all approved projects in the Federal Transportation Improvement Program (FTIP). **Several projects have already started development for use of the grant funds.**

- 19) **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 widening 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. ICTC subsequently received TCEP in the amount of \$7.4 Million for construction efforts. The design portion of the project is complete. The project construction is underway, and construction was anticipated to be completed at the beginning of 2023 but suffered delays due to the issuance of the presidential permit.

Approximately 87% of construction efforts have been completed. The project was temporarily placed on hold for 6 months due to the issuance of the presidential permit to relocate the border fence. The Presidential Permit was received on July 7, 2023. On November 15, 2023, GSA, ICTC, and regional partners celebrated the completion of Stage 1 of the project with a Ribbon Cutting celebration. ICTC Executive Director David Aguirre led the ceremony. Speakers included ICTC Chair Mike Goodsell, CBP Calexico Port Director Roque Caza, GSA Pacific Rim Region Public Buildings Service Deputy Regional Commissioner Amanda Sweeney, FHWA Senior Project Engineer Tay Dam, Caltrans District 11's South County and Trade Corridor Director Nikki Tiongco, CTC Commissioner Clarissa Reyes Falcon, and Head Counsel of the Mexican Consulate in Calexico Tarcisio Montes de Oca. The event concluded with the anticipated Ribbon Cutting followed by media opportunities. For additional information regarding this project visit the ICTC website at: <https://www.imperialctc.org/projects/calexico-east-port-of-entry-bridge-expansion>. Stage 3 of the project, which consisted of the completion of improvements to the passenger vehicle lanes, is now complete. Stage 4 of the project is now complete, which consisted of retrofitting activities and roadway striping. The final project improvements, which consisted of the reinstallation of new bolts under the existing bridge section was completed in early August 2024. *The project construction efforts are now complete, and the project is now in closeout phase.*

- 20) **IVT Ride Potential Service Modifications:** IVT Ride is a dial-a-ride service that is available to seniors (55 years of age or older) and persons with disabilities in the communities of Calexico, Heber, El Centro, Imperial and Brawley. The service primarily operates in an intracity capacity with the exception of the communities of El Centro, Imperial and Heber and the Westshores service which travels to the city of Brawley or the Coachella Valley. The Westshores service is also available to the general public. Due to continuing declining ridership on all IVT Ride services, staff are exploring the possibility of modifying the service to provide trips to the general public but still provide priority to the senior population. The possible modification would enable the service to capture additional passengers and implement a microtransit-like service in various communities. The possible modification would also require financial investment in technology and the development of a passenger web and mobile application. Staff anticipate bringing the further evaluated concept to the Management Committee and Commission in the coming months. Staff are also pursuing funding opportunities to facilitate the possible transition of the service. Staff provided the Commission with a presentation on August 28, 2024, with further details. There was consensus to proceed with the software development and hardware acquisition. This item received approval to proceed to further development by the commission. ICTC has received state funding to complete the software and hardware upgrades for the project. ICTC Staff are currently working on developing a plan to conduct outreach (including in-person presentations and surveys) to the public about possible service modifications. *ICTC is working on redeveloping the service logo, in addition to building the mobile software for anticipated use.*
- 21) **Transit Comprehensive Operational Analysis:** Staff was able to secure grant funding to complete a Transit Comprehensive Operational Analysis (COA). The COA is a comprehensive evaluation of ICTC's existing transit services while also presenting evaluation findings and recommendations to further improvement of ICTC's existing public transit system. ICTC intends to evaluate all ICTC operated services in addition to incorporating an assessment of the feasibility of intercity passenger rail. Staff recently released the Request for Proposals to the public issued a contract award in October 2024. **The analysis is anticipated to take a year to complete. The project has kicked off and outreach efforts are anticipated to begin in the coming months.**
- 22) **EV Charger Installation Project:** Staff are working on developing an EV charger installation project across multiple cities throughout the county. ICTC will be coordinating with the various cities to complete the development. *It is anticipated that the project will be completed within FY24-25/25-26.*
- 23) **Forrester Road Project Study Report (PSR):** Caltrans District 11 has been working on a project report on behalf of ICTC. The PSR will analyze safety and operation improvements along Forrester Road between I-8 and SR86/SR78. Other improvements include the Westmorland bypass. A meeting to discuss the draft PSR took place at the ICTC offices on Wednesday, March 29, 2023, at 9 a.m. Further updates to the PSR are anticipated along with additional meetings to discuss the updated PSR. **The updated PSR was recently completed, and the PSR was presented to the management committee and commission in September 2024.**

24) **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. 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 \$1.3 million to complete the traffic study, 100% design plans, construction of the canopy, lighting related to the canopy, and traffic related improvements required by Caltrans. Border Patrol is committed to 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. CBP will be working with Caltrans to obtain environmental clearance once funding for construction is obtained. The improvement plans have been prepared in the final draft form and have been submitted to Caltrans for review. Caltrans has provided review comments on the project improvement plans. ICTC will work with the design engineer to complete the required updates. Environmental studies and Caltrans submittal are pending submittal by CBP. ICTC’s consultant will be finalizing the project improvement plans in the month of March 2025. CBP will proceed with developing environmental documents and pursue funding for the construction of the facility.

25) **Regional Active Transportation Program:** ICTC staff has been working with staff from the Southern California Association of Governments (SCAG) in the development of the Active Transportation Program (ATP) guidelines. The ATP is funded from various federal and state funds including the federal Transportation Alternatives Program (TAP), the Highway Safety Improvement Program (HSIP), State Highway Account, and Safe Routes to Schools (SR2S). The approved California Transportation Commission 2023 ATP (Cycle 6) program guidelines divide the funds into state and regional shares. State funds are available through a competitive application process. Applicants that are unsuccessful at the state level are considered for regional funds. Regional ATP funds are administered by the Metropolitan Planning Organizations (MPO). SCAG is Imperial County’s MPO. Per SCAG’s 2023 ATP Regional Guidelines, county transportation commissions may assign up to 20 points to each statewide project application deemed consistent and meeting eligibility requirements. ICTC staff has completed the adoption process of the scoring methodology. ICTC staff received state scoring of ATP applications from Imperial County and presented staff recommendations to TAC members on December 15, 2022. Projects are underway at various stages by the agencies. Staff recommendations were approved at the January Commission meeting. See the table below for further information.

Regional ATP Projects		
Agency	Project Name	Total ATP Funds Requested
City of Calipatria	Bonita Place Pedestrian Safety Project	\$997,000
City of El Centro	Pedestrian Improvement Project – various locations on Main Street	\$1,200,000
ICTC	Pedestrian Improvements for the Calexico Intermodal Transportation Center	\$1,073,000
TOTAL Regional ATP funds		\$3,270,000

26) **Orchard Road & SR115 Traffic Concept Report:** During the Commission meeting of September 2022, the Commission asked ICTC staff to follow up on the SR 115 Transportation Concept Report (TCR). ICTC staff has conducted meetings with Caltrans and County Public Works staff during the week of October 17th. ICTC staff, in partnership with County and Caltrans staff, are continuing discussions for short term options to deter trucks from using Orchard Road. The parties are also expected to discuss long-term options as well. More information will be shared as discussions continue.

- 27) **San Diego & Imperial Counties Sustainable Freight Strategy:** San Diego Association of Governments (SANDAG) and ICTC received a Caltrans Sustainable Transportation Planning Grant for a Sustainable Freight Implementation Strategy for both counties. The goal with the strategy is to help transition the freight sector in San Diego and Imperial Counties to sustainable technologies, operations, infrastructure over the next 30 years. The strategy will systematically implement multimodal freight projects and policies, seek to pilot innovation technologies, create a workforce development toolkit, and identify potential funding sources for implementation. The area of study includes communities adjacent to major freight infrastructure in San Diego and Imperial Counties. Environmental justice areas, as defined by AB617, will be a particular focus and include the Portside Environmental Justice Communities, the International Border Community, and Calexico-El Centro-Heber corridor. *This plan kicked off in February 2022 and was completed in February 2024. Public engagement was instrumental in the creation of this strategy. Participants of Imperial County included County Public Works department, Work Force Development, Comité Civico del Valle, Imperial Valley Economic Development Corporation, among others. Strategy outcomes were presented to SANDAG and ICTC groups as well as community organizations such as IMBA and AB617. The study is posted to the ICTC website at: <https://www.imperialctc.org/assets/san-diego-imperial-counties-sustainable-freight-implementation-strategy-final-report-2024-02-01.pdf>*
- 28) **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).
- 29) **State Legislation for Transportation Funding – SB 1 Road Maintenance and Rehabilitation Account (RMRA):** According to the California League of Cities, overall local streets and roads allocations to cities and counties from the Highway Users Tax Account (HUTA) and the Road Maintenance and Rehabilitation Account (RMRA) are projected to climb 14.8% in the current fiscal year, 2021-22, above last year, reflecting a rebound from peak impacts of the pandemic in 2020. For the budget year 2022-23, allocations are projected to grow 10.8% over the current year. This presumes that if the scheduled July 1 cost-of-living fuel tax increase is suspended, the Legislature will backfill any revenue impacts to local governments as leaders have pledged. The estimates are based on new statewide tax revenue estimates released by the California Department of Finance with the Governor’s 2022-23 Proposed Budget. The county estimates were prepared in collaboration with the California State Association of Counties.
For RMRA remittance advice by cities visit: https://www.sco.ca.gov/ard_payments_rmra_cities.html
For RMRA remittance advice by counties visit: https://www.sco.ca.gov/ard_payments_rmra_counties.html
- 30) **Funding Opportunities:**
- **LPP Cycle 5 Call-for-Projects:** LPP Cycle 5 is expected to include about \$72M/per year made up of Federal and State funding. The funding/programming years include the 25/26 and 26/27 fiscal years.
 - Schedule and major milestones can be found at: <https://catc.ca.gov/-/media/ctc-media/documents/programs/senate-bill-1/2-bi-4-12-draft-2024-lpp-competitive-guidelines-red-line-v8.pdf>
 - For a complete list of California specific grant opportunities go to <https://www.grants.ca.gov/>.
 - [Fiscal Year \(FY\) 2023 through FY 2026 Bridge Investment Program, Planning and Bridge Project Grants](#)
 - For a complete list of federal transportation grant opportunities go to <https://www.transportation.gov/bipartisan-infrastructure-law/key-notice-funding-opportunity>.
- 31) **Meetings/trainings attended on behalf of ICTC Executive Director and staff:**
Various project specific meetings are held throughout the month.
- February 10-12, 2025 – Mobility 21 Sacramento Legislative trip
 - February 13, 2025- New Border Express Route flyers (completed by Priscilla Baca)
 - February 14, 2025- ICTC Audit Meeting (attended by Michelle Bastidas)

- February 18, 2025- ICTC Staff Meeting
- February 19, 2025- UTN survey handout (completed by Priscilla Baca)
- February 19, 2025- Calexico ITC Pre-Construction Conference
- February 20, 2025- UTN Survey at IVC (completed by Priscilla Baca)
- February 21, 2025 – SANDAG Joint Committees Meeting
- February 24, 2025- PARMA annual conference (attended by Michelle Bastidas)
- February 25, 2025- Meeting with Yuma Transit Provider
- February 26, 2025- Meeting with Caltrans (TIRCP Grant – Calexico East POE Facility Project)
- February 26, 2025 – ICTC Commission Meeting at the ICTC offices
- February 27, 2025 – ICTC TAC Meeting at the ICTC Offices
- February 27, 2025 – CTC Town Hall Meeting, planning discussion via Microsoft Teams
- February 28, 2025 – Groundbreaking Ceremony for the Calexico ITC in the City of Calexico
- March 3, 2025 – Imperial Valley Transit Quarterly Meeting: Ops, Safety, Dispatch, and Maintenance
- March 4, 2025 – California Public Records Act Update 2025 Webinar (attended by Cristi Lerma)
- March 5, 2025 – ICTC Social Services Transportation Advisory Council Meeting at the ICTC offices
- March 5-7, 2025 – CalCOG Leadership Forum in Sacramento, CA (attended by Gustavo Gomez, David Aguirre)
- March 6, 2025 – PERMA Board of Directors Meeting via zoom meeting (attended by Michelle Bastidas)



Imperial County Public Transportation

2025-26 Unmet Transit Needs Survey

The Imperial County Transportation Commission is collecting public feedback on public transportation needs. This involves funding for various public transit services. You are invited to provide your feedback by completing our survey before 5:00 PM on March 14, 2025.

Survey links are available on all ICTC-affiliated service websites/ social media & the QR code below;

- Imperialctc.org
- IVTransit.com
- IVTAccess.com
- IVTRide.com
- IVTMedTrans.com



Do you have trouble getting from one place to another?
Are the transit facilities accessible?
Any transit needs within Imperial County or your city?
Share your opinion with us!
Please let us know your feedback through the survey or call our office to share your comments.

Your feedback is essential to ICTC's transportation planning approaches toward addressing any potential needs. We thank you in advance for your contributions!



If you have any questions or comments please contact; Priscilla Baca
ICTC, Regional Mobility Coordinator
(760) 592-4494



Transporte Público del Condado Imperial

2025-26 Encuesta sobre las Necesidades de Transporte Público

La Comisión de Transporte del Condado de Imperial esta colectando opiniones del público sobre las necesidades de transporte. Esto implica la financiación de varios servicios de transporte público. Sus opiniones son bienvenidas al completar el cuestionario a mas tardar el 14 de Marzo del 2025, antes de las 5:00 PM.

Los enlaces de la encuesta están disponibles en todos los sitios web/redes sociales de servicios afiliados de ICTC y en el código QR de abajo;

Imperialctc.org
IVTransit.com
IVTAccess.com
IVTRide.com
IVTMedTrans.com



¿Tiene problemas para ir de un lugar a otro?
¿Las instalaciones de transporte son accesibles?
¿Alguna necesidad de tránsito dentro del Condado de Imperial?
¿Hay algunos lugares a donde el transporte publico no llega?
¡Comparte tu opinión con nosotros!
Háganos saber sus comentarios a través de nuestra encuesta o llame a nuestra oficina.

Sus opiniones son esenciales para ICTC y sus planes a futuro sobre alguna necesidad de tránsito.
Agradecemos de antemano su ayuda!

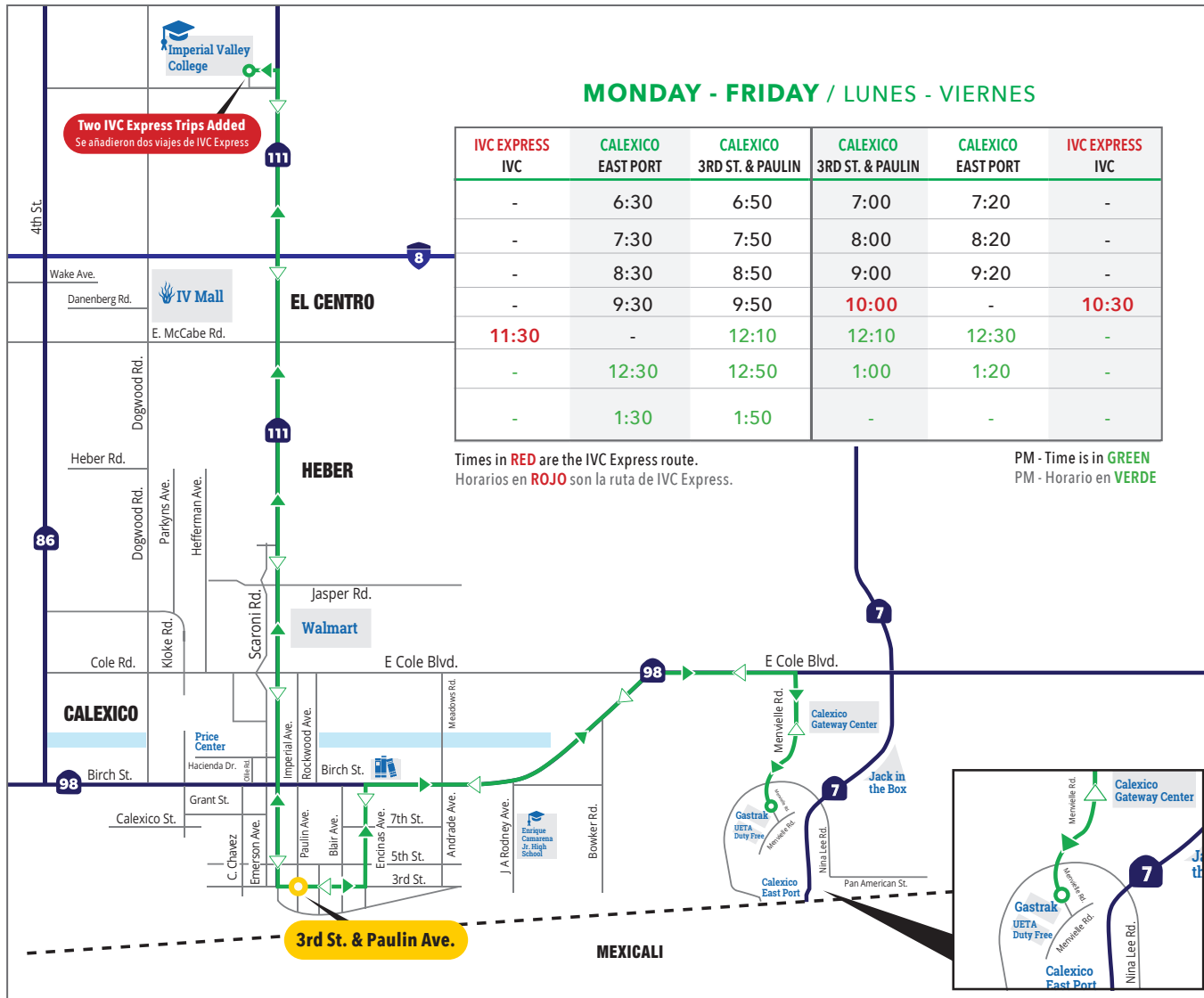


En caso de preguntas o comentarios por favor de contactar **56**

Priscilla Baca
ICTC, Regional Mobility Coordinator
(760) 592-4494

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T: (213) 236-1800 www.scag.ca.gov

Memorandum

Date: March 12, 2025
To: ICTC Committee and Management Meeting
From: David Salgado, Government Affairs Officer (GAO)
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 (ICTC) Management Committee and Regular Commission meeting for the month of MARCH 2025.

1. 2025 SCAG Scholarship Program Now Open—Apply Today!!

The 2025 SCAG Scholarship Program is now open. The program, in partnership with the California Transportation Foundation, provides nine \$4,000 scholarship awards for high school or community college students from the SCAG region. Students of any field of study are invited to apply; however, preference is given to applications that demonstrate a commitment to community planning, regional planning, urban planning, civil engineering, political science, public administration, sustainable development, or other related fields.

To apply for the SCAG Scholarship Program or for more information, visit the SCAG Scholarship Program website. To read about the 2024 SCAG Scholarship Program winners, visit SCAG News.

Applications are due electronically by Friday, March 21. If you have questions about the program, please contact Rachel Wagner at wagner@scag.ca.gov.

2. 2025 Regional Conference & General Assembly

Join SCAG for the 2025 Regional Conference and General Assembly, May 1-2 at the JW Marriott in Palm Desert. This year, SCAG will celebrate its 60th anniversary. SCAG has worked with the region’s leaders to plan for a brighter future for Southern California since 1965.

Attend the 2025 Regional Conference and General Assembly and join regional leaders from the public and private sectors to share best practices and lessons learned and work toward common goals. At the event, SCAG members can access all the benefits of membership while networking with panelists and SCAG staff to learn about resources and tools available to support the region’s collective success. The Regional Conference and General Assembly also offers an annual opportunity to represent local causes at the regional scale, including voting on SCAG’s new leadership and budget for the coming fiscal year.



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017
T: (213) 236-1800 www.scag.ca.gov

Register online today to join SCAG in celebrating the 60th anniversary of regional planning in Southern California while looking to the next 60 years and beyond

3. Surface Transportation Block Grant and Congestion Mitigation and Air Quality Improvement Program Guidelines Now Available!

On March 6, the SCAG Regional Council approved the federal fiscal year 2026-27 and federal fiscal year 2027-28 Surface Transportation Block Grant program (STBG) and Congestion Mitigation and Air Quality Improvement program (CMAQ) Program Guidelines. The upcoming call for project nominations will make an estimated \$1.2 billion available for eligible transportation projects in the SCAG region in federal fiscal years 2026-27 and 2027-28.

The new program guidelines incorporate learnings from the previous call for project nominations, streamline the application process, and establish project categories that reflect goals and strategies from the Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy and the 2024-25 SCAG presidential and Regional Council priorities and objectives. These updated guidelines also prioritize federal performance management areas, consider presidential executive orders and U.S. Department of Transportation policy changes, prioritize projects that reduce particulate matter 2.5 air pollution (in alignment with federal guidance), and ensure timely information about the funding opportunity and related requirements for eligible applicants. SCAG developed the program guidelines in coordination with county transportation commissions, outlining SCAG's project selection process for federal STBG and CMAQ funding.

These Federal Highway Administration programs fund transportation projects and programs based on unique eligibility criteria. The STBG program funds transportation projects to preserve and improve conditions and performance of highways, bridges, and public roads; pedestrian and bicycle infrastructure; and transit capital projects. The CMAQ program funds transportation projects and programs that reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (i.e., nonattainment areas) and for former nonattainment areas that are now in compliance (i.e., maintenance areas).

SCAG will host virtual program workshops on March 12 and 18 to engage with interested applicants. County transportation commissions will also host their own workshops. Applicants should coordinate with their county transportation commissions to ensure their project applications align with county priorities.

The online application will be available from March 31 through May 16. Award recommendations will be presented to the SCAG Regional Council by December 2025.



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4. Connect SoCal Program Environmental Impact Review Receives National Award

SCAG will receive an award for “Outstanding Environmental Analysis Document” from the Association of Environmental Professionals (AEP) for the Program Environmental Impact Report for the Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The AEP is one of the largest and most well-respected organizations for public- and private-sector environmental planners and California Environmental Quality Act practitioners in the State of California. The AEP comprises nine local chapters and over 2,000 members throughout the state, publishing the “CEQA Statute and Guidelines” each year.

This is the first time SCAG has received state recognition for its environmental analyses for an RTP/SCS. SCAG staff will attend the AEP Conference in Oxnard on April 7 to receive the award. SCAG won a 2023 AEP award winner for its Regional Early Action Planning (REAP) 1.0 Development Streamlining project, which developed a series of guidance materials on streamlining options or exemptions under CEQA and other state laws as part of SCAG’s efforts to accelerate housing production.

5. 2024 Sustainable Communities Program – Active Transportation and Safety Award List Approved

On Dec. 5, the Regional Council approved the 2024 Sustainable Communities Program (SCP) – Active Transportation and Safety Project List and Contingency Project List. The 2024 SCP – Active Transportation and Safety awards include active transportation-related plans and quick-build projects that support the implementation of mobility policies included in the Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy. Projects will be funded through the state’s Active

Transportation Program (ATP) Cycle 7 regional funds, a federal Safe Streets and Roads for All grant, and SCAG matching state funds (to address the ATP Cycle 7 budget cuts). A total of 40 applications were evaluated, with 13 projects selected for funding. Unfortunately, no project applications were submitted for Imperial County. SCAG Staff held numerous presentations and met directly with potential applicants in Imperial County. More information about the 2024 SCP – Active Transportation and Safety Project List and Contingency Project List can be found on SCAG News.



The Southern California Association of Governments (SCAG) Scholarship Program, in partnership with the California Transportation Foundation, provides **nine \$4,000 scholarships** for high school or community college students from the SCAG region.

Students in any field of study are invited to apply; however, preference is given to applications that demonstrate a commitment to civil engineering, community planning, political science, public administration, regional planning, sustainable development, urban planning, or other related fields.

Scholarship Program 2025

Program Requirements

RESIDENCY

Must be a resident of the SCAG region (i.e., Imperial, Los Angeles, Orange, Riverside, San Bernardino, or Ventura counties, or on Tribal Lands within the SCAG region), and be eligible to work in the United States.

SCHOOL ENROLLMENT

Must be a graduating high school senior or currently enrolled in a two-year community college in the SCAG region. Graduating high school seniors must enroll in higher education (two- or four-year college or university) immediately following graduation from high school (i.e., no gap year).

GPA MINIMUM

Candidates must have a 3.0 grade point average or higher (based on a 4.0, unweighted scale).

Application Materials

- To apply for the SCAG Scholarship Program, students must submit an online application.
- Minimum 500-word personal statement describing your interest in civil engineering, community planning, political science, public administration, regional planning, sustainable development, urban planning, or other related fields and future career goals.
- Two letters of recommendation from (unrelated) individuals who can attest to their leadership ability and interest in public service.
- Transcript(s) from the school they are currently enrolled in. Community college students must provide both high school and community college transcripts.

DEADLINE

All materials for the 2025 SCAG Scholarship Program must be submitted electronically by:

**5:00 p.m., Friday,
March 21, 2025**

CONTACT

Rachel Wagner
Scholarship Program
Coordinator

(213) 236-1960

wagner@scag.ca.gov



Apply Online Today: scag.ca.gov/scholarship

California Department of Transportation



To: ICTC Commission

Date: February 2025

From: ANN FOX
Caltrans District 11 Director

Subject: **DISTRICT DIRECTOR'S REPORT**

CONSTRUCTION

UPCOMING PROJECTS:

1. **11-29420: Intersection widening and Installation of Traffic Signals** (Permit Project) at SR-86 and Dogwood Road. Currently in Design phase with a tentative Construction date by Autumn 2025. Coordination with County of Imperial.
2. **FY 23/24 Major HM Projects** that are currently advertised and scheduled to start mostly Job Order Contracts:
 - 11-2N178: IMP-8-PM 0/10: HM-1: Pavement Preservation - Microsurfacing. Micro-surfacing, Cold Plane AC Pavement, Place RHMA-G, Striping. Start of construction in August 2025.
 - 11-2N1974: IMP-111 RHMA paving and Microsurfacing to start in Spring 2025
 - 11-2N197: IMP-111-PM 23.5/32.1: HM-1: Pavement Preservation at Various Locations. Cold plane, HMA-A, RHMA-G, Microsurfacing, pavement markings and restriping. Start of construction in Spring 2025.
 - 11-2N204: IMP-8-PM R36.4/R39.5 and SD-8-PM 2.9/11.7: HM4 Safety Project – Install rumble strips and pavement markings. Start of construction Spring 2025. Awarded in October 2024.

3. FY 24/25 Major HM projects:

- 11-2N230: IMP-86-PM 4.5/8.5 and 20.4/21.39. HM-1 Pavement Preservation – Microsurfacing, pavement marking and striping, rumble strips and shoulder backing. In design phase, RTL at December 2024, in construction at July 2025.
 - 11-2N147: IMP-111-PM 50.56/52.43. HM-3 Bridge Preservation. Repair two culvert boxes/bridges. In design phase, RTL in September 2024, in construction in March 2025.
 - 11-2N226: IMP-98 PM 0/57: HM4 Safety Project. Place rumble strips and pavement delineation. In design phase, RTL in December 2024, in construction in July 2025.
 - 11-2N225: IMP-78-PM 0/34 and SD-78 PM 16/95. HM4 Safety Project. Install rumble strips and place pavement delineation. In design phase, RTL in December 2024, in construction in July 2025.
4. **11-2N228: IMP-78-PM 0/13. HM-1 Pavement Preservation.**
Place Microsurfacing, rumble strips, and pavement delineation. In design phase, RTL in December 2024, in construction on July 2025.
5. **11-2N176: Microsurfacing Ramps at IMP-8-PM R50.3/R96.7.**
Pavement Preservation. Microsurfacing, RHMA-G, shoulder backing, striping, install signs at ramps. This project completes all of the ramps along IMP-8. Start construction on August 2025.

COMPLETED PROJECTS IN 2024:

- SR-98 Widening Project.
- I-8 Roadside Safety Improvements.
- All Imperial County Clean California Projects.
- IMP-8-PM R3.7/48: HM-1 Pavement Preservation Ramp Project.
- I-8, SR-78 Bridge Rehab at Various Locations: 4 Bridges along I-8 and 2 on SR-78 at Palo Verde
- 11-2N194: IMP-8-PM R74.5/R83.2 – right before Exit 159 Blythe Ogilby Road

COMPLETED PROJECTS IN 2025

- SR-111 Roadside Improvements
- 11-2N167: IMP-86-PM 50.46/52.43 right before Exit Salton Drive/Air Park Drive

STAKEHOLDER/COMMUNITY ENGAGEMENT:

1. Lithium Valley Project by County of Imperial

- a) Lithium Valley Specific Plan
 - Currently working on an MOU draft between ICTC and County of Imperial to incorporate District 11 Modeling findings to be used for the Lithium Valley Specific Plan by County of Imperial.
- b) California Energy Commission (CEC) Coordination
 - District 11 is supporting CEC to meet their goals around the Lithium Valley Project

2. Torres Martinez Desert Cahuilla Indians

- Active engagement with Torres Martinez for improvements at SR-86 and Black Diamond Road (EA 11-43274K). Including long range transportation plan inquiries to County of Imperial.

3. City of Calexico

- District 11 staff and Calexico City staff met on 1/17/25 to go over the short-term alternative that proposes travel circulation improvements near the Calexico West Port of Entry and conduct a field visit at key intersections along SR-111 and SR-98.
- City of Calexico representatives are being considered in the review list for Project Initiation Document for the Calexico Travel Corridor Improvements, the period to review will start March 2025.

4. Caltrans Small Business Liaison Community Outreach

- District 11 staff visited Imperial County on Feb 12th attended ICTC Management meeting and the APWA event.

PROJECT DELIVERY

1. SR-186 All-American Canal Bridge:

- This project proposes to construct a new bridge over the All-American Canal to improve safety and better

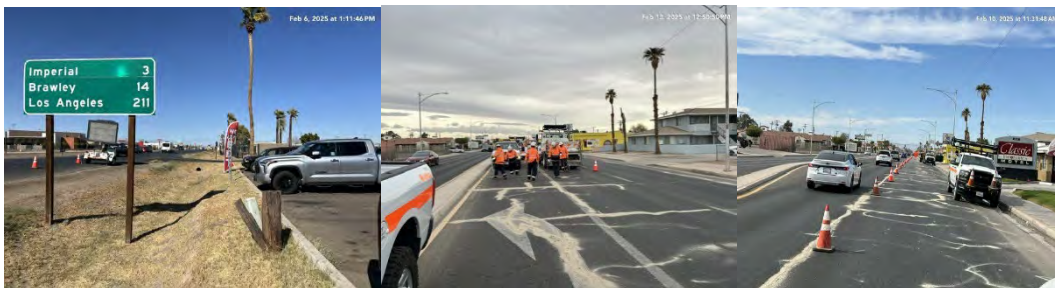
facilitate international and interregional movement of people, goods, and services.

- 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. Preliminary design of bridge, roadway realignment and temporary detour road are underway, as well as environmental studies.
- Project Milestones: Project Approval/Environmental Clearance on 03/2025.
- Categorical Exclusion/Categorical Exemption (Environmental Document) was approved in January 2025. The Project Report will be finalized in March 2025.

2. **11-43154: ADA Curb Ramps & Complete Streets Project on SR-115, SR-86 and SR-111.** Currently in PA&ED phase. Begin design by late 2025. Coordination with City of El Centro, City of Calipatria and City of Holtville. Review of the project plans during the Design phase will be required by Union Pacific Rail Road.
3. **11-43140 IMP 98 30.9-39.7: Pavement Rehabilitation.** Currently in PA&ED phase. Begin Design by February 2026.

MAINTENANCE AND TRAFFIC OPERATIONS

1. El Centro Traveled Way Crew – Brush control - I-8/El Centro, SR-98/Calexico, SR-86/El Centro, Crack sealing - SR-86/El Centro.



2. El Centro Functional/Marking Crew – Sign maintenance – SR-86/El Centro, Refresh pavement markings-SR-86/El Centro.



3. Midway Traveled Way Crew – Crack sealing SR98/SR-7, Drain cleaning – I-8/Winterhaven.



4. Brawley Traveled Way Crew – Sweeping/brush control, Paving – SR-86/Westmorland.



5. SR-86/Customs & Border Protection (CBP) Checkpoint Expansion:

On May 2024, Caltrans placed this project on hold until ICTC/CBP elects to proceed with the environmental process.

PLANNING AND LOCAL ASSISTANCE

CURRENT/UPCOMING PROJECTS:

- **Feasibility Studies: District 11 Truck Parking and Medium/Heavy Duty ZEV Charging Station Site Assessment –**
 - The purpose of this study is to identify potential sites, assess site feasibility, and develop conceptual planning plans for four future truck parking facilities and Medium Duty/Heavy Duty (MD/HD) Zero Emission (ZEV) charging and fueling stations in San Diego and Imperial counties primarily along corridors identified by the Senate Bill (SB) 671 Clean Freight Corridor Efficiency Assessment.
 - The study will also support regional and local efforts to advance MD/HD ZEV including the San Diego and Imperial County Sustainable Freight Implementation Strategy
 - Feasibility Study: A feasibility study supporting this effort was completed in July 2024.
 - Timeline: The Project Initiation Document (PID) to be completed by June 2026.

- **Calexico East Land Port of Entry Joint Operations Systems-**
 - Objective: This project aims to develop a concept for a joint operation system at the Calexico East Port of Entry (POE), which will introduce the first land POE appointment system for commercial vehicles.
 - System Features: The system will enable commercial vehicle operators to schedule appointments for designated crossing windows based on current border conditions.
 - Pilot Program: This pioneering application will initially be tested with commercial vehicles and may later be expanded to passenger vehicles.

- Scalability: If successful, the pilot could be scaled to other POEs and potentially implemented at both northern and southern border POEs across the United States.
 - Feasibility Study: A feasibility study to support this effort was completed in July 2024.
 - Timeline: The Project Initiation Document (PID) to be completed by June 2026
-
- **Calexico Travel Corridor Improvements (11-43220):**
 - Calexico West POE – Mobility, Operational Improvements, Complete Streets, and Traffic Signals.
 - This study includes one long-term alternative, one short-term alternative and a no build option.
 - The long-term alternative (alt 4) includes.
 - The re-alignment of 2nd St to grade-separate Mexico bound traffic from local traffic.
 - A new pedestrian bridge.
 - Curb ramps, crosswalks enhancements at 9th and 10th St, pedestrian push buttons at 2nd St, and additional guide signs where needed.
 - ITS infrastructure has been put into place to inform users on border wait time on both Calexico East and West.
 - Proposed bus stop at W 5th St for eastbound direction on SR-111 PM R0.55.
 - The short-term alternative (alt 5) includes the full implementation of the 2019 Traffic Circulation Plan.
 - An interim minor project is being implemented to accelerate delivery of the proposed improvements.
 - SR-111/2nd Street- Installation of pedestrian push buttons and conversion of East Bound 2nd Street through lane to a shared left turn-through lane (which would provide two left-turn lanes for East Bound 2nd Street to North Bound SR-111 traffic).

COMPLETED PROJECTS:

- **Project Study Report: Forrester Road Improvements**

Caltrans Past & Upcoming Events:

Past Events:

August 14th, 2024	20 th Annual Procurement and Resource Fair at our District Office Courtyard from 9:00am to 12:00am.
October 1st, 2024	Disparity Study Public Engagement Session at 9:30am and 5:30pm
October 30th, 2024	Local Assistance Day Statewide Webinar from 8:30am to 11:30am.
Feb 12th, 2025	Participated in the Imperial Valley APWA/ASCE meeting. Presented on Relinquishments.

Upcoming Events:

Feb 26th 2025	Participating in Industry Day
Feb 28th 2025	Participating in ICTC Intramodal Groundbreaking
April 3rd, 2025	Imperial Valley Procurement and Resource Fair.

DISTRICT 11 LOCAL ASSISTANCE ENGINEER (DLAE) UPDATES

Note from the Caltrans Office of the Federal Liaison

Caltrans has received many inquires from transportation partners regarding recent national news, actions and Executive Orders. As soon as Caltrans hears from our federal partners (e.g., Federal Highway Administration), every effort will be made to keep you informed. Caltrans will provide updates whenever more definitive federal guidance is available.

March 14, 2025 – Deadline for California Transportation Commission (CTC) Requests

Please see link below to review the schedule of deadlines and prepare requests for California Transportation Commission (CTC) approval during the May 15-16, 2025, CTC meeting –

https://dot.ca.gov/-/media/dot-media/programs/financial-programming/documents/2025_external_preparation_schedule.pdf

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

Friday, **March 14**, 2025, is the final deadline (for that May 15-16, 2025, CTC meeting).

For assistance, please contact the assigned Caltrans Local Area Engineer: Frank Safaie 619-985-2444 or Alejandro Lopez-Rangel 858-229-1721.

Quality Assurance Program (QAP) – Renewal!

As a reminder, Quality Assurance Program (QAP) approval expires in 2025 for ICTC and these two cities: Calexico and El Centro. Updated QAP packages must be submitted to the assigned Local Area Engineer. Otherwise no Construction federal funding authorization requests will be processed.

For assistance, please contact the assigned Caltrans Local Area Engineer: Frank Safaie 619-985-2444.

Bridge Investment Program (BIP)

The Bridge Investment Program is a competitive, discretionary program that focuses on existing bridges to reduce the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition.

Fiscal Year BIP Funding	Planning Application Deadline	Bridge Project Application Deadline
FY 2025	October 1, 2024	November 1, 2024
FY 2026	October 1, 2025	November 1, 2025

The deadline for **Large Bridge Project Grant Applications** to be uploaded to [Grants.gov](https://www.grants.gov) is **August 1, 2025**, for consideration of FY 2026 funds.

Further details are available at this link – [BIP - Funding Programs - Management and Preservation - Bridges & Structures - Federal Highway Administration \(dot.gov\)](#)

NEWS & EVENTS

Key highlights on regulations, policies, and program funding for the transportation professional

Navigating Discretionary Grant Programs

Posted: 1/23/2025

WEBINAR: March 6, 2025, 8:30AM - 11:30AM PT

[Caltrans DLA](#) and [FHWA](#) present this free webinar on Discretionary Grant Programs and how to manage their processes and procedures, with a spotlight on those programs managed by the Caltrans Office of Federal Programs ([OFP](#)).

Join our OFP and FHWA Discretionary Grant experts Bob Baca and Peter Pangilinan as they cover key topics on:

- The Discretionary Program Process
- Getting Started with a Discretionary Grant Project
- Direct Recipient vs Caltrans Passthrough Options
- Required Project Agreements
- Project Obligation & Expenditure Deadlines
- The Grant Kickoff Meeting

This event is open to all California local public agencies, Tribes, RTPAs, MPOs, Discretionary Grant awardees, and FHWA/Caltrans employees involved in Discretionary Grant projects.

Please register online...

https://csulb.zoom.us/webinar/register/WN_zTaTw_v3QpmZLaEPqrM47A

DISTRICT 11 LOCAL ASSISTANCE ENGINEER (DLAE) UPDATES

U.S. Department of Transportation (USDOT) Grant Opportunities

The USDOT website provides a DOT Discretionary Grants Dashboard, which is a great tool that your local agency can use to find grant opportunities in various areas such as: Strengthening Mobility and Revolutionizing Transportation (SMART), Rural Opportunities to Use Transportation for Economic Success (ROUTES), and Federal Transit Administration (FTA) grant programs, just to name a few. In the link provided below, you can filter for your agency specifics to narrow down grant opportunities. Directions, deadlines, and links to apply are here – <https://www.transportation.gov/grants>

Key Notices of Funding Opportunity (NOFO)

To provide stakeholders with more visibility on upcoming funding opportunities, DOT is publishing a list of anticipated dates for upcoming Notices of Funding Opportunity (NOFO) for key programs. This list is not comprehensive and will be updated periodically with additional programs and revised dates as appropriate.

Some key programs and their deadlines:

- * **Rebuilding American Infrastructure with Sustainability and Equity (RAISE)**
 - 1) FY 2025: 1/30/2025
 - 2) FY 2026: 1/13/2026
- * **Rural and Tribal Assistance Pilot Program – April 3, 2025**
Rural and Tribal Assistance Pilot Program | Build America
- * **Rebuilding PROTECT Discretionary – February 24, 2025**
Discretionary - PROTECT - Environment - FHWA
- * **Safe Streets & Roads for All (SS4A) – next NOFO expected before April 2025**

Further details are available at this link – [Key Notices of Funding Opportunity | US Department of Transportation](#)

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.

<https://dot.ca.gov/programs/local-assistance/local-civil-compliance/title-vi>

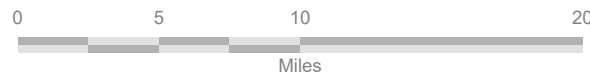
Caltrans Local Assistance Blog (LAB) has additional resources and updates – [LocalAssistanceBlog.com](https://www.localassistanceblog.com)



- CONSTRUCTION**
1. SR-111 Roadside Improvements
Complete end of 2024
 2. I-8 Pavement Preservation
Complete end of 2024
 3. SR-86 Bridge Preservation
Complete February 2025
 4. SR-86 and Dogwood Road Widening and Signals
Construction Date mid-2025
 5. I-8 and SR-111 Highway Maintenance
Beginning Dec 2024 and Summer 2025
 6. SR-86, SR-111, SR-98, SR-78 Highway Maintenance
Construction starting throughout 2025
 7. SR-78 Pavement Preservation
Construction starting July 2025
 8. I-8 Microsurfacing at Ramps
Construction starting August 2025
- PROJECT DELIVERY**
1. SR-186 All-American Canal Bridge
Env Document Project Report to be finalized Feb 2025
 2. ADA Curb Ramps & Complete Streets on SR-115, 86, 111
Begin design by end of 2025
 3. SR-98 Pavement Rehabilitation
Begin Design by February 2026
- PLANNING & LOCAL ASSISTANCE**
1. El Centro Traveled Way - Sealing Intersections on SR-86
Crack Sealing SR-111 at Wildcat Drive
 2. El Centro Functional/Marking Crew - Sign/Landscape maintenance
Litter Control SR-86 north of BP checkpoint
 3. Midway Traveled Way Crew - Crack sealing SR-98, 7
Ditch/Channel cleaning SR-98 east of Barbara Worth
 4. Brawley Traveled Way Crew - Crack Sealing SR-111/Rutherford Rd
Litter Control SR-86 north of BP checkpoint
 5. SR86/Customs & Border Protection Checkpoint Expansion
Awaiting ICTC/CBP electing to proceed with Environmental Process
- MAINTENANCE & TRAFFIC OPS**
1. Feasibility Studies: Truck Parking and ZEV Charging
Project Initiation Document to be completed June 2026
 2. Calexico East Land Port of Entry Joint Operations Systems
Project Initiation Document to be completed June 2026
 3. Calexico Travel Corridor Improvements
PA & ED to be completed by 2027



- CONSTRUCTION
- PROJECT DELIVERY
- MAINTENANCE & TRAFFIC OPERATIONS
- PLANNING AND LOCAL ASSISTANCE



Portions of this map contain geographic information copyrighted by the Imperial County GIS program. All rights reserved. The data provided is "as is" without warranty of any kind.

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

Date: 02/05/2025



VII. ACTION CALENDAR

VII. ACTION CALENDAR

- A. Call for Projects - Project Prioritization Framework- Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) – FFY 2026/27 to FFY 2027/28
1. Approve 2025 Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) Call for Projects Nominations Schedule.
 2. Approve the Project Prioritization Framework for the 2025 Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) Call for Project Nominations.
 3. Direct staff to convene an evaluation committee to score and rank the projects; and,
 4. Direct staff to return with a list of recommended projects for approval by the Commission.



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

March 6, 2025

ICTC Management Committee
Imperial County Transportation Commission
1405 N. Imperial Ave Suite 104
El Centro, CA 92243

SUBJECT: 2025 Call for Projects - Project Prioritization Framework- Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) – FFY 2026/27 to FFY 2027/28

Dear Committee Members:

The Imperial County Transportation Commission (ICTC) receives revenue information for the Congestion Mitigation and Air Quality (CMAQ) and the Surface Transportation Block Grant Program (STBG) funding by staff at the Southern California Association of Governments (SCAG).

Approximately \$13 million may be available over a two-year period beginning in FFY2026/2027 and ending in FFY2027/2028. SCAG staff has recommended that the subregions proceed with a call for projects according to the estimated funding targets for both CMAQ and STBG programs.

SCAG is initiating a competitive Call for Project Nominations through which projects are selected by SCAG in coordination with the SCAG region's six county transportation commissions. SCAG is responsible for the development of the call for project nominations process, oversight, and final project selection. SCAG has established performance-based nomination targets to guide the nomination submittals from each county within the SCAG region. As part of the SCAG CMAQ and STBG guidelines (appendix A), ICTC is responsible for developing a *Project Prioritization Framework* outlining how projects nominations submitted within the Imperial County will be prioritized for funding as part of the final SCAG selection. The *Project Prioritization Framework* must also receive concurrence from SCAG staff prior to the approval by the Commission. ICTC is also responsible for prioritizing projects for the Imperial County region. ICTC has historically requested that projects be evaluated and ranked by eligible applicants to help determine regional prioritization. ICTC's Project Prioritization Framework maintains the commitment to continue taking our past approach. The timeline for the call for projects will need to be expedited due to the additional SCAG scoring and ranking process that will begin on August 4, 2025. For an overview of the available funding targets for Imperial County please refer to **Table A** and **Table B** in this staff report.

Table A below summarizes the CMAQ funds anticipated to be available for programming for the two-year period FFY 2026-2027 – 2027/2028:

CITIES OF BRAWLEY, CALEXICO, CALIPATRIA, EL CENTRO, HOLTVILLE, IMPERIAL, WESTMORLAND,

IMPERIAL IRRIGATION DISTRICT AND COUNTY OF IMPERIAL

ICTC Management Committee (2)
 Imperial County Transportation Commission

March 6, 2025

Table A			
CMAQ Call for Project Funding			
Program	IC Funding Target %	Approximate amounts per FFY	
		FFY 2026/2027	FFY 2027/2028
CMAQ	0.6%	\$1,876,597.82	\$1,913,902.88

Table B below summarizes the STBG funds anticipated to be available for programming for the two-year period FFY 2026/2027- 2027/2028:

Table B			
STBG Call for Project Funding			
Program	IC Funding Target %	Approximate amounts per FFY	
		FFY 2026/2027	FFY 2027/2028
STBG	1.2%	\$3,765,915.59	\$3,851,531.39

Applicants will need to adhere to SCAG’s approved CMAQ & STBG Program guidelines. The formal adoption of the guidelines by SCAG is near finalization and is anticipated to be adopted by SCAG Regional Council on March 6, 2025. All applicants will apply via the SCAG online application portal. Each applicant will need to sign up for an account to access the application. Attached is the application template as a reference for applicant consideration. The application portal website information will be shared with all eligible applicants in addition to being posted on ICTC’s website to facilitate access. It is important to keep the available funding target in mind and consider that both programs have a minimum of 11.47% non-federal match requirement.

Eligible applicants include all cities, the County of Imperial, transit agencies, county transportation commissions, and federally recognized Tribal governments. Though an existing federal-aid master agreement is not required to apply, implementing agencies awarded funding must be eligible for and have a federal-aid master agreement in place with the California Department of Transportation (Caltrans) prior to having awarded funds programmed in the FTIP.

The staff report attachments include a copy of the *Project Prioritization Framework*, a copy of the application template and the final Draft of the CMAQ & STBG Program Guidelines that summarize the eligibility criteria, the selection criteria and backup requirements. It should be noted that STBG and CMAQ are separate programs and different backup documentation may be required, please refer to the attached guidelines for details.

All applicants are required to adhere to the proposed schedule detailed in **Table C** of this report. If an applicant does not adhere to the call for project schedule, their project will be deemed ineligible.

The 2025 CMAQ and STBG Call for Projects will be open to all local agencies- starting March 31, 2025. Below is the proposed Call for Projects implementation schedule for CMAQ and STBG.

Table C: 2025 STBG/CMAQ Call for Projects Schedule	
January 23, 2025 (Thursday)	ICTC Technical Advisory Committee (TAC) reviews preliminary draft 2025 SCAG CMAQ & STBG Guidelines.
February 27, 2025 (Thursday)	TAC reviews and approves the 2025 CMAQ & STBG Call for Projects Schedule and Project Prioritization Framework (PPF).
March 12, 2025 (Wednesday)	SCAG-hosted Workshop- TIME TBD
March 12, 2025 (Wednesday)	Management Committee reviews and approves the ICTC 2025 CMAQ & STBG Call for Projects Schedule and Project Prioritization Framework.
March 18, 2025 (Tuesday)	SCAG-hosted Workshop- TIME TBD
March 26, 2025 (Wednesday)	ICTC Board reviews and approves the ICTC 2025 CMAQ & STBG Call for Projects Schedule and Project Prioritization Framework.
March 31, 2025 (Monday)	SCAG Call for Projects Nomination period begins including the ICTC PPF process. The Approved 2025 ICTC PPF and SCAG CMAQ & STBG Guidelines and link to the online application will be posted on the ICTC website. <i>(each local agency will need to sign up for an account to access the application on the SCAG portal)</i>
March 27, 2025 (Thursday)	SCAG – County Specific Workshop 10 a.m. This workshop will take place as part of the TAC meeting.
May 16, 2025 (Friday)	SCAG Call for Projects Nomination ends. Project applications deadline is 5:00 pm. <i>(Applications are submitted to SCAG online portal)</i>
May 19, 2025 (Monday)	Project selection evaluation process begins based on the ICTC Project Prioritization Framework.
June 19, 2025 (Thursday)	ICTC Project Prioritization Framework Scoring and Ranking Documentation Due to ICTC.
June 26, 2025 (Thursday)	ICTC Project Prioritization process ends (ICTC staff generates list of projects designated as Highly Recommended, Recommended, Contingency List, or Not Recommended for funding based on eligible applicant evaluation and ranking). Eligible Applicants will meet to complete the ranking process.
July 9, 2025 (Wednesday)	Management Committee reviews and approves project prioritized list recommendations.
July 9, 2025 (Wednesday)	Applicant Executed Resolutions (for match commitment) due to ICTC.
July 23, 2025 (Wednesday)	ICTC Board reviews and approves project prioritized list recommendations.
August 1, 2025	ICTC submits Project Prioritized List to SCAG.

(Friday)	
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ICTC Management Committee (4)
Imperial County Transportation Commission

March 6, 2025

Imperial County local agencies must submit their project nominations no later than 5:00pm on May 16, 2025. Late applications will be deemed ineligible. Due to the time constraints of this Call for Project Nominations, ICTC must adhere to a strict call for projects schedule. The approach is to provide Imperial County local agencies with as much possible time to begin their project nomination development.

The ICTC Technical Advisory Committee met on February 27, 2025, and forwards this item to the ICTC Management Committee and Commission for review and approval after public comments, if any:

1. Approve 2025 Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) Call for Projects Nominations Schedule;
2. Approve the Project Prioritization Framework for the 2025 Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) Call for Project Nominations;
3. Direct staff to convene an evaluation committee to score and rank the projects; and,
4. Direct staff to return with a list of recommended projects for approval by the Commission.

Sincerely,



DAVID AGUIRRE
Executive Director

DA/mf
Attachment

**PROJECT PRIORITIZATION FRAMEWORK
FOR IMPERIAL COUNTY**

SCAG STBG/CMAQ PROGRAM



Project Prioritization Framework	
A.	The ICTC Regional criteria and scoring rubrics are provided in Exhibit 1, and the schedule is presented in Exhibit 3. Projects will be prioritized based on project scores. Eligible projects can achieve up to 100 points. Project scores will be converted into recommendation categories: Highly Recommended, Recommended, Contingency List, and Not Recommended . To achieve an overall Highly Recommended determination, projects must achieve a score of at least 85 points. To achieve an overall Recommended determination, projects must achieve a score of at least 70 and less than 85 points. To be considered for the Contingency List, projects must achieve a score of at least 55 points. Projects that achieve a score of less than 55 or are ineligible will be determined to be Not Recommended.
B.	The Project Prioritization Framework including regional criteria and scoring rubrics will be presented to the ICTC Technical Advisory Committee (TAC) and policy board for review, comment, and approval.
C.	The recommended project prioritization list will be presented to the ICTC Technical Advisory Committee (TAC) and policy board for review, comment, and approval.
D.	The approved ICTC project prioritization list will be forwarded to SCAG.

Exhibit 1: ICTC Regional Criteria and Scoring Rubrics	
Criteria	Possible points
1. Eligibility: Project meets federal and regional eligibility requirements. Ineligible projects will not be recommended.	Pass/Fail
2. County Priorities: Project is consistent with local and county-wide planning documents and/or studies. Project is included in an approved planning or programming document. Projects recommended in approved planning and/or programming documents will receive higher scores.	0 to 25
3. Community/Stakeholder Engagement: Project demonstrates community support from priority populations defined as being located within federally designated Areas of Persistent Poverty and Historically Disadvantaged Communities. Community support may be determined through a variety of means, including (but not limited to):	0 to 20

<ul style="list-style-type: none"> a. Responses to public outreach, including comments received at public meetings or hearings, feedback from community workshops, survey responses, plan development etc.; and/or b. Endorsement by a community-based organization. <p>Projects that demonstrate community support through a variety of means will receive higher scores.</p>	
<p>4. Deliverability and Readiness: Project demonstrates readiness within the programming period. Implementing agency has sufficient capacity and technical expertise to meet deadlines. Projects with milestone dates that are fully identified in the application for all project phases including Preliminary Engineering (PA&ED and PS&E) ROW acquisition and Construction as appropriate for the project will score higher. A description of proposed activities to ensure and/or accelerate completion of the project as proposed in the schedules should be provided to increase the score.</p>	0 to 30
<p>5. Regional Priorities: Project is a Tier 1 Regional Priority based on the SCAG STBG/CMAQ Program Guidelines. No = 0 points; Yes = 10 points.</p>	0 or 10
<p>6. Leveraging / Continuity / Other Factors: Project leverages other funding sources. Earlier project phases were funded in prior cycles and should receive continued support. STBG/CMAQ funds are needed to fully fund a regionally significant project. Other factors of overriding concern.</p>	0 to 15
TOTAL	100

After completing the Project evaluation, the total score achieved per the ICTC Regional Criteria and Scoring Rubric, will be converted into recommendation categories. (see Table 1 below).

Recommendation Categories	Possible Points
Highly Recommended	100-85
Recommended	85-70
Contingency List	70-55
Not Recommended	55-0

Once the score is converted into recommendation categories, ICTC will submit project nominations to SCAG based on **Highly Recommended**, **Recommended**, **Contingency List**, and **Not Recommended**. Based on the SCAG CMAQ/STBG guidelines Appendix E Detailed Scoring Rubric, projects which receive a **Highly Recommended** recommendation will receive **50 points**, projects that are **Recommended** will receive **40 points**, projects that are in the **Contingency List** will receive **20 points**, and project **Not Recommended** will receive **0 points**. See below Table 2. (Appendix E of the SCAG CMAQ/STBG Guidelines).

Table 2. **SCAG’s Detailed Scoring Rubric for CTC Prioritization**

CTC Prioritization	
Prioritized in the CTC list as Highly Recommended	50 Points
Prioritized in the CTC list as Recommended	40 Points
Prioritized in the CTC Contingency List	20 Points
Not recommended	0 Points

Exhibit 2: ICTC STBP/CMAQ Program Schedule¹		
	Start	Finish
ICTC Project Prioritization Framework (Due to SCAG; includes Board approval)	January 2025	March 28, 2025
SCAG Call for Projects Process adheres to SCAG application process; application submitted to SCAG through online portal. NOTE: Applicants will not be able to submit applications after the 5/16/25 deadline.	March 31, 2025	May 16, 2025
ICTC Project Prioritization Process (Process uses ICTC Regional Criteria and Scoring Rubrics; applications submitted directly via the online SCAG portal are evaluated). ICTC Project Priority List due to SCAG on August 1, 2025	May 19, 2025	August 1, 2025

Exhibit 3: 2025 STBG/CMAQ Call for Projects Schedule	
January 23, 2025 (Thursday)	ICTC Technical Advisory Committee (TAC) reviews preliminary draft 2025 SCAG CMAQ & STBG Guidelines.
February 27, 2025 (Thursday)	TAC reviews and approves the 2025 CMAQ & STBG Call for Projects Schedule and Project Prioritization Framework (PPF).
March 12, 2025 (Wednesday)	SCAG-hosted Workshop- TIME TBD
March 12, 2025 (Wednesday)	Management Committee reviews and approves the ICTC 2025 CMAQ & STBG Call for Projects Schedule and Project Prioritization Framework.
March 18, 2025 (Tuesday)	SCAG-hosted Workshop- TIME TBD
March 26, 2025 (Wednesday)	ICTC Board reviews and approves the ICTC 2025 CMAQ & STBG Call for Projects Schedule and Project Prioritization Framework.
March 31, 2025 (Monday)	SCAG Call for Projects Nomination period begins including the ICTC PPF process. The Approved 2025 ICTC PPF and SCAG CMAQ & STBG Guidelines and link to the online application will be posted on the ICTC website. <i>(each local agency will need to sign up for an account to access the application on the SCAG portal)</i>

¹ Based on the updated schedule included in the February 5, 2025, SCAG PowerPoint Presentation

March 27, 2025 (Thursday)	SCAG – County Specific Workshop 10 a.m. This workshop will take place as part of the TAC meeting.
May 16, 2025 (Friday)	SCAG Call for Projects Nomination ends. Project applications deadline is 5:00 pm. (Applications are submitted to SCAG online portal)
May 19, 2025 (Monday)	Project selection evaluation process begins based on the ICTC Project Prioritization Framework.
June 19, 2025 (Thursday)	ICTC Project Prioritization Framework Scoring and Ranking Documentation Due to ICTC.
June 26, 2025 (Thursday)	ICTC Project Prioritization process ends (ICTC staff generates list of projects designated as Highly Recommended, Recommended, Contingency List, or Not Recommended for funding based on eligible applicant evaluation and ranking). Eligible Applicants will meet to complete the ranking process.
July 9, 2025 (Wednesday)	Management Committee reviews and approves project prioritized list recommendations.
July 9, 2025 (Wednesday)	Applicant Executed Resolutions (for match commitment) due to ICTC.
July 23, 2025 (Wednesday)	ICTC Board reviews and approves project prioritized list recommendations.
August 1, 2025 (Friday)	ICTC submits Project Prioritized List to SCAG.



FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ PROGRAM GUIDELINES

Guidelines outlining the SCAG-administered project selection process in compliance with federal requirements for the Surface Transportation Block Grant program (STBG) and Congestion Mitigation and Air Quality Improvement program (CMAQ).

MARCH 2025

Table of Contents

- Table of Contents** 1
- List of Exhibits**..... 2
- FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ Program Overview**..... 3
 - Background.....3
 - Guidelines and Development Process3
- Project Selection Process** 4
 - Funding Availability4
 - Call for Project Nominations.....5
- Application Process** 8
 - Regional Project Evaluation.....8
 - Approved Projects, Federal Programming, and Monitoring 10
- Appendix A** 11
 - County Transportation Commission Project Prioritization Framework 11
 - County Transportation Commission Project Prioritization Packages 12
- Appendix B**..... 13
 - Project Examples by Category..... 13
- Appendix C**..... 16
 - Federal Performance Management Areas..... 16
- Appendix D** 18
 - Community Economic Development Benefits 18
- Appendix E**..... 20
 - Detailed Scoring Rubric 20

Attachment: FFY 2026-2027 & FFY 2027-2028 STBG-CMAQ Program Guidelines (FFY 2027 & 2028 STBG/CMAQ Program Guidelines)

List of Exhibits

Exhibit 1	Program Target Percentages	4
Exhibit 2	Federal Fiscal Year Obligation Deadline.....	5
Exhibit 3	Project Selection Timeline	8
Exhibit 4	Scoring Criteria.....	9
Exhibit 5	Detailed Scoring Rubric	20

FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ Program Overview

The federal fiscal year 2026-2027 and federal fiscal year 2027-2028 Surface Transportation Block Grant program (STBG) and Congestion Mitigation and Air Quality Improvement program (CMAQ) Program Guidelines (FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ Program Guidelines), scheduled for adoption by the SCAG Regional Council in March 2025, establish the framework for project selection and allocation of STBG and CMAQ funds within the SCAG region in accordance with 23 CFR § 450.332(c) et al.

Background

Planning and programming actions for federal formula-funded projects and programs are guided by the currently adopted and future iterations of the SCAG Regional Council-approved Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy, Federal Transportation Improvement Program (FTIP), and Federal Performance-Based Planning and Programming and Transportation Performance Management requirements.

Connect SoCal 2024 provides the long-term vision and goals for how the SCAG region will build and support transformative transportation projects and initiatives. Connect SoCal 2024 was developed through extensive stakeholder engagement and robust policy discussions with local elected leaders. Connect SoCal 2024 demonstrates how transportation projects and programs in the six-county SCAG region conform to state of California and federal air quality mandates for funding eligibility. Connect SoCal 2024 also identifies strategies to reduce regional greenhouse gas emissions and criteria air pollutant emissions. An [FTIP](#) is prepared by a metropolitan planning organization to list projects to be funded from federal, state, and local sources for the next four-year period. By providing an orderly allocation of federal, state, and local funds for use in planning and building specific projects, the FTIP is a key component in the Connect SoCal 2024 implementation process. The FTIP is required to advance Connect SoCal 2024 by programming projects in accordance with federal and state requirements, including specific requirements for scheduling projects, funding, and the timely implementation of transportation control measures to reduce air pollution. The [2025 FTIP](#), which was federally approved on Dec. 16, 2024, applies to the STBG/CMAQ call for project nominations for federal fiscal year 2026-2027 and federal fiscal year 2027-2028. The federal fiscal year 2026-2027 through federal fiscal year 2031-2032 FTIP will be in effect by mid-December 2026.

Federal Transportation Performance Management Targets, adopted by the SCAG Regional Council, provide near- and mid-term anticipated outcomes for the transportation network. These inform and are informed by planning and programming actions.

Guidelines and Development Process

SCAG has worked closely with the six county transportation commissions in the region on the development of these guidelines. This coordination included several months of bi-weekly meetings to review each section of the guidelines for potential changes and improvements and circulating the draft guideline document for comment. SCAG will also host workshops open to all eligible applicants related to these guidelines in spring 2025.

Project Selection Process

Funding Availability

Prior to initiating a call for project nominations, SCAG evaluates the availability of STBG and CMAQ funding. The current call for project nominations primarily makes funding available from apportionments for federal fiscal years 2026-2027 and 2027-2028. The current federal surface transportation authorization, the Infrastructure Investment and Jobs Act, is in effect through September 2026. Therefore, funding availability for the call for project nominations is subject to a subsequent congressional reauthorization or continuing resolution.

Other considerations in determining funding availability for the call for project nominations may include programming adjustments for previously awarded projects, prior year obligation authority (OA) activity, de-obligations, OA loan repayments, and set-asides for SCAG-selected regional planning activities that would support planning priorities led by SCAG or in partnership with the county transportation commissions (i.e., eligible planning activities that advance implementation of Connect SoCal and performance-based planning and programming in the SCAG region). This is consistent with the initial set of STBG/CMAQ Program Guidelines approved by the SCAG Regional Council in June 2023. These and other administrative processes will be further detailed in SCAG’s Administrative Programming Procedures for federal transportation funds. Additionally, use of these funds will be documented in the annual SCAG Overall Work Program and FTIP, as appropriate.

The balance of STBG and CMAQ funding available for programming will be directed through a competitive call for project nominations administered by SCAG, through which SCAG selects projects in coordination with the SCAG region’s six county transportation commissions. SCAG is responsible for the development of the call for project nominations process, oversight, and final project selection. SCAG has established performance-based nomination targets to guide the nomination submittals from each county within the SCAG region. The targets do not represent a guaranteed funding level, a nomination floor, or a nomination ceiling.

Exhibit 1 Program Target Percentages

County	CMAQ Target Percentage	STBG Target Percentage
Imperial County	0.6%	1.2%
Los Angeles County	54.8%	53.3%
Orange County	17.3%	17.1%
Riverside County	12.7%	11.8%
San Bernardino County	11.3%	12.2%
Ventura County	3.3%	4.3%

STBG and CMAQ funds are subject to the Timely Use of Funds provisions outlined in Assembly Bill 1012 (Chapter 783 of the Statutes of 1999). Obligation deadlines for these apportionment years are outlined in the table below.

Exhibit 2 Federal Fiscal Year Obligation Deadline

Federal Fiscal Year	2026-2027	2027-2028
Obligation deadline	9/30/2029	9/30/2030

Call for Project Nominations

ROLES AND RESPONSIBILITIES

SCAG will conduct a call for project nominations, provide guidance, identify available funding, perform project evaluations, develop a list of prioritized projects, and conduct the SCAG board review and approval process.

The county transportation commissions are responsible for developing their Project Prioritization Framework to guide their evaluation of all applications within their respective county. These evaluations will result in a prioritization ranking. Please see [Appendix A](#) for more information regarding the County Transportation Commission Prioritization Framework.

ELIGIBLE APPLICANTS

In general, SCAG region cities, counties, transit agencies, federally recognized Tribal governments, and county transportation commissions are eligible to apply for STBG and CMAQ funds. Though an existing federal-aid master agreement is not required to apply, implementing agencies awarded funding must be eligible for, and have a federal-aid master agreement in place with, the California Department of Transportation (Caltrans) prior to having awarded funds programmed in the FTIP. This provision might not apply to funds that will be requested for transfer to the Federal Transit Administration (FTA). Projects considering FTA transfer might need to coordinate with the county transportation commission regarding roles and responsibilities, as the FTA will only accept transfer applications from recognized transit operators.

SCAG encourages potential applicants to review the Caltrans document [Factors to Consider Before Applying for Federal Funds](#). This document presents several common challenges that arise due to specific requirements, regulations, and procedures associated with federal funding. Examples include adhering to federal regulations related to environmental assessments, labor laws, Disadvantaged Business Enterprise participation, Title VI, and quality control and assurance measures.

Each county transportation commission is responsible for coordination and submission of project nominations to SCAG from eligible entities from their respective counties. SCAG encourages each county transportation commission to coordinate with SCAG and other affected county transportation commissions on project nominations for multi-county projects and to support multi-county agency projects such as Caltrans, the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency, and the Southern California Regional Rail Authority.

ELIGIBLE PROJECTS

Projects must be eligible for STBG or CMAQ funds, as detailed in 23 USC Sec. 133, 149, et al.

Additional federal guidance is available below:

[STBG Federal Guidance](#)

[CMAQ Federal Guidance](#)

Consistent with Connect SoCal 2024 goals and strategies and Federal Performance Measure Goals, projects should be used for activities related to the following primary project categories **and have a clear transportation nexus**:

Tier 1 Regional Priorities

- Clean Transportation – alternative fuel and zero-emission vehicles/buses, infrastructure, and equipment investments that reduce criteria pollutant emissions.
- Resilience of At-Risk Infrastructure – projects that improve the resilience of infrastructure at risk from extreme weather events, natural disasters, or changing conditions, such as coastal erosion, to improve transportation and public safety and reduce costs by avoiding future maintenance or rebuilding costs.
- Transit and Multimodal Integration – support increasing public transit ridership, new or upgraded public transit facilities, operating assistance to sustain or expand service (subject to applicable CMAQ limitations), microtransit, fare subsidies, also including public transit safety and security projects.
- Transportation Demand Management (TDM) – TDM activities to reduce single-occupancy vehicle use, including carshare, vanpool, and shared micromobility. Projects to enhance travel and tourism.
- Transportation System Management and Goods Movement – highway or local roadway projects that improve traffic flow, optimize truck and bus throughput, or increase travel time reliability. Includes Intelligent Transportation Systems (ITS), truck parking facilities, and on-dock rail projects.

Tier 2 Regional Priorities

- Complete Streets – complete streets projects to enable safe use and mobility for all users.
- Natural Lands Preservation – projects that support the preservation of, and access to, natural lands.
- System Preservation – projects that maintain existing transportation systems and facilities.

Examples of projects that fall into each of these primary project categories are included in [Appendix B](#). These primary project categories were derived from the [Connect SoCal 2024 goals and strategies](#). The tiers were informed by the [2024-2025 SCAG Presidential Priorities and Objectives](#), which included goods movement, transit recovery, clean transportation technology, and transportation demand management strategies. The resilience of at-risk infrastructure primary project category is included in Tier 1 because of the impacts on transportation infrastructure from recent wildfire and coastal erosion events across the region.

ELIGIBLE COSTS AND MATCHING REQUIREMENTS

Final eligibility determinations are subject to review and approval by Caltrans and the Federal Highway Administration (FHWA). As a result, certain components within an eligible project may be deemed ineligible for reimbursement for a specific fund source. SCAG intends to recommend that some projects be funded with a combination of STBG and CMAQ funds to address this issue. However, applicants should also consider exceeding the local match or locally funding contingency to fully fund the project, where components may be deemed ineligible.

Matching requirements for STBG and CMAQ funds are dependent on project type, but most require a minimum of 11.47 percent match in non-federal funds. Tolling projects require a higher 20 percent local match. Toll credits are eligible to be used as a match for STBG and CMAQ funds, which can increase the federal share to 100 percent. However, due to limited availability of toll credits, project applicants should be prepared to provide a local match source in the event toll credits are not available for STBG and CMAQ funds. More information regarding matching funds is outlined in [Caltrans' Local Assistance Procedures Manual Chapter 3: Project Authorization](#).

Applicants should also consult their county transportation commissions for the possibility of additional matching requirements that may be incorporated as part of their Project Prioritization Framework.

Application Process

Through the STBG/CMAQ call for project nominations process, SCAG will select projects nominated from eligible applicants that meet federal requirements, align with Connect SoCal 2024 goals and strategies, and reflect county priorities. All applicants should follow best practices related to virtual and in-person outreach and engagement, which will be evaluated at the project level. SCAG strongly encourages applicants to engage transportation system users, residents, and community-based organizations to ensure communities are meaningfully involved throughout the lifecycle of the project.

All eligible applicants will submit project nominations via the SCAG portal. Project nominations will be subject to the respective county transportation commission’s Project Prioritization Framework. The county transportation commissions will then apply their approved Project Prioritization Framework to project nominations submitted within their county and develop project prioritization packages for SCAG’s consideration during final project selection.

Exhibit 3 Project Selection Timeline

Project Selection Milestone	Date*
Regional Council adopts Program Guidelines	March 6, 2025
Workshops	March 12 and March 18
Project nominations open to local agencies	March 31, 2025
Local agency project nomination application submission deadline	May 16, 2025, at 5 p.m.
County transportation commission project prioritization packages deadline	Aug. 1, 2025, at 5 p.m.
Regional Council awards funding	Nov. or Dec. 2025

*Actual dates subject to change

Regional Project Evaluation

SCAG staff will form a review committee composed of a multidisciplinary group of staff members. The review committee will conduct the regional project evaluation process to review the nomination packets provided by the county transportation commissions and develop a recommended list of projects for adoption by the SCAG Regional Council. This process will consist of the following steps:

1. **Confirm Eligibility:** SCAG staff will review submitted documentation to ensure county transportation commission, potential implementing agency, and project compliance with applicable federal and regional policies. Screening will include a review to ensure consistency with Connect SoCal 2024. Any issues identified will be communicated to county transportation staff and the applicant contact, and projects with unresolved issues will be excluded from further consideration.
2. **Scoring Criteria:** Eligible projects can achieve up to 110 points for projects submitted for potential CMAQ funding and up to 100 points for projects submitted for STBG funding. The review committee will score projects using the following rubric:

Exhibit 4 Scoring Criteria

Scoring Criteria	Possible Points
County Transportation Commission Prioritization: Relative county transportation commission project prioritization. Please refer to Appendix A for more information.	50 Points
Regional Priorities: Based on primary program category. Please refer to Appendix B for more information.	20 Points
<p>Federal Performance Management Areas: Assessment of the degree that the proposed project demonstrates support for FHWA Federal Performance Management areas:</p> <ul style="list-style-type: none"> • Performance Management Area 1 - Transportation System Safety • Performance Management Area 2 - National Highway Pavement and Bridge Condition • Performance Management Area 3 - National Highway System Performance • Performance Management Area 3 - Freight Movement • Performance Management Area 3 - CMAQ Program • Transit Asset Management • Transit System Safety 	20 Points
Please refer to Appendix C for more information. Please also refer to Section 7 of the Connect SoCal 2024 " Performance Monitoring Technical Report " for additional information.	
Community Economic Development Benefits: Assessment of project benefits to populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities. Please refer to Appendix D for more information.	10 Points
Air Quality Improvements and Cost-Effectiveness: For CMAQ-eligible projects, projects will be evaluated on cost-effectiveness relative to similar projects. Particulate matter 2.5 reducing projects will receive additional points.	10 Points

The review committee will score each project using the criteria outlined in [Appendix E](#).

3. **Project Ranking Process:** Candidate projects will be ranked according to their average review committee score. To ensure that high performing air quality improvement projects are prioritized for CMAQ funding, SCAG staff will first develop a recommended list of eligible projects for CMAQ funding using the comprehensive rubric rankings as well as projects identified as seeking CMAQ funding. (All eligible projects scored with a maximum possible score of 110 points and ranked from highest to lowest score.) In developing this list, SCAG will consider if project elements may not be eligible for CMAQ funds and should be considered for STBG funding.

All remaining projects, including CMAQ-eligible projects not recommended for funding using this first method, will then be ranked with the air quality improvement portion of the rubric score excluded. (All remaining projects scored with a maximum possible score of 100 points and ranked from highest to lowest score.) The latter rankings will be used by SCAG staff to develop a recommended list of projects for STBG funding.

Once the lists are developed, they will be shared with the air quality districts to obtain input on the projects selected for potential CMAQ funding. This will fulfill SCAG's requirement to involve the local air quality districts. SCAG may also consult with Caltrans and others as applicable.

4. **Program Balancing:** Candidate projects will be initially prioritized according to their ranking as described above. However, to achieve programmatic investment thresholds and ensure a balanced program of projects, SCAG staff may adjust project prioritization based on the relative STBG or CMAQ availability and overall program balancing for a variety of project types and regional diversity.

Project scores will be converted into recommendation categories (i.e., Highly Recommended, Recommended, Contingency List, and Not Recommended) prior to publishing the recommended program of projects. To achieve an overall Highly Recommended determination, projects must achieve a score of at least 90 points. To achieve an overall Recommended determination, projects must achieve a score of at least 75 and less than 90 points. To be considered for the Contingency List, projects must achieve a score of at least 65 points. Depending on availability of STBG and CMAQ funds, projects may move between the Recommended list and the Contingency List. Using this process, SCAG staff will develop a draft program of recommended (Highly Recommended and Recommended) and Contingency List projects for SCAG Regional Council adoption. Projects that achieve a score of less than 65 will be determined to be Not Recommended.

5. **Program Approval:** The SCAG Regional Council will consider the recommended STBG and CMAQ projects. Projects approved by the SCAG Regional Council for funding will be eligible for programming in the FTIP.

If high scoring projects (Highly Recommended and Recommended) are not fully funded or not selected due to funding constraints, they will be prioritized for future funding opportunities as additional programming capacity becomes available for STBG and CMAQ programs prior to the next scheduled call for project nominations process. Contingency List projects will be considered after high scoring projects for future funding opportunities if additional programming capacity becomes available for STBG and CMAQ programs prior to the next scheduled call for project nominations process.

Approved Projects, Federal Programming, and Monitoring

All projects approved by the SCAG Regional Council for STBG and CMAQ funding must be programmed in the FTIP consistent with adopted FTIP Guidelines. Transportation Conformity Regulations require that projects programmed in the FTIP be included in a conforming Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Therefore, projects that require modeling or inclusion in an RTP/SCS amendment may not be programmed until conformity requirements are met. Approved projects that meet eligibility for transfer to the FTA should consult the FTIP Guidelines and [Chapter 3 of the LAPM](#). Local agencies should work with their county transportation commission to program approved funds in the FTIP. For additional FTIP information, please refer to the latest adopted [2025 FTIP Guidelines](#) approved by the SCAG Regional Council in November 2023.

Following FTIP approval, agencies will need to work with their Caltrans Local Assistance District to prepare the Request for Authorization (RFA) package. For more information on the RFA process, please refer to the Caltrans [Local Assistance Procedure Manual](#) and [Exhibits](#). All projects approved for STBG and CMAQ funds must obligate by the deadline. Delays, advancements, and scope changes are subject to SCAG approval.

To ensure the timely use of federal funds, SCAG will collaborate with Caltrans, county transportation commissions, local jurisdictions, and transit operators to ensure federal funding requirements and deadlines are met and funds are not lost to the region. Additionally, SCAG will prepare and submit annual obligation plans to Caltrans, monitor federal fund obligations, overall federal funding levels, and apportionment and OA balances.

Appendix A

County Transportation Commission Project Prioritization Framework

The county transportation commissions will each develop a Project Prioritization Framework outlining how project nominations submitted within the county will be prioritized for funding as part of the final SCAG selection. As part of the development of a county transportation commission’s Project Prioritization Framework, the commission may choose to collect high-level solicitations of interest from eligible applicants, conduct interested applicant consultations, or other outreach and engagement to inform the Project Prioritization Framework.

County transportation commissions may opt to include supplemental questions as part of the project nomination application. These supplemental questions are subject to the Project Prioritization Framework, which will directly inform the county transportation commission’s prioritization ranking.

SCAG requires each county transportation commission to inform and engage eligible applicants from their respective county on the county transportation commission’s Project Prioritization Framework and SCAG’s call for project nomination process to maximize project impact and advance collaborative policy goals.

At a minimum, county transportation commissions must incorporate the following regional criteria into their Project Prioritization Framework:

- **Eligibility:** County transportation commissions will screen potential implementing agencies and projects for eligibility with federal and regional requirements. Projects must be eligible for STBG or CMAQ funds, as detailed in 23 USC Sec. 133, 149, et al.
- **County Priorities:** County transportation commissions are expected to develop a prioritization framework that considers applicable county-level plans, policies, and objectives.
- **Community/Stakeholder Engagement:** County transportation commissions should prioritize project nomination applications with demonstrated community support. Community support can be determined through a variety of means, such as responses to public outreach, including comments received at public meetings or hearings, feedback from community workshops, survey responses, plan development, etc.
- **Deliverability and Readiness:** County transportation commissions should evaluate potential implementing agencies and projects for deliverability issues. Commissions should consider if potential implementing agencies have sufficient capacity and technical expertise to meet deadlines. Commissions should encourage projects with demonstrated readiness within the programming period.

Each county transportation commission’s Project Prioritization Framework must receive concurrence from SCAG staff as well as approval by the county transportation commission’s chief executive officer (CEO) and/or governing board. A draft copy of the project prioritization framework for SCAG comment and concurrence should be provided by March 24. County transportation commissions will be required to provide SCAG with a final copy of the framework and documentation of CEO and/or governing board approval.

County transportation commissions will also be required to inform and distribute the applicable Project Prioritization Framework to eligible applicants in their jurisdiction following approval by the respective governing board and/or CEO. Additionally, county transportation commissions will be required to publish

the approved Project Prioritization Framework and identify a staff contact on their webpage for ease of access by eligible applicants.

County Transportation Commission Project Prioritization Packages

After completing the County Transportation Commission Prioritization Framework, county transportation commissions should submit project nominations and associated documentation to SCAG for evaluation and project selection. Project nomination lists must be approved by the county transportation commission CEO and/or governing board prior to submission to SCAG. Extensions may be granted on a case-by-case basis. Project prioritization packages must include the following elements:

- **County Transportation Commission Project Nomination List:** Complete list of eligible project nominations received for STBG and/or CMAQ funds, identifying the county transportation commission prioritization designation according to approved Project Prioritization Framework.
- **CEO or Governing Board Approval:** Letter from the county transportation commission’s CEO or documentation of governing board approving the project nomination list in accordance with the approved Project Prioritization Framework.
- **Outreach Documentation:** Materials verifying county transportation commission compliance with outreach requirements for Project Prioritization Framework.

Appendix B

Project Examples by Category

These primary project categories were derived from the [Connect SoCal 2024 goal areas and strategies](#). The tiers were informed by the [2024-25 SCAG Presidential Priorities and Objectives](#), which included goods movement, transit recovery, clean transportation technology, and transportation demand management strategies. The resilience of at-risk infrastructure primary project category is included in Tier 1 because of the impacts on transportation infrastructure from recent wildfire and coastal erosion events across the region. Examples of projects that may fall into each of these primary project categories include, but are not limited to, the following:

TIER 1 REGIONAL PRIORITIES

Clean Transportation

- Government-owned non-transit alternative fuel and zero-emission fleets that reduce criteria pollutant emissions.
- Publicly available alternative fuel and zero-emission vehicle fueling and charging infrastructure and equipment that reduce criteria pollutant emissions.
- Alternative fuel and zero-emission bus capital purchase that reduce criteria pollutant emissions.
- Charging and fueling infrastructure and equipment for alternative fuel and zero-emission buses that reduce criteria pollutant emissions.
- Medium- and heavy-duty alternative fuel and zero-emission conversion.

Resilience of At-Risk Infrastructure

- Projects that improve the resilience of infrastructure at risk from extreme weather events, natural disasters, or changing conditions, such as coastal erosion, to improve transportation and public safety and reduce costs by avoiding future maintenance or rebuilding costs.
- Protective features (including natural infrastructure) to enhance the resilience of an eligible transportation facility.
- Resilience and adaptation projects and plans eligible under STBG and CMAQ guidance.

Transit and Multimodal Integration

- Transit plans
- Public transportation agency safety plans
- Comprehensive multimodal corridor plans
- Dedicated bus lanes
- Transit facilities – new/rehab/replacement
- Transit safety and security projects
- Conventional vehicle replacements
- Fleet expansion
- Microtransit
- Operations (subject to CMAQ new-project limitations)

- Free- or reduced-fare programs
- Fare integration programs
- Transit signal priority
- Bus stop and rail station improvements
- Universal basic mobility
- Mobility hubs

Transportation Demand Management (TDM)

- Parking – Park and rides, parking pricing
- Ridesharing – vanpool coordination
- Carsharing
- Shared micromobility (bikes and scooters)
- Congestion pricing
- Employer-based strategies (telework)
- Freight TDM strategies
- Curb space management
- Projects to enhance travel and tourism

Transportation System Management and Goods Movement

- Freight and goods movement plans
- Congestion management plans
- New capacity managed lanes (HOV, toll, bus only)
- Managed lanes conversions (HOV, toll, bus only)
- Truck-only lanes
- Truck parking facilities
- New grade separation (rail or roadway)
- Traffic signalization
- Intersection improvements
- Port-related equipment and vehicles
- Port electrification activities
- On-dock rail
- Interchange reconfigurations
- Signal synchronization
- ITS elements

TIER 2 REGIONAL PRIORITIES

Complete Streets

- Complete streets plans
- Active transportation plans
- Local roadway safety plans

- Bicycle and pedestrian facilities and programs, including Class I, II, IV bike facilities
- Complete streets and sustainable streets improvements
- Roundabouts

Natural Lands Preservation

- Wildlife crossings
- Projects and strategies designed to reduce the number of wildlife-vehicle collisions
- Eligible recreational trail projects including maintenance and restoration of existing trails
- Bike and pedestrian access to open space and parks

System Preservation

- Standalone pavement rehabilitation
- Off-system (local) bridge rehabilitation
- Maintenance of existing transportation systems and facilities

Appendix C

Federal Performance Management Areas

Transportation performance management uses system information to make investment and policy decisions to achieve national performance goals. FHWA established national performance measures, target-setting guidance, and reporting requirements for the monitoring of highway performance through three performance management areas:

- **Performance Management Area 1:** Transportation System Safety
- **Performance Management Area 2:** Pavement and Bridge Condition (National Highway System)
- **Performance Management Area 3:** National Highway System, Freight Movement, and CMAQ Program Performance

In addition to the three performance management areas, federal performance measures and reporting requirements were also established for transit asset management (TAM) and transit system safety. Performance metrics for TAM focus on the maintenance of the regional transit system in a state of good repair. Transit system safety performance monitoring assesses the number of transit incidents resulting in fatalities or serious injuries and transit system reliability.

Each of the federal performance management focus areas include an associated set of metrics for which statewide and regional targets must be set. Though project-specific metrics might not be available, projects that will contribute to meeting SCAG's goals for Federal Performance Management areas will be prioritized.

Performance Management Area 1 – Transportation System Safety

- Total number of motor vehicle collision fatalities.
- Rate of motor vehicle collision fatalities per 100 million vehicle miles traveled (VMT).
- Total number of motor vehicle collision serious injuries.
- Rate of motor vehicle collision serious injuries per 100 million VMT.
- Total number of non-motorized fatalities and serious injuries.

Performance Management Area 2 – National Highway System (NHS) Pavement and Bridge Condition

- Percentage of Interstate System pavement in 'Good' condition.
- Percentage of Interstate System pavement in 'Poor' condition.
- Percentage of non-interstate NHS pavement in 'Good' condition.
- Percentage of non-interstate NHS pavement in 'Poor' condition.
- Percentage of NHS bridges in 'Good' condition.
- Percentage of NHS bridges in 'Poor' condition.

Performance Management Area 3 – National Highway System (NHS) Performance

- Percent of interstate system mileage reporting reliable person-mile travel times.
- Percent of non-interstate NHS mileage reporting reliable person-mile travel times.

Performance Management Area 3 – Freight Movement

- Interstate system truck travel time reliability (truck travel time reliability index).

Performance Management Area 3 – CMAQ Program

- Annual hours of peak hour excessive delay per capita.
- Total emissions reduction by criteria pollutant (e.g., particulate matter 10, particulate matter 2.5, ozone, carbon monoxide).
- Percent of non-single occupancy vehicle mode share.

Transit Asset Management

- Equipment: Share of non-revenue vehicles that meet or exceed Useful Life Benchmark.
- Rolling Stock: Share of revenue vehicles that meet or exceed Useful Life Benchmark.
- Infrastructure: Share of track segments with performance restrictions.
- Facilities: Share of transit assets with condition rating below 3.0 on FTA Transit Economic Requirements Model scale.

Transit System Safety

- Number of transit-related fatalities.
- Number of transit-related injuries.
- Number of transit system safety events.
- Transit system reliability.

Additional information is available in the FHWA's [Transportation Performance Management Implementation Plan](#) and the FTA's [Performance Management webpage](#).

Appendix D

Community Economic Development Benefits

AREAS OF PERSISTENT POVERTY AND HISTORICALLY DISADVANTAGED COMMUNITIES

For the purpose of this program, SCAG uses the term “Areas of Persistent Poverty and Historically Disadvantaged Communities” consistent with the U.S. Department of Transportation’s [“FY 2025 Notice of Funding Opportunity”](#) for the Better Utilizing Investments to Leverage Development (BUILD) grant program.

Areas of Persistent Poverty and Historically Disadvantaged Community are defined as either of the following:

- Any county (or equivalent jurisdiction) with greater than or equal to 20 percent of the population living in poverty as indicated through the [BUILD Grant Project Location Verification mapping tool](#).
- Any census tract with a poverty rate of at least 20 percent, as measured by the five-year data series available from the Census Bureau’s American Community Survey and available through the BUILD Grant Project Location Verification mapping tool.

The BUILD Grant Project Location Verification mapping tool should be used to identify Areas of Persistent Poverty and Historically Disadvantaged Communities as they relate to project location and identified community economic development benefits.

SUPPLEMENTAL RESOURCES

The following strategies, informed by the Connect SoCal 2024 [“Equity Analysis Technical Report,”](#) have been determined to contribute to advancing community economic development benefits in the SCAG region:

- Access improvements to everyday destinations (e.g., jobs, retail, parks, school, health care) for populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities.
- Improvements to mobility options for populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities.
- Improvements to walking and biking conditions for populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities or on the SCAG High Injury Network.
- Improvements to noise or air quality for residential areas adjacent to railroads and railyards.
- Grade separations to improve safety for populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities.
- Transit improvements.
- Adaptation or resilience improvements for populations living in climate risk areas, including flood hazard zones, sea-level rise, wildfire risk, landslide hazard areas, extreme heat, drought, and earthquake hazard zones.
- Air quality improvements for populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities that minimize impacts outside of the immediate project area.

- Reduction of noise impacts from transportation for populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities that minimize impacts outside of the immediate project area.
- Reduction of heavy- and medium-duty truck volumes through communities with identified populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities.

Appendix E

Detailed Scoring Rubric

Exhibit 5 Detailed Scoring Rubric

County Transportation Commission Prioritization	Possible Points
Prioritized in the county transportation commission list as Highly Recommended	50 Points
Prioritized in the county transportation commission list as Recommended	40 Points
Prioritized in the county transportation commission Contingency List	20 Points
Not recommended	0 Points
Regional Priorities	Possible Points
Project identified as part of Tier 1 Regional Priorities Program Categories: <ul style="list-style-type: none"> Clean Transportation Resilience of At-Risk Infrastructure Transit and Multimodal Integration Transportation Demand Management Transportation System Management and Goods Movement 	20 Points
Projects identified as part of Tier 2 Regional Priorities Program that also demonstrate a systems approach to identifying and managing needs by means of: <ul style="list-style-type: none"> A transportation related natural lands preservation plan, including for wildlife crossings A pavement management plan or program A complete streets plan, program, or policy 	15 Points
Projects identified as part of Tier 2 Regional Priorities Program Categories: <ul style="list-style-type: none"> Complete Streets Natural Lands Preservation System Preservation 	10 Points
Projects identified as neither Tier 1 nor Tier 2 Regional Priorities Program Categories	0 Points
Federal Performance Management Areas	Possible Points
Project supports multiple federal performance management areas OR demonstrates significant improvement in one federal performance management area, as confirmed by general responses. Project-specific data is available in the current project development phase for multiple federal performance categories.	20 Points
Project implementation supports at least one federal performance management area as confirmed by general responses. Project-specific data is available in the current project development phase.	15 Points
Project implementation supports at least one federal performance management area as confirmed by general responses, but project specific data is not available. (Includes projects in early stages of development that may not have quantitative data available yet.)	10 Points
Project implementation abstractly supports at least one federal performance management area but cannot be confirmed by general responses. There is no current or future planned project-specific data available.	5 Points
Project does not support any federal performance management areas.	0 Points

Attachment: FFY 2026-2027 & FFY 2027-2028 STBG-CMAQ Program Guidelines (FFY 2027 & 2028 STBG/CMAQ Program Guidelines)

Community Economic Development Benefits	Possible Points
Proposed project includes four or more strategies that advance community economic development benefits.	10 Points
Proposed project includes one to three strategies that advance community economic development benefits.	5 Points
Proposed project does not include any strategies that advance community economic development benefits.	0 Points
Air Quality Improvements	Possible Points
Cost Effectiveness Relative to Similar Projects*	
<ul style="list-style-type: none"> 75-100 percentile 	8 Points
<ul style="list-style-type: none"> 50-74 percentile 	6 Points
<ul style="list-style-type: none"> 25-49 percentile 	4 Points
<ul style="list-style-type: none"> 1-24 percentile 	2 Points
<ul style="list-style-type: none"> Does not address cost-effectiveness 	0 Points
Particulate Matter 2.5 Reduction Relative to ALL Projects	
<ul style="list-style-type: none"> Top 50% of Particulate Matter 2.5 Reducing Projects 	2 Points
<ul style="list-style-type: none"> Below top 50% of Particulate Matter 2.5 Reducing Projects 	0 Points

**If limited or no similar projects are available for evaluation, an alternative evaluation will be conducted*



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IMPERIAL COUNTY
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RIVERSIDE COUNTY
3403 10th St., Ste. 805
Riverside, CA 92501
Tel: (951) 784-1513

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VENTURA COUNTY
4001 Mission Oaks Blvd., Ste. L
Ventura, CA 93012
Tel: (213) 236-1960

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Southern California Association of Governments
 2027-28 CMAQ-STBG Application
 Solicitation for Project Nominations

Complete Application Checklist All Attachment files should be clearly named prior to upload.	
✓	Application Narrative Responses
	Section 1: General Information
	Section 2: Project Type, Scope, and Location
	Section 3: Project Funding Request, Cost Estimate and Match
	Section 4: Project Schedule and Readiness
	Section 5: Scored Criteria
	Section 5A: CTC Prioritization
	Section 5B: Federal Performance Management Areas
	Section 5C: Equity
	Section 5D: Air Quality Improvements and Cost Effectiveness (CMAQ Eligible Projects Only)
	Section 6: County Transportation Commission Supplemental Questions
	Attachment – Clear and High-Quality Project Map
	Attachment – GIS Compatible file of project location (kmz, shp, etc.)
	Attachment – Project Programming Detail and Match Sheet
	Attachment – Federal Performance Management Areas Supporting Documentation
	Attachment – Equity Project Location Supporting Documentation
	Attachment - Documentation for community engagement, public participation, and outreach
	Attachment – Air Quality Improvement Quantification and Cost Effectiveness Analysis
	Attachment – CTC Supplemental Questions
	Attachment – One page project fact sheet (optional)

Overview

Projects selected for nomination **must** be submitted through the online application to be considered by the Southern California Association of Governments (SCAG) for Congestion Mitigation and Air Quality Improvement Program, and/or Surface Transportation Block Grant Program funding.

The program guidelines are available here - <https://scag.ca.gov/surface-transportation-block-grant-program-congestion-mitigation-and-air-quality-improvement-program>

Submissions are due through the online application by **5pm on May 16, 2025**.

Required fields are indicated with an asterisk (*).

Section 1: General Information

Please select the County Transportation Commission that your project would pertain to*:

- Imperial County Transportation Commission (ICTC)
- Los Angeles County Metropolitan Transportation Authority (LA Metro)
- Orange County Transportation Authority (OCTA)
- Riverside County Transportation Commission (RCTC)
- San Bernardino County Transportation Authority (SBCTA)
- Ventura County Transportation Commission (VCTC)

Project Title*	
Nominating/Implementing Agency*	
Implementing Agency Mailing Address	
Primary Contact Name*	
Primary Contact Title*	
Primary Contact Email*	
Primary Contact Phone Number*	
Alternate Contact Name	
Alternate Contact Title	
Alternate Contact Email	
Alternate Contact Phone Number	
Phase(s) of Work that request would support (PA&ED, PS&E, ROW, CON)*	
Total Funding Request*	
Implementing Agency Caltrans Master Agreement	

Number (N/A If no master agreement is currently in place)*	
PA&ED – Project Approval and Environmental Documents ROW – Right of Way	PS&E- Plans, Specifications and Estimates CON - Construction

Section 2: Project Type, Scope, and Location

Existing RTP ID (if applicable)	
Existing FTIP ID (if applicable)	

Please indicate the program category that the proposed project belongs to.*

<input type="checkbox"/>	Clean Transportation
<input type="checkbox"/>	Transit and Multimodal Integration
<input type="checkbox"/>	Transportation Demand Management
<input type="checkbox"/>	Transportation System Management and Goods Movement
<input type="checkbox"/>	Climate Resilience and Natural Lands Preservation
<input type="checkbox"/>	System Preservation and Resilience
<input type="checkbox"/>	Complete Streets

Please refer to the CMAQ/STBG guidelines for examples of project types within these categories:

CMAQ federal guidance for project eligibility:

https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/cmaq-program-interim-guidance-revised-infrastructure-investment-jobs-act.pdf

STBG federal guidance for project eligibility:

https://www.fhwa.dot.gov/specialfunding/stp/bil_stbg_implementation_guidance-05_25_22.pdf

Please describe the existing conditions, purpose and need of the project and concise scope of work. Please include the location of the proposed project including project limits, cross-streets, or other indicators of location.*

Type response here.

ATTACHMENT: For all projects please ATTACH:

- a clear and high-quality project map
- a GIS compatible file of the project location (kmz, shp, etc.)
- one page project fact sheet (optional)

Please provide the following additional location indicators:

County/Counties*	
City Council District (if applicable)	
Subregion or Council of Governments	
Air Basin*	
State Assembly District(s)*	
State Senate District(s)*	
U.S. Congressional District*	

Functional Classification of Roadway (not applicable for transit projects)*	
Reference: California Road System - Functional Classification	

Section 3: Project Funding Request, Cost Estimate, and Match*

ATTACHMENT - Please complete the *Project Programming Detail and Match* spreadsheet and upload file. Please escalate cost to year of expenditure.

Please summarize funding information from completed *Project Programming Detail and Match* spreadsheet into the table below.

Phase of work applying for:	Fund Type Requested (CMAQ/STBG)	Federal Funding Request	Match ¹	Other Funds ²	Total Project Cost
(In dollars, \$000's)					
Preliminary Engineering (PE) – PA&ED					
PE - PS&E or Final Design					
ROW					
CON					
TOTAL					

1 – All federal funds (STBG/CMAQ) must include a minimum of 11.47% match in non-federal funds. Due to limited availability of toll credits, project applicants should be prepared to provide a local match source in the event toll credits are not available for STBG and CMAQ funds. Tolling projects require 20% local match.

2 - Programming additional local funding over the required match is recommended for items that are not federally eligible.

Ineligible Costs

Final eligibility determinations are subject to review and approval by Caltrans and the Federal Highways Administration or the Federal Transit Administration. SCAG intends to recommend some projects be funded with a combination of CMAQ and STBG funds in an effort to address this issue. However, applicants should also consider exceeding the local match or local funding contingency in order to fully fund the project, where components may be deemed ineligible. Additional information and resources on eligible activities can be found in the program guidelines. Please indicate below if there are known STBG or CMAQ ineligible costs included in the scope of work for the proposed project.

Fund Source	Ineligible Costs Descriptions	Total Ineligible Costs
-------------	-------------------------------	------------------------

STBG- ineligible		
CMAQ - ineligible		

Please provide any supplemental information as needed (For example, if CMAQ ineligible costs are still STBG eligible, any ineligible components that are not included in the funding request, etc.):

Type Response here.

Cost Increases

Describe the project sponsor’s ability to address any cost increases outside of this program.*

Type Response here.

Section 4: Project Schedule and Readiness*

Please complete the following draft schedule for the proposed project.

Milestone	Start Date/Date	Completion Date
Preliminary Engineering (PE) PA&ED phase		
PE, PA&ED- Request for Authorization (RFA) / Submittal of E76 to Caltrans District, if applicable.		
Preliminary Engineering PS&E or Final Design Phase		
Final Design - RFA / Submittal of E76 to Caltrans District, if applicable		
ROW Phase		
ROW RFA / Submittal of E76 to Caltrans District, if applicable		
Row Certification – date and type		
CON Phase		
CON - RFA / Submittal of E76 to Caltrans District, if applicable ¹		
CON Contract Award ²		
CON (Contract Acceptance)		
CON Close Out		

1 – Implementing Agency may not advertise for construction until FHWA has approved the E76 and funds are considered obligated for the project phase.

2 – Construction contract award may not proceed using federal funds if E76 was not approved before advertisement for work.

Environmental Document Detail

Environmental Document type*:	
Environmental Document completion date (actual or expected)*:	

Project Readiness and Deliverability*

Is the project already federalized? If yes, please provide the existing federal project number.

Type Response here.

Has the project been environmentally cleared?

Type Response here.

Does the project have a valid right-of-way certification?

Type Response here.

Identify any known risks to the project schedule and how the project sponsor will mitigate and respond to those risks. Examples of schedule risks include complicated utility relocations, land acquisition needs, and rail company coordination.

Type Response here.

How is the project being coordinated with impacted or stakeholder agencies (Caltrans, Transit Operators, utilities, railroads, adjacent cities, other state and federal agencies, etc.)?

Type Response here.

Section 5: Scored Criteria

Section 5A: County Transportation Commission (CTC) Prioritization

SCAG will consider CTC Prioritization based on the comprehensive list of all project applications submitted from each county. Only applications included on the applicable CTC Prioritization list will receive a score for CTC Prioritization.

Please select prioritization*: (To be determined by CTC)

- Highly Recommended
- Recommended
- Contingency List
- Not Recommended
- Initial Submittal for CTC Review

Section 5B: Federal Performance Management Areas*

Please select all that apply:

<input type="checkbox"/>	PM1 – Transportation System Safety
<input type="checkbox"/>	PM2 – National Highway System (NHS) Pavement and Bridge Condition
<input type="checkbox"/>	PM3 – NHS Performance
<input type="checkbox"/>	PM3 – Freight Movement
<input type="checkbox"/>	PM3 – CMAQ Program
<input type="checkbox"/>	Transit Asset Management
<input type="checkbox"/>	Transit System Safety

FPM Areas Supplemental Information

PM1 – Transportation System Safety	
<p>Please indicate projects level of impact to the FPM area:</p> <ul style="list-style-type: none"> • <i>High: Projects that have a primary objective to improve safety.</i> • <i>Medium: Projects that have a secondary objective to improve safety.</i> • <i>Low or N/A: Project with no specific elements designed to improve safety.</i> 	(High, Medium, Low, N/A)
General Responses	
<p>Does the proposed project implement one or more of the proven FHWA Safety Countermeasure? Resource: https://highways.dot.gov/safety/proven-safety-countermeasures</p>	
Type Response here.	
Project Specific Responses	
<p>How many fatalities or serious injuries have occurred in the project area in the last five years (in project area or parallel comparable facility if applicable)? Please describe how collision factors were considered in the development of the proposed project.</p>	
Resource: Transportation Injury Mapping System - https://tims.berkeley.edu/	
Quantitative Data Response:	
ATTACHMENT – Optional for supporting documentation.	

PM2 – National Highway System Pavement and Bridge Condition	
<p>Please indicate projects level of impact to the FPM area:</p> <ul style="list-style-type: none"> • <i>High: projects whose primary purpose is to improve highway pavement or bridge condition.</i> • <i>Medium: projects that include a pavement or bridge improvement element within its scope of work but is not its primary focus.</i> • <i>Low or N/A: projects that have no pavement or bridge improvement element within its scope of work.</i> 	(High, Medium, Low, N/A)
General Responses	
<p>For projects that include pavement improvements, what is the average Pavement Condition Index (PCI) of the County that the project is located in?</p>	
<p>RESOURCE 2022 Statewide Local Streets and Roads Needs Assessment Report https://savecaliforniastreet.org/wp-content/uploads/2023/05/Statewide-Needs-2022-FINAL.pdf</p>	
Enter value 0-100.	

For projects that include pavement improvements, what is the average PCI category of the City that the project is located in?

RESOURCES

2022 Statewide Local Streets and Roads Needs Assessment Report

<https://savecaliforniastreet.org/wp-content/uploads/2023/05/Statewide-Needs-2022-FINAL.pdf>

PCI Maps by County

<https://savecaliforniastreet.org/executive-summary/pci-maps-by-county/>

Select one of the following:

Excellent (86-100)

Good (71-85)

At Risk (50-70)

Poor (0-49)

For projects that include bridge rehabilitation, what is the percent of “poor” bridges in the county that the project is located in?

RESOURCE

2020 Local Bridge Needs Assessment Report – Figure 3.2

<https://www.savecaliforniastreet.org/wp-content/uploads/2021/09/California-Local-Bridge-Needs-Assessment-Report-2020-Final-090121.pdf>

Select one of the following:

Less than 4%

4% to 14.9%

15% or more

Project Specific Responses

For projects that include bridge rehabilitation, what is the current bridge condition of bridge proposed for improvement?

RESOURCE

USDOT - FHWA InfoBridge - <https://infobridge.fhwa.dot.gov/Home>

Select one of the following:

Good (7-9 and N/A)

Fair (5-6)

Poor (0-4)

For projects that include pavement improvements, what is expected change in the Pavement Condition Index (PCI) or International Roughness Index (IRI) score of pavement in project area as a result of the proposed improvement?

Type Response here.

For projects that include bridge rehabilitation, what is the expected change in bridge condition as a result of the proposed project?

Type Response here.

For all PM2 projects, what is the estimated useful life or lifespan of the proposed improvement?

Type Response here.

For all PM2 projects, If the project is on the highway system, does the project need to be identified in the statewide Transportation Asset Management Plan or approved SHOPP?

ATTACHMENT – Optional for supporting documentation.

PM3 – National Highway System (NHS) Performance

Please indicate projects level of impact to the FPM area:

(High, Medium, Low, N/A)

- *High: projects that are designed specifically for the purpose of improving travel times or reduce congestion*
- *Medium: projects that include enhancements in travel times or congestion reduction as part of its scope of work but is not the primary focus of the project.*
- *Low or N/A: project with no specific elements designed to improve performance in roadway travel time*

General Responses

Is the proposed project identified in a Comprehensive Multimodal Corridor Plan? Or a Congestion Management Plan?

Type Response here.

Would the proposed project provide relief to one of the Top 100 Bottlenecks identified in the Connect SoCal Congestion Management Technical Report? If yes, identify rank number.

RESOURCE

Connect SoCal – Congestion Management Technical Report

<https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-connect-socal-2024-congestion-management-draft-110223.pdf?1698263162>

Type Response here.

Project Specific Responses

What is expected change in the person hours of travel time saved as a result of the proposed project?

Type Response here.

What is current average peak period travel time reliability index through the project area?

RESOURCE

Caltrans ArcGIS WebApplication – Travel Time Metrics

<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=0f811efc3ff344408d2c8fc36c922a89>

Type Response here.

ATTACHMENT – Optional for supporting documentation.

PM 3 - Freight Movement

Please indicate projects level of impact to the FPM area:

(High, Medium, Low, N/A)

- *High: projects that are designed specifically for the purpose of improving freight travel times*
- *Medium: projects that include enhancements in freight travel times as part of its scope of work but is not the primary focus of the project.*
- *Low or N/A: project with no specific elements designed to improve freight travel time*

General Responses

Would the proposed project provide relief to one of the bottlenecks in the SCAG Region identified in the Connect SoCal Goods Movement Technical Report?

RESOURCE

Connect SoCal Goods Movement Technical Report

Table 8

<https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-goods-movement-final-040424.pdf?1712261912>

Type Response here.

Is the proposed project identified in a project list of the Connect SoCal Goods Movement Technical Report?

RESOURCE

Connect SoCal Goods Movement Technical Report

<https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-goods-movement-final-040424.pdf?1712261912>

Table 11 – Seaport Projects

Table 12 – Rail Projects

Table 13 – Highway Projects

Type Response here.

Project Specific Responses

What is expected change as a result of the proposed project in one of the following metrics?

- *daily vehicle hours of delay*
- *truck volume*
- *rail volume*

Type Response here.

ATTACHMENT – Optional for supporting documentation.

PM3 - CMAQ Program

<p>Please indicate projects level of impact to the FPM area:</p> <ul style="list-style-type: none"> • <i>High: projects that are designed specifically for the purpose of improving air quality.</i> • <i>Medium: projects that include air quality improvements as part of its scope of work but is not the primary focus of the project.</i> • <i>Low or N/A: project with no specific elements designed to improve regional air quality.</i> 	<p>(High, Medium, Low, N/A)</p>
<p>General Responses</p>	
<p><i>Please describe the air quality benefit provided by the proposed project.</i></p>	
<p>Type Response here.</p>	
<p>Project Specific Responses:</p>	
<p><i>To fulfill requirements of PM3, please refer to and complete the Air Quality Improvements and Cost Effectiveness section of the application.</i></p>	

<p><u>Transit Asset Management</u></p>	
<p>Please indicate projects level of impact to the FPM area:</p> <ul style="list-style-type: none"> • <i>High: projects specifically intended to improve transit asset condition</i> • <i>Medium: projects that include improvements to transit assets as part of its scope of work but is not the primary focus of the project.</i> • <i>Low or N/A: project with no specific elements designed to improve transit asset conditions</i> 	<p>(High, Medium, Low, N/A)</p>
<p>General Responses</p>	
<p><i>Is the proposed project identified in the respective area's Transit Asset Management Plan?</i></p>	
<p>Type Response here.</p>	
<p>Project Specific Responses</p>	
<p><i>How many new transit assets are being added? What is the useful life of the new transit assets?</i></p>	
<p><u>RESOURCE:</u></p> <p>FTA Useful Life Benchmark</p> <p>https://www.transit.dot.gov/sites/fta.dot.gov/files/2021-11/TAM-ULB-CheatSheet.pdf</p>	
<p>Type Response here.</p>	
<p><i>For replacement projects, please indicate the number of assets being replaced and the current age of transit asset proposed for replacement compared to the useful life.</i></p>	
<p><u>RESOURCE:</u></p> <p>FTA Useful Life Benchmark</p> <p>https://www.transit.dot.gov/sites/fta.dot.gov/files/2021-11/TAM-ULB-CheatSheet.pdf</p>	

Type Response here.

For all transit assets included in the proposed project, in reference to the following table, please estimate how the proposed project will improve the condition of these transit assets.

TERM Rating	Condition	Description
Excellent	4.8 - 5.0	No visible defects; new or near new condition; may still be under warranty if applicable
Good	4.0 - 4.7	Good condition, but no longer new; may be slightly defective or deteriorated, but is overall functional
Adequate	3.0 - 3.9	Moderately deteriorated or defective, but has not exceeded useful life
Marginal	2.0 - 2.9	Defective or deteriorated; in need of replacement; exceeded useful life
Poor	1.0 - 1.9	Critically damaged or in need of immediate repair; well past useful life

Type Response here.

ATTACHMENT – Optional for supporting documentation.

Transit System Safety	
<p>Please indicate projects level of impact to the FPM area:</p> <ul style="list-style-type: none"> • <i>High: projects that have a primary objective to improve safety.</i> • <i>Medium: projects that have a secondary objective to improve safety.</i> • <i>Low or N/A: project with no specific elements designed to improve safety.</i> 	(High, Medium, Low, N/A)
General Responses	
Is the proposed project identified in the respective areas Transit Agency Safety Plan?	
Type Response here.	
Project Specific Responses	
Please describe how the proposed project will reduce transit-related fatalities or injuries.	
Type Response here.	
If applicable, please describe how the project will reduce operator assaults (verbal and physical).	
Type Response here.	
Please describe how the proposed project will improve transit system reliability (reduce or prevent major mechanical system failures).	

Type Response here.
ATTACHMENT – Optional for supporting documentation.

Section 5C: Equity
Project Location

<i>Please select the priority populations definition that has been selected to identify geographies that relate to the proposed project.</i>	
	<i>None</i>
	<i>SCAG Priority Equity Communities</i>
	<i>Caltrans Transportation Equity Index</i>
	<i>Climate and Economic Justice Screening Tool (Justice40)</i>
	<i>USDOT Equitable Transportation Community Explorer</i>
	<i>Native American Tribal Lands</i>
	<i>Other (Explain)</i>
<i>If “other” definition was used, please identify and explain:</i>	
Type response here.	
ATTACHMENT - Optional for supporting documentation.	

<i>Please select one option that applies to the proposed project</i>	
	<i>Project is a plan that will consider impacts to disadvantaged communities and populations as part of development.</i>
	<i>The proposed project is located in an identified priority populations geography.</i>
	<i>The proposed project is adjacent to an identified priority populations geography</i>
	<i>The proposed project is not recommended to be located in any of the identified priority population geographies (explain below).</i>
Type response here.	

Project Benefits

<i>As part of the SoCal Connect 2024 Equity Analysis Technical Report, the following strategies have been determined to contribute to advancing equitable transportation in the SCAG region. Please identify all that apply to the proposed project scope.</i>	
	<i>The proposed project will improve access to everyday destinations for priority populations (jobs, retail, parks, school, health care).</i>
	<i>The proposed project will improve mobility options for priority populations.</i>
	<i>The proposed project would improve walking and biking conditions for priority populations and/or on the SCAG High Injury Network.</i>

	<i>The proposed project includes improvements to noise or air quality for residential areas adjacent to railroads and railyards.</i>
	<i>The proposed project includes a grade separation that would improve safety for priority populations.</i>
	<i>The proposed project includes transit improvements.</i>
	<i>The proposed project includes adaptation or resilience improvements for populations living in climate risk areas, including flood hazard zones, sea level rise, wildfire risk, landslide hazard areas, extreme heat, drought, and earthquake hazard zones.</i>
	<i>The proposed project would improve air quality for priority populations, while minimizing impacts outside of the immediate project area.</i>
	<i>The proposed project would reduce noise impacts from transportation for priority populations, while minimizing impacts outside of the immediate project area.</i>
	<i>The proposed project would reduce heavy- and/or medium-duty truck volumes through a community with identified priority populations.</i>

Project Benefits Supplemental Narrative

Please describe how the project supports the benefits identified above.

Type Response here.

Section 5D: Air Quality Improvements and Cost Effectiveness (CMAQ Eligible Projects Only)

Please provide all data in kg/day. CO₂ is requested in both kg/day and MT/day. Air quality improvements may be divided by project component at applicants' discretion. Please attach screenshots of input sheets.

Required - FHWA CMAQ Emissions Toolkit -

https://www.fhwa.dot.gov/environment/air_quality/cmaq/toolkit/

If available FHWA CMAQ Emissions Toolkit does not capture the proposed project type, other methodologies will be accepted. Please attach documentation of methodology.

- Caltrans B/C Tool Suite - <https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/state-planning/transportation-economics>
- CARB Automated Cost-effectiveness Calculation Tool – <https://ww2.arb.ca.gov/resources/documents/congestion-mitigation-and-air-quality-improvement-cmaq-program>

Project Component	VOC (kg/day)	CO (kg/day)	NO _x (kg/day)	PM10 (kg/day)	PM2.5 (kg/day)	TOTAL
<i>Component Description</i>						
TOTAL						

CO2 Co-Benefits (optional)

CO ₂ (MT/day)	
CO ₂ (kg/day)	

Cost Effectiveness

Please calculate cost effectiveness of the proposed project using the general equation provided below. Please include ALL estimated project costs in the calculation for cost-effectiveness (rather than just the CMAQ-funded share).

Equation	Response																								
<p>General Equation - Please provide output in (\$/kg)</p> <p>FHWA Calculation: <u>Cost-effectiveness=(Total Project Cost)/[(Annual Air Quality Improvements)(Project Lifetime in Years)]</u></p> <p>Total project cost: cost for all phases of the project Annual air quality improvements = VOC + CO + NOx + PM10 + PM2.5 annually Project lifetime in years: expected project lifetime, see table below</p> <table border="1"> <caption>Table 6. Examples of Project Life Periods for Project Evaluation.</caption> <thead> <tr> <th>Category</th> <th>Project Life Expectancy (Years)</th> </tr> </thead> <tbody> <tr> <td>Traffic Flow Improvements</td> <td>10-20</td> </tr> <tr> <td>Shared Ride Programs – Operational</td> <td>1-2</td> </tr> <tr> <td>Shared Ride Programs – Infrastructure</td> <td>12</td> </tr> <tr> <td>Travel Demand Management</td> <td>1-2</td> </tr> <tr> <td>Bicycle/Pedestrian Facilities</td> <td>15</td> </tr> <tr> <td>Transit Improvements – Operational/Amenities</td> <td>1-2</td> </tr> <tr> <td>Transit Improvements – Infrastructure</td> <td>10-30</td> </tr> <tr> <td>Technology Improvements (New Transit Vehicles)</td> <td>4</td> </tr> <tr> <td>Dust Mitigation</td> <td>5 – 20</td> </tr> <tr> <td>Intermodal Freight Facilities and Programs</td> <td>20</td> </tr> <tr> <td>Engine Retrofits</td> <td>Varies by classification</td> </tr> </tbody> </table>	Category	Project Life Expectancy (Years)	Traffic Flow Improvements	10-20	Shared Ride Programs – Operational	1-2	Shared Ride Programs – Infrastructure	12	Travel Demand Management	1-2	Bicycle/Pedestrian Facilities	15	Transit Improvements – Operational/Amenities	1-2	Transit Improvements – Infrastructure	10-30	Technology Improvements (New Transit Vehicles)	4	Dust Mitigation	5 – 20	Intermodal Freight Facilities and Programs	20	Engine Retrofits	Varies by classification	
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ATTACHMENT – If applicable, please provide supporting documentation of air quality improvements and cost effectiveness reported.

Section 6: County Transportation Commission Supplemental Questions

Please refer to the supplemental questions from the respective CTC:

- Imperial County Transportation Commission (ICTC)
- Los Angeles County Metropolitan Transportation Authority (LA Metro)
- Orange County Transportation Authority (OCTA)
- Riverside County Transportation Commission (RCTC)
- San Bernardino County Transportation Authority (SBCTA)
- Ventura County Transportation Commission (VCTC)

ATTACHMENT - File Upload for CTC Supplemental Questions.

VII. ACTION CALENDAR

VII. ACTION CALENDAR

B. ICTC Fiscal Audit for FY 2023-24

1. Receive and file the fiscal audit for the Imperial County Transportation Commission, for FY 2023-24.
2. Direct staff to transmit the fiscal audit to the State Controller's Office and Federal Audit Clearinghouse.



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

March 5, 2025

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

SUBJECT: ICTC Fiscal Audit for FY 2023-24

Dear Committee Members:

As required by the State of California, the Commission must conduct independent fiscal audits of its own financial activities on an annual basis. Attached, please find the following fiscal audit for FY 2023-24, performed by the CPA firm, Vasquez and Company, LLP.

- Transportation Development Act – receipt and allocation by ICTC of ¼ cent retail sales tax under Articles 8c, 8e and Article 3 under the State TDA, for transit programs and services (#7076001)
- State Transit Assistance – receipt and allocation of funding under the State Transit Assistance (STA) Program, the Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA), State of Good Repair (SGR), the Low Carbon Transit Operations Program (LCTOP) and the Clean Mobility Options Program (CMO) (#7079001,7481001,7482001, 7553001)
- Regional Transit Planning and Programs – receipt and allocation of funding by ICTC for programs and services including transit service contracts, grants, project consultants and program staffing (#7416001)
- Regional Planning and Programming – receipt and allocation of funding by ICTC for planning programs and services including long and short-range highway, motorized and non-motorized projects, call for projects, capital projects such as the Calexico East POE Bridge Widening project, project consultants and program staffing (#7417001)
- Regional Collaboration – receipt and allocation of funding by ICTC for various regional projects whereby ICTC is the fiscal agent, including the Broadband deployment grant with the Imperial Valley Economic Development Corp (IVEDC) (#7577001)
- SB325 report for the State Controller’s Office
- Single Audit for Federal Funds
- Service for Freeway Emergencies (SAFE)
- Imperial Valley Resource Management Agency (IVRMA)

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

The audit team and staff will be presenting this item.

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

1. Receive and file the fiscal audit for the Imperial County Transportation Commission, for FY 2023-24.
2. Direct staff to transmit the fiscal audit to the State Controller's Office and Federal Audit Clearinghouse.

Sincerely,



David Aguirre
Executive Director

DA/MB

Attachments



Imperial County Transportation Commission
El Centro, California
Single Audit Report
Year Ended June 30, 2024
With Independent Auditor's Report

**Imperial County Transportation Commission
El Centro, California
Single Audit Report
*Year Ended June 30, 2024
with Independent Auditor's Report***

	<u>PAGE</u>
INDEPENDENT AUDITOR'S REPORT	
Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with <i>Government Auditing Standards</i>	1
Report on Compliance for Each Major Federal Program; on Internal Control Over Compliance; and on the Schedule of Expenditures of Federal Awards Required by the Uniform Guidance	3
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS	7
NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS	8
SCHEDULE OF FINDINGS AND QUESTIONED COSTS	9
SUMMARY SCHEDULE OF PRIOR AUDIT FINDINGS	14



Independent Auditor's 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*

**The Board of Directors
of the Imperial County Transportation Commission
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, business-type activities, each major fund, and the aggregate remaining fund information of the Imperial County Transportation Commission, California (the Commission), as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the Commission's basic financial statements, and have issued our report thereon dated March __, 2025.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Commission'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 the Commission's internal control. Accordingly, we do not express an opinion on the effectiveness of the Commission'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 identified certain deficiency in internal control, described in the accompanying Schedule of Findings and Questioned Costs as Finding No. FS 2024-001 that we consider to be a material weakness.



Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Commission'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 instance of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

The Commission's Response to Finding

Government Auditing Standards requires the auditor to perform limited procedures on the Commission's response to the finding identified in our audit and described in the accompanying Schedule of Findings and Questioned Costs. The Commission's response was not subjected to the other auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on the response.

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 Commission'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 Commission's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Glendale, California
March __, 2025



Independent Auditor's Report on Compliance for Each Major Federal Program; on Internal Control Over Compliance; and on the Schedule of Expenditures of Federal Awards Required by the Uniform Guidance

**The Board of Directors
of the Imperial County Transportation Commission
El Centro, California**

Report on Compliance for Each Major Federal Program

Opinion on Each Major Federal Program

We have audited the Imperial County Transportation Commission, California's (the Commission) compliance with the types of compliance requirements identified as subject to audit in the *OMB Compliance Supplement* that could have a direct and material effect on each of the Commission's major federal programs for the year ended June 30, 2024. The Commission's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, the Commission complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2024.

Basis for Opinion on Each Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*); and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Commission and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of the Commission's compliance with the compliance requirements referred to above.



Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules and provisions of contracts or grant agreements applicable to the Commission's federal programs.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Commission compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Commission's compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Commission's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the Commission's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of the Commission's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.



Report on Internal Control Over Compliance

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit, we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Report on the Schedule of Expenditures of Federal Awards Required by the Uniform Guidance

We have audited the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the Commission as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the Commission's basic financial statements. We issued our report thereon dated March __, 2025, which contained unmodified opinions on those financial statements. Our audit was conducted for the purpose of forming opinions on the financial statements as a whole. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the Uniform Guidance and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements.



The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Glendale, California
March __, 2025

Imperial County Transportation Commission Schedule of Expenditures of Federal Awards Year ended June 30, 2024

Federal Grantor/Pass-Through Grantor/Program Title	Assistance Listing Number	Program Identification Number	Passed Through to Subrecipients	Federal Award Expenditures
U.S. Department of Transportation				
Direct Assistance:				
Federal Transit Cluster:				
Urbanized Area Formula Grants, Section 5307	20.507	CA-7016-2019-101	\$ -	\$ 237,489
Urbanized Area Formula Grants, Section 5307	20.507	CA-7016-2020-137	-	2,761,557
		Federal Transit Cluster	<u>-</u>	<u>2,999,046</u>
Passed-through the State of California, Department of Transportation:				
Formula Grants for Rural Areas and Tribal Transit Program, Section 5311 - CARES	20.509	CRRSAA 64SO21-01636	-	343,325
Formula Grants for Rural Areas and Tribal Transit Program, Section 5311 - CARES	20.509	CARES 64VO20-01320	-	81,534
			<u>-</u>	<u>424,859</u> *
Transit Services Programs Cluster:				
Enhanced Mobility of Seniors and Individuals with Disabilities, Section 5310	20.513	64AM21-01969	-	148,084
		Transit Services Programs Cluster	<u>-</u>	<u>148,084</u>
National Infrastructure Investments	20.933	BUILD L6471 (017)	-	4,108,049
National Infrastructure Investments	20.933	CA 7016-2024-052	-	1,252,000
			<u>-</u>	<u>5,360,049</u> *
Total U.S. Department of Transportation			<u>-</u>	<u>8,932,038</u>
Total Expenditures of Federal Awards			<u>\$ -</u>	<u>\$ 8,932,038</u>

* Denotes major program

See accompanying notes to Schedule of Expenditures of Federal Awards.

NOTE 1 BASIS OF PRESENTATION

The accompanying schedule of expenditures of federal awards (SEFA) presents the activity of all federal financial assistance programs of the Imperial County Transportation Commission, California (the Commission). For purposes of this schedule, financial awards include federal awards received directly from federal agencies, as well as federal funds received indirectly by the Commission from non-federal agencies or other organizations. Only the portions of program expenditures reimbursable with federal funds are reported in the accompanying SEFA. Program expenditures in excess of the maximum reimbursement authorized, if any, or the portion of the program expenditures that were funded with other state, local or other non-federal funds are excluded from the accompanying SEFA.

The information in the SEFA is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the SEFA presents only a selected portion of the operations of the Commission, it is not intended to and does not present the financial position, changes in net position, or cash flows of the Commission.

NOTE 2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The accompanying SEFA is presented using the modified accrual basis of accounting for governmental funds and the accrual basis of accounting for proprietary funds, which is described in Note 1 of the notes to the Commission's basic financial statements, except that the lending of certain federal award monies and acquisition of capital assets are reported as expenditures of federal funds. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement.

The Commission has elected not to use the 10-percent de minimis indirect cost rate allowed in the Uniform Guidance.

NOTE 3 RELATIONSHIP TO FEDERAL FINANCIAL REPORTS

Grant expenditure reports for the year ended June 30, 2024, which have been submitted to grantor agencies, will, in some cases, differ from the amounts disclosed herein. The reports prepared for grantor agencies are typically prepared at a later date and often reflect refined estimates of the year-end accruals.

NOTE 4 RELATIONSHIP TO BASIC FINANCIAL STATEMENTS

Amounts reported in the accompanying SEFA agree, in all material respects, to amounts reported within the Commission's basic financial statements.

Section I – Summary of Auditor’s Results

Financial Statements

Type of auditors’ report issued on whether the financial statements audited were prepared in accordance with GAAP:	Unmodified
Internal control over financial reporting:	
• Material weakness(es) identified?	Yes (Finding No. FS 2024-001)
• Significant deficiency(ies) identified?	None reported
Noncompliance material to financial statements noted?	No

Federal Awards

Internal control over major programs:	
• Material weakness(es) identified?	No
• Significant deficiency(ies) identified?	None reported
Type of auditors’ report issued on compliance with respect to major federal programs:	Unmodified
Any audit findings disclosed that are required to be reported in accordance with Section 2 CFR 200.516(a)?	None reported

Identification of Major Programs:

<u>Assistance Listing Number</u>	<u>Name of Federal Program or Cluster</u>
20.509	Federal Transit Cluster
20.933	National Infrastructure Investments

Dollar threshold used to distinguish between Type A and Type B programs	\$750,000
Auditee qualified as a low-risk auditee?	No

Section II – Financial Statement Findings

Finding No. FS 2024-001: Internal Control Over Financial Reporting – Prior period adjustments (Material Weakness)

Criteria

Management is responsible for designing, implementing, and maintaining appropriate internal control over financial reporting and compliance. Management is also responsible for the accuracy of the financial statements including disclosures.

The internal control should include establishing or enhancing guidance in the following areas:

- *Control environment* sets the tone of an organization, influencing the control consciousness of its people. It is the foundation for all other components of internal control, providing discipline and structure.
- *Risk assessment* is the entity's identification and analysis of relevant risks to achievement of its objectives, forming a basis for developing appropriate risk responses.
- *Control activities* are the actions management establishes through policies and procedures to achieve objectives and respond to risks in the internal control system.
- *Information and communication* systems support the identification, capture, and exchange of information in a form and time frame that enables people to carry out their responsibilities.
- *Monitoring* consists of activities management establishes and operates to assess the quality of performance over time.

Condition

During the audit, as discussed in Note 14 to the basic financial statements, the Commission determined that:

- a. the Commission had overstated the interest allocation for its Transportation Development Act Fund and Prop 1B Fund resulting to an overstatement of the recorded investment income for governmental activities amounting to \$562,863.
- b. the Commission had understated its government-wide capital assets and compensated absences as of June 30, 2023, by \$7,600 and \$29,098, respectively.

The effects of correcting the above errors are shown in *Error Corrections* column below.

**Imperial County Transportation Commission
Schedule of Findings and Questioned Costs (Continued)
Year ended June 30, 2024**

Finding No. FS 2024-001: Internal Control Over Financial Reporting – Prior period adjustments (continued)

Condition (continued)

	June 30, 2023 As Previously Reported	Change to or within the Financial Reporting Entity	Error Corrections	June 30, 2023 As Restated
Government-Wide				
Government Activities	\$ 23,384,228	\$ -	\$ (526,165)	\$ 22,858,063
Business-Type Activities	28,908,802	-	-	28,908,802
Total Primary Government	<u>\$ 52,293,030</u>	<u>\$ -</u>	<u>\$ (526,165)</u>	<u>\$ 51,766,865</u>
Governmental Funds				
Major Funds:				
Transportation Development Act Fund	\$ 16,875,371	\$ -	\$ (562,836)	\$ 16,312,535
State Transit Assistance Fund	5,074,760	-	-	5,074,760
Regional Planning and Programs Fund	(58,946)	-	-	(58,946)
Prop 1B Fund	32	(32)	-	-
State of Good Repair Fund	-	-	-	-
Regional Collaborations Fund	10,713	(10,713)	-	-
SAFE Fund	1,574,188	(1,574,188)	-	-
Nonmajor Funds:				
Special Revenue Funds	-	1,584,933	(27)	1,584,906
	<u>\$ 23,476,118</u>	<u>\$ -</u>	<u>\$ (562,863)</u>	<u>\$ 22,913,255</u>
Proprietary Funds				
Major Fund:				
Transit Planning and Programs Management Fund	\$ 28,908,802	\$ -	\$ -	\$ 28,908,802
	<u>\$ 28,908,802</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 28,908,802</u>

Cause

The Commission did not properly follow its policies and procedures for evaluating, reviewing, and properly recording financial transactions relating to the financial close and reporting of their fiscal year ended June 30, 2023 financial statements. Accruals, reconciliations, and sub-ledgers that support the amounts and disclosures in the financial statements should be reconciled to the general ledger and reviewed by management in a timely manner to ensure that the general ledger is complete and accurate with all transactions recorded in the proper period.

Repeat Finding:

No

Effect

Restatements of beginning net position as of July 1, 2023 for the government-wide financial statements governmental activities of \$526,165 was necessary, as well as to the corresponding governmental funds.

Recommendation

We recommend the Commission implement a monthly and year-end closing process in an effective manner. We also recommend that the Commission establish and document proper closing and reconciliation procedures and assign responsibility for completing the procedures to specific Commission personnel. The closing procedures should be documented in a checklist that indicates who will perform each procedure and when completion of each procedure is due and is accomplished. These reconciliation will provide assurance that financial statements are fairly accurate and complete.

The Commission should also enhance its review processes over its financial transactions to ensure the fairly accurate and complete preparation of its basic financial statements.

Views of Responsible Officials

The Commission concurs with the finding. The Commission is continuously establishing procedures to ensure all year-end close out activities are completed as required.

The Commission will enhance its year-end documentation evaluation, reconciliation and tracking processes to ensure all year-end transactions are completed within the performance period. Completing all year-end transactions within the performance period will assist the Commission with eliminating prior period adjustments.

Section III – Federal Award Findings

There were no federal award findings noted during the fiscal year ended June 30, 2024.

Financial Statement Findings

Finding No.	Finding Description	Recommendation	Current Status
Finding No 2023-001	Internal Control Over Financial Reporting – Prior Period Adjustments	The Commission should enhance its review processes over transactions arising from capital assets to ensure the accurate and complete year-end closing of the general ledger and the preparation of its basic financial statements.	Implemented. The specific prior year adjustments were not present in the current fiscal year's audit.



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Imperial County Transportation Commission
El Centro, California
Financial Statements
For the Year Ended June 30, 2024
With Independent Auditor's Reports

Draft 03.07.2025

Imperial County Transportation Commission
El Centro, California
Financial Statements
For the Year Ended June 30, 2024
With Independent Auditor's Reports

	<u>PAGE</u>
INDEPENDENT AUDITOR'S REPORTS	
Report on the Financial Statements	1
Report on Compliance for the Transportation Planning Agency Required by Transportation Development Act and Report on Internal Control Over Compliance	5
BASIC FINANCIAL STATEMENTS	
Government-Wide Financial Statements	
Statement of Net Position	8
Statement of Activities	9
Fund Financial Statements	
Governmental Funds	
Balance Sheet	11
Reconciliation of the Governmental Funds Balance Sheet to the Government-Wide Statement of Net Position	12
Statement of Revenues, Expenditures, and Changes in Fund Balances	13
Reconciliation of the Statement of Revenues, Expenditures, and Changes in Fund Balances to the Government-Wide Statement of Activities	14
Proprietary Funds	
Statement of Net Position	15
Statement of Revenues, Expenses, and Changes in Net Position	16
Statement of Cash Flows	17
Notes to the Basic Financial Statements	18
REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)	
Schedule of Proportionate Share of the Net Pension Liability and Related Ratios	44
Schedule of Pension Contributions	46
Budgetary Comparison Schedules	
Transportation Development Act Fund	48
State Transit Assistance Fund	49
Regional Planning and Programs Fund	50
Notes to the Budgetary Comparison Schedule	51
OTHER SUPPLEMENTARY INFORMATION	
Other Governmental Funds	
Description of Other Governmental Funds	52
Combining Balance Sheet	53
Combining Statement of Revenues, Expenditures and Changes in Fund Balances	54
Schedule of Revenues, Expenditures and Changes in Fund Balances – Budget and Actual	
Prop 1B Fund	55
State of Good Repair Fund	56
Regional Collaborations Fund	57
SAFE Fund	58

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Independent Auditor's Report

The Board of Directors
of the Imperial County Transportation Commission
El Centro, California

Report on the Audit of the Financial Statements

Opinions

We have audited the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the Imperial County Transportation Commission, California (the Commission), as of and for the year ended June 30, 2024, and the related notes to financial statements, which collectively comprise the Commission's basic financial statements, as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the Imperial County Transportation Commission, as of June 30, 2024, and the respective changes in financial position, and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Commission and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for 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.



In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Commission's ability to continue as a going concern for twelve months beyond the financial statements date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit 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 Commission's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Commission's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control–related matters that we identified during the audit.



Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Proportionate Share of the Net Pension Liability and Related Ratios, the Schedule Pension Contributions, and the Budgetary Comparison Schedules – Major Special Revenue Funds, as listed in the table of contents, 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.

Management has omitted the Management's Discussion and Analysis that accounting principles generally accepted in the United States of America requires to be presented to supplement the basic financial statements. Such missing 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. Our opinion on the basic financial statements is not affected by this missing information.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Commission's basic financial statements. The combining and individual fund financial statements and budgetary comparison schedules as listed in the table of contents, are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The 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 GAAS. In our opinion, the supplementary information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.



Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated March __, 2025, on our consideration of the Commission'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 the Commission'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 Commission's internal control over financial reporting and compliance.

Glendale, California
March __, 2025



**Report on Compliance for the Transportation Planning Agency Required by
Transportation Development Act
and Report on Internal Control Over Compliance**

**The Board of Directors
of the Imperial County Transportation Commission**
El Centro, California

**Report on Compliance for Transportation Planning Agency Required by Transportation
Development Act**

Opinion

We have audited the Imperial County Transportation Commission, California’s (“the Commission”) compliance with the compliance requirements described in §6662 and §6663 of the California Code of Regulation, Title 21, Division 3, Chapter 3, Article 5.5 applicable to the Commission’s compliance as Transportation Planning Agency (“TPA”) for the year ended June 30, 2024.

In our opinion, the Commission complied, in all material respects, with the compliance requirements referred to above that are applicable to the Commission as Transportation Planning Agency for the year ended June 30, 2024.

Basis for Opinion on Measure X Program

We conducted our audit of compliance 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 the Comptroller General of the United States; Transportation Development Act (“TDA”) Statutes and California Code of Regulations, July 2018, issued by the California Department of Transportation Division of Rail and Mass Transportation (“TDA Guidebook”). Our responsibilities under those standards are further described in the Auditor’s Responsibilities for the Audit of Compliance section of our report. We are required to be independent of the Commission and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for the Transportation Planning Agency as required by Transportation Development Act. Our audit does not provide a legal determination of the Commission’s compliance with the compliance requirements referred to above.



Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the Commission's Transportation Development Act.

Auditors' Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Commission's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with auditing standards in the United States of America and *Government Auditing Standards* will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Commission's compliance with the requirements of the Transportation Development Act as a whole.

In performing an audit in accordance with auditing standards generally accepted in the United States of America and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Commission's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the Commission's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Measure X Program, but not for the purpose of expressing an opinion on the effectiveness of the Commission's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.



Report on Internal Control Over Compliance

A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of the Transportation Development Act on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of the Transportation Development Act that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing on internal control over compliance and the results of that testing based on the requirements of §6662 and §6663 of the California Codes of Regulation, Title 21, Division 3, Chapter 3, Article 5.5. Accordingly, this report is not suitable for any other purpose.

Glendale, California
March __, 2025

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BASIC FINANCIAL STATEMENTS

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GOVERNMENT-WIDE FINANCIAL STATEMENTS

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Imperial County Transportation Commission
Statement of Net Position
June 30, 2024

	<u>Governmental Activities</u>	<u>Business-type Activities</u>	<u>Total</u>
ASSETS			
Cash and investments	\$ 28,100,602	\$ 26,749,863	\$ 54,850,465
Receivables:			
Accounts receivable	5,252,251	-	5,252,251
Interest receivable	264,066	236,432	500,498
Due from other governments	619,625	3,802,862	4,422,487
Capital assets:			
Nondepreciable	-	2,890,000	2,890,000
Depreciable, net of accumulated depreciation and amortization	15,483	9,864,813	9,880,296
Total assets	<u>34,252,027</u>	<u>43,543,970</u>	<u>77,795,997</u>
DEFERRED OUTFLOWS OF RESOURCES			
Deferred outflows of resources related to pension	127,751	341,908	469,659
Total deferred outflows of resources	<u>127,751</u>	<u>341,908</u>	<u>469,659</u>
LIABILITIES			
Accounts payable	5,301,700	7,861,824	13,163,524
Accrued payroll	11,567	19,069	30,636
Unearned revenues	1,014,060	-	1,014,060
Compensated absences, due within one year	18,915	42,547	61,462
Long-term liabilities:			
Net pension liability	167,428	436,764	604,192
Total liabilities	<u>6,513,670</u>	<u>8,360,204</u>	<u>14,873,874</u>
DEFERRED INFLOWS OF RESOURCES			
Deferred inflows of resources related to pension	65,118	135,229	200,347
Lease liabilities	10,820	25,971	36,791
Total deferred inflows of resources	<u>75,938</u>	<u>161,200</u>	<u>237,138</u>
NET POSITION			
Net investment in capital assets	4,663	12,728,842	12,733,505
Restricted	27,785,507	22,635,632	50,421,139
Total net position	<u>\$ 27,790,170</u>	<u>\$ 35,364,474</u>	<u>\$ 63,154,644</u>

See notes to financial statements.

Imperial County Transportation Commission
Statement of Activities
For the Year Ended June 30, 2024

<u>Function/Programs</u>	<u>Expenses</u>	<u>Program Revenues</u>			<u>Total</u>
		<u>Charges for Services</u>	<u>Operating Grants and Contributions</u>	<u>Capital Grants and Contributions</u>	
Governmental Activities:					
General government	\$ 5,218,884	\$ -	\$ -	\$ -	\$ -
Professional services	248,700	-	-	-	-
Transit and transportation	10,060,875	99,926	5,753,398	4,873,896	10,727,220
Total governmental activities	15,528,459	99,926	5,753,398	4,873,896	10,727,220
Business-type Activities:					
Transportation services	12,348,704	1,267,346	15,123,118	-	16,390,464
Total business-type activities	12,348,704	1,267,346	15,123,118	-	16,390,464
Total primary government	\$ 27,877,163	\$ 1,367,272	\$ 20,876,516	\$ 4,873,896	\$ 27,117,684

See notes to financial statements.

Imperial County Transportation Commission
Statement of Activities (Continued)
For the Year Ended June 30, 2024

<u>Function/Programs</u>	<u>Net (Expenses) Revenues and Changes in Net Position</u>		
	<u>Governmental Activities</u>	<u>Business-type Activities</u>	<u>Total</u>
Governmental Activities:			
General government	\$ (5,218,884)	\$ -	\$ (5,218,884)
Professional services	(248,703)	-	(248,703)
Transit and transportation	666,345	-	666,345
Total governmental activities	<u>(4,801,242)</u>	<u>-</u>	<u>(4,801,242)</u>
Business-type Activities:			
Transportation services	-	4,041,760	4,041,760
Total business-type activities	<u>-</u>	<u>4,041,760</u>	<u>4,041,760</u>
Total primary government	<u>(4,801,242)</u>	<u>4,041,760</u>	<u>(759,482)</u>
General revenues:			
Transportation Development Act sales taxes	10,501,534	-	10,501,534
Investment income	838,389	835,986	1,674,375
Other miscellaneous revenue	5,803	-	5,803
Loss on disposal of capital assets	-	(27,495)	(27,495)
Interest expense	(2,047)	(4,909)	(6,956)
Total general revenues	<u>11,343,679</u>	<u>803,582</u>	<u>12,147,261</u>
Transfers	<u>(1,610,330)</u>	<u>1,610,330</u>	<u>-</u>
Changes in net position	4,932,107	6,455,672	11,387,779
Net Position:			
Beginning of year, as restated (see Note 14)	22,858,063	28,908,802	51,766,865
End of year	<u>\$ 27,790,170</u>	<u>\$ 35,364,474</u>	<u>\$ 63,154,644</u>

See notes to financial statements.

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Draft 03.07.2025

FUND FINANCIAL STATEMENTS

**Imperial County Transportation Commission
Balance Sheet
Governmental Funds
June 30, 2024**

	Transportation Development Act Fund	State Transit Assistance Fund	Planning and Programs Fund	Other Governmental Funds	Total
ASSETS					
Cash and investments	\$ 17,514,579	\$ 6,457,569	\$ 2,202,998	\$ 1,925,455	\$ 28,100,601
Receivables:					
Accounts receivable	1,797,154	-	3,334,158	120,939	5,252,251
Interest receivable	161,479	59,236	25,931	17,421	264,067
Due from other governments	-	619,625	-	-	619,625
Total assets	\$ 19,473,212	\$ 7,136,430	\$ 5,563,087	\$ 2,063,815	\$ 34,236,544
LIABILITIES AND FUND BALANCES					
Liabilities:					
Accounts payable	\$ 169,896	\$ 53,835	\$ 4,985,276	\$ 92,693	\$ 5,301,700
Accrued payroll	-	-	10,856	711	11,567
Unearned revenues	-	764,883	-	249,177	1,014,060
Total liabilities	169,896	818,718	4,996,132	342,581	6,327,327
Fund balances:					
Restricted	19,303,316	6,317,712	566,955	1,721,234	27,909,217
Total fund balances	19,303,316	6,317,712	566,955	1,721,234	27,909,217
Total liabilities and fund balances	\$ 19,473,212	\$ 7,136,430	\$ 5,563,087	\$ 2,063,815	\$ 34,236,544

See notes to financial statements.

**Imperial County Transportation Commission
Reconciliation of the Governmental Funds Balance Sheet
to the Government-Wide Statement of Net Position
June 30, 2024**

Total governmental fund balances	\$ 27,909,217
Capital assets used in governmental activities are not financial resources and therefore, are not reported in the governmental funds:	
Depreciable, net of accumulated depreciation and amortization	15,483
Deferred inflows of resources arising from leases in governmental activities are not financial resources, and therefore are not reported in the governmental funds:	
Lease liabilities	(10,820)
Net pension liabilities and the related deferred outflows of resources and deferred inflows of resources are not due and payable in the current period or not available for current expenditures and are not reported in the governmental fund financial statements:	
Pension related deferred outflows of resources	127,751
Net pension liability	(167,428)
Pension related deferred inflows of resources	(65,118)
Compensated absences liabilities are not due and payable in the current period and, therefore, are not reported in the governmental funds:	
	<u>(18,915)</u>
Net position of governmental activities	<u>\$ 27,790,170</u>

See notes to financial statements.

**Imperial County Transportation Commission
Statement of Revenues, Expenditures, and Changes in Fund Balances
Governmental Funds
For the Year Ended June 30, 2024**

	Transportation Development Act Fund	State Transit Assistance Fund	Regional Planning and Programs Fund	Other Governmental Funds	Total
Revenues:					
State allocations	\$ -	\$ 3,113,946	\$ 819,931	\$ 1,819,521	\$ 5,753,398
Federal allocations	-	-	4,873,896	-	4,873,896
TDA sales taxes	10,501,534	-	-	-	10,501,534
Investment income	509,670	169,458	107,723	51,538	838,389
Membership revenues	-	-	99,926	-	99,926
Other revenues	-	-	5,803	-	5,803
Total revenues	11,011,204	3,283,404	5,907,279	1,871,059	22,072,946
Expenditures:					
TDA disbursements	8,020,423	2,040,452	-	-	10,060,875
General and administrative	-	-	5,145,197	38,629	5,183,826
Professional services	-	-	136,181	85,769	221,950
Interest expense	-	-	-	3	3
Total expenditures	8,020,423	2,040,452	5,281,378	124,401	15,466,654
Excess of revenues over expenditures	2,990,781	1,242,952	625,901	1,746,658	6,606,292
Other financing uses:					
Transfers out	-	-	-	(1,610,330)	(1,610,330)
Total other financing uses	-	-	-	(1,610,330)	(1,610,330)
Net change in fund balances	2,990,781	1,242,952	625,901	136,328	4,995,962
Fund balances (deficit):					
Beginning of year, as restated (see Note 14)	16,312,535	5,074,760	(58,946)	1,584,906	22,913,255
End of year	\$ 19,303,316	\$ 6,317,712	\$ 566,955	\$ 1,721,234	\$ 27,909,217

See notes to financial statements.

**Imperial County Transportation Commission
Reconciliation of the Statement of Revenues, Expenditures, and
Changes in Fund Balances to the Government- Wide Statement of Net Position
For the Year Ended June 30, 2024**

Net change in fund balances of governmental funds	\$	4,995,962
Amounts reported for governmental activities in the Statement of Activities are different because:		
Governmental funds report capital outlay as expenditures. However, in the Statement of Activities, the cost of those assets is allocated over their estimated useful lives and reported as depreciation and amortization expense:		
Depreciation and amortization expense		(893)
Some expenses reported in the statement of activities require the use of current financial resources and therefore are not reported as expenditures in governmental funds:		
Interest expense associated with lease liabilities		(2,044)
Changes in the net pension liability in the Statement of Activities did not require the use of current financial resources and, therefore, is not reported as expenditures in the governmental funds		
		41,864
Changes in pension-related deferrals in the Statement of Activities do not require the use of current financial resources and, therefore, are not reported as expenditures in the governmental funds:		
Pension-related deferred outflows of resources		(44,003)
Pension-related deferred inflows of resources		(32,026)
Changes in compensated absences do not use current financial resources and, therefore are not reported as an expenditure in governmental funds:		
		<u>(26,753)</u>
Change in net position of governmental activities	\$	<u><u>4,932,107</u></u>

See notes to financial statements.

Imperial County Transportation Commission
Statement of Net Position
Proprietary Fund
June 30, 2024

		Enterprise Fund	
		Transit Planning and Programs Management Fund	Total
ASSETS			
Current assets:			
Cash and investments		\$ 26,749,863	\$ 26,749,863
Receivables:			
Due from other governments		3,802,862	3,802,862
Interest receivable		236,432	236,432
	Total current assets	30,789,157	30,789,157
Noncurrent assets:			
Nondepreciable		2,890,000	2,890,000
Depreciable, net of accumulated depreciation		9,864,813	9,864,813
	Total noncurrent assets	12,754,813	12,754,813
	Total assets	43,543,970	43,543,970
DEFERRED OUTFLOWS OF RESOURCES			
Deferred amounts related to pension		341,908	341,908
	Total deferred outflows of resources	341,908	341,908
LIABILITIES			
Current liabilities:			
Accounts payable		7,861,824	7,861,824
Accrued payroll		19,069	19,069
Compensated absences, due within one year		42,547	42,547
	Total current liabilities	7,923,440	7,923,440
Long-term liabilities:			
Net pension liability		436,764	436,764
	Total long-term liabilities	436,764	436,764
	Total liabilities	8,360,204	8,360,204
DEFERRED INFLOWS OF RESOURCES			
Deferred amounts related to pension		135,229	135,229
Lease liabilities		25,971	25,971
	Total deferred inflows of resources	161,200	161,200
NET POSITION			
Net investment in capital assets		12,728,842	12,728,842
Restricted		22,635,632	22,635,632
	Total net position	\$ 35,364,474	\$ 35,364,474

See notes to financial statements.

Imperial County Transportation Commission
Statement of Revenues, Expenditures, and Changes in Net Position
Proprietary Fund
For the Year Ended June 30, 2024

	Enterprise Fund	
	Transit Planning and Programs Management Fund	Total
Operating revenue:		
Passenger fares	\$ 1,267,346	\$ 1,267,346
Total operating revenue	1,267,346	1,267,346
Operating expenses:		
Purchased transportation services	9,698,339	9,698,339
Professional services	578,948	578,948
General administration	829,425	829,425
Capital contributions	35,719	35,719
Maintenance	249,044	249,044
Depreciation and amortization	957,229	957,229
Total operating expenses	12,348,704	12,348,704
Operating loss	(11,081,358)	(11,081,358)
Nonoperating revenues (expenses):		
State transit revenues	9,997,581	9,997,581
Federal grant revenues	4,823,988	4,823,988
ICTC reimbursements	301,549	301,549
Interest income	835,986	835,986
Interest expense	(4,909)	(4,909)
Loss on disposal of capital assets	(27,495)	(27,495)
Total nonoperating revenues, net	15,926,700	15,926,700
Income before transfers	4,845,342	4,845,342
Transfers:		
Transfers in	1,610,330	1,610,330
Total transfers	1,610,330	1,610,330
Change in net position	6,455,672	6,455,672
Net position:		
Beginning of year	28,908,802	28,908,802
End of year	\$ 35,364,474	\$ 35,364,474

See notes to financial statements.

Imperial County Transportation Commission
Statement of Cash Flows
Proprietary Fund
For the Year Ended June 30, 2024

	Enterprise Fund	
	Transit Planning and Programs Management Fund	Total
Cash flows from operating activities:		
Passenger fares	\$ 1,267,346	\$ 1,267,346
Payments to vendors	(10,468,548)	(10,468,548)
Payments to employees	(527,059)	(527,059)
Net cash used in operating activities	(9,728,261)	(9,728,261)
Cash flows from noncapital financing activities:		
Cash received from other funds	1,610,330	1,610,330
Non-operating grants received	12,174,842	12,174,842
Cash provided by noncapital financing activities	13,785,172	13,785,172
Cash flows from investing activities:		
Payments of lease liability	(82,474)	(82,474)
Interest paid	(4,909)	(4,909)
Interest received	827,760	827,760
Net cash provided by investing activities	740,377	740,377
Cash flows from capital and related financing activities:		
Purchase of capital assets	(9,770,832)	(9,770,832)
Cash used in capital and related financing activities	(9,770,832)	(9,770,832)
Net decrease in cash and investments	(4,973,544)	(4,973,544)
Cash and investments, beginning of year	31,723,407	31,723,407
Cash and investments, end of year	\$ 26,749,863	\$ 26,749,863
Reconciliation of operating loss to net cash used in operating		
Operating loss	\$ (11,081,358)	\$ (11,081,358)
Adjustment to reconcile operating loss to net cash used in operating activities:		
Depreciation and amortization	957,229	957,229
Change in assets and liabilities:		
Pension-related deferred outflows of resources	75,343	75,343
Accounts payable	343,979	343,979
Accrued payroll	(2,400)	(2,400)
Compensated absences	(4,209)	(4,209)
Net pension liability	(71,681)	(71,681)
Pension-related deferred inflows of resources	54,836	54,836
Total adjustments	1,353,097	1,353,097
Net cash used in operating activities	\$ (9,728,261)	\$ (9,728,261)
SUPPLEMENTAL DISCLOSURES OF NONCASH CAPITAL AND RELATED FINANCING ACTIVITIES:		
Obtaining right-of-use lease asset	\$ 108,445	108,445
Obtaining lease liability	\$ 108,445	108,445

See notes to financial statements.

NOTE 1 REPORTING ENTITY

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

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

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

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

NOTE 2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The basic financial statements of the Commission have been prepared in accordance with accounting principles generally accepted of the United States of America (“U.S. GAAP”) as applied to governmental agencies. The Governmental Accounting Standards Board (“GASB”) is the accepted standard setting body for establishing governmental accounting and financial reporting principles. The more significant of the Commission’s accounting policies are described below.

Basis of Accounting and Measurement Focus

The accounts of the Commission are organized on the basis of funds, each of which is considered a separate accounting entity. The operations of each fund are accounted for with a separate set of self-balancing accounts that comprise its assets, deferred outflows of resources, liabilities, deferred inflows of resources, fund equity, revenues, and expenditures or expenses, as appropriate. Governmental resources are allocated to and accounted for in individual funds based upon the purposes for which they are to be spent and the means by which spending activities are controlled.

Government-Wide Financial Statements

The Commission’s Government-Wide Financial Statements include a Statement of Net Position and a Statement of Activities. These statements present summaries of governmental activities for the Commission accompanied by a total column.

These financial statements are presented on an “economic resources” measurement focus and the accrual basis of accounting. Accordingly, all of the Commission’s assets and liabilities, including capital assets, as well as liabilities, are included in the accompanying Statement of Net Position. The Statement of Activities presents changes in net position. Under the accrual basis of accounting, revenues are recognized in the period in which they are earned while expenses are recognized in the period in which the liability is incurred.

Certain types of transactions are reported as program revenues for the Commission in the following categories:

- Charges for services;
- Operating grants and contributions;
- Capital grants and contributions.

NOTE 2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**Basis of Accounting and Measurement Focus (Continued)***Governmental Fund Financial Statements*

Governmental Fund Financial Statements include a Balance Sheet and a Statement of Revenues, Expenditures, and Change in Fund Balances. An accompanying reconciliation explains the differences in net position as presented in these statements to the net position presented in the Government-Wide Financial Statements.

The governmental funds are accounted for on a spending or "*current financial resources*" measurement focus and the modified accrual basis of accounting. Accordingly, only current assets and current liabilities are included on the Balance Sheet. The Statement of Revenues, Expenditures, and Change in Fund Balance presents increases (revenues and other financing sources) and decreases (expenditures and other financing uses) in net current assets. Under the modified accrual basis of accounting, revenues are recognized in the accounting period in which they become both measurable and available to finance expenditures of the current period.

Revenues are recorded when received in cash, except for that revenues subject to accrual (generally 60 days after year-end) are recognized when measurable and available. The primary revenue sources, which have been treated as susceptible to accrual by the Commission, are sales tax and intergovernmental revenues. Expenditures are recorded in the accounting period in which the related fund liability is incurred.

Revenues from grants and other contributions are recognized in the fiscal year in which all eligibility requirements imposed by the provider have been met. Eligibility requirements include timing requirements, which specify the year when the resources are required to be used or the fiscal year when use is first permitted; matching requirements, in which the Commission must provide local resources to be used for a specific purpose; and expenditure requirements, in which the resources are provided to the Commission on a reimbursement basis.

Unavailable revenues arise when potential revenues do not meet both the "measurable" and "available" criteria for recognition in the current period. Unearned revenues arise when the government receives resources before it has a legal claim to them, as when grant monies are received prior to incurring qualifying expenditures. In subsequent periods, when both revenue recognition criteria are met or when the government has a legal claim to the resources, the unavailable and unearned revenues are removed from the Balance Sheet and revenues are recognized.

The Reconciliation of the Fund Financial Statements to the Government-Wide Financial Statements is provided to explain the differences.

NOTE 2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)**Basis of Accounting and Measurement Focus (Continued)***Governmental Fund Financial Statements (Continued)*

The Commission reports the following major governmental funds:

Transportation Development Act Special Revenue Fund

This fund was established by the Commission in order to administer funds derived from ¼ cent of the local general sales tax collected statewide. The state Board of Equalization returns the ¼ cent to each county according to the amount of tax collected. Disbursements from the TDA fund are made to the County of Imperial and the cities located within the County.

State Transit Assistance Special Revenue Fund

This fund was established pursuant to SB 620 to supplement existing funding sources for public transit services. The revenues of the fund are derived from a portion of the sales tax on gasoline and are subject to appropriation by the legislature. Disbursements from the fund are made by the Imperial County Auditor-Controller based upon allocation instruction received from the Commission.

Regional Planning and Programs Special Revenue Fund

This fund was established in order to administer regional transportation programs and services.

Proprietary Fund Financial Statements

Proprietary funds account for operations (1) that are financed and operated in a manner similar to private business enterprises. The intent of the governing body is that costs (expenses, including depreciation) of providing goods or services to the general public on a continuing basis be financed or recovered through user charges; or (2) where the governing body has decided that periodic determination of revenues earned, expenses incurred, and/or net income is appropriate for capital maintenance, public policy, management control, accountability, or other purposes.

Proprietary funds are accounted for on a flow of “*economic resources*” measurement focus and accrual basis of accounting. With this measurement focus, all assets and liabilities associated with the operation are recognized when they are earned, and expenses and deductions are recognized when they are incurred. Non-exchange revenues are recognized when all eligibility requirements have been met. Cost reimbursement grant revenues are recognized when program expenses are incurred in accordance with program guidelines. When non-exchange revenues are received before eligibility requirements are met, they are reported as unearned revenues until earned.

Proprietary funds distinguish operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with the proprietary fund’s principal ongoing operations. The principal operating revenue of the Commission’s proprietary funds are charges to customers for services. Operating expenses for proprietary funds include the cost of services, general and administrative expenses, and depreciation.

NOTE 2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)**Basis of Accounting and Measurement Focus (Continued)***Proprietary Fund Financial Statements (Continued)*

All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

The Commission reports the following major enterprise fund:

Transit Planning and Programs Fund

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

Cash and Investments

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

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

Interfund Transactions

Activity between funds that are representative of lending/borrowing arrangements outstanding at the end of the fiscal year are referred to as "due from/to other funds" (i.e., current portion of interfund loans) or "advances to/from other funds" (i.e., long-term in nature). Any residual balances outstanding between the governmental activities and business-type activities are reported in the Government-Wide Financial Statements as "internal balances."

NOTE 2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)**Capital Assets**

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

Capital assets are depreciated or amortized using either straight-line method over estimated useful lives or unit of production method over the estimated useful mileage.

<u>Assets</u>	<u>Method</u>	<u>Useful Lives/Mileage</u>
Automobiles	Straight line	3 to 5 years
Buildings	Straight line	40 years
Improvements	Straight line	2 to 40 years
Radios and communication equipment	Straight line	3 years
Small furniture, fixtures, and office equipment	Straight line	5 years
Large furniture and durable goods	Straight line	10 years
Computer hardware	Straight line	3 years
Computer software	Straight line	3 years
Transit vehicles	Unit of production	70,000 to 500,000 mileage

Unearned Revenue

Unearned revenues are reported for resources received before the eligibility requirements are met (excluding time requirements) or services are provided.

Compensated Absences

Personal time off ("PTO") hours accumulated and not taken are accrued at fiscal year-end and a liability is reported in the government-wide financial statements. The liability will be liquidated with resources from the governmental and proprietary funds. Upon termination an employee with a minimum of twelve months of continuous services will receive 100% of the unused PTO balance.

Deferred Outflows and Inflows of Resources

The Statement of Net Position reports separate sections for deferred outflows of resources, and deferred inflows of resources, when applicable.

Deferred Outflows of Resources represent outflows of resources (consumption of net position) that apply to future periods and that, therefore, will not be recognized as an expense until that time.

Deferred Inflows of Resources represent inflows of resources (acquisition of net position) that apply to future periods and that, therefore, are not recognized as revenue until that time.

NOTE 2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)**Deferred Outflows and Inflows of Resources (Continued)**

The Commission reports deferred outflows and inflows of resources related to pension on the Government-Wide and Proprietary Fund Statement of Net Position, under full accrual basis of accounting. Pension-related deferred outflows of resources relate to contributions made subsequent to the measurement date, which will be reflected as a reduction of net pension liability in a future reporting period, difference between expected and actual experience, changes of assumptions, net difference between projected and actual earnings on pension plan investments, and adjustments due to differences in proportions. Pension-related deferred inflows of resources include the difference between expected and actual experience and adjustments due to differences in proportions, and will be recognized as part of pension expense in future reporting periods. Refer to Note 8 for items identified as deferred inflows and outflows related to pensions as of June 30, 2024.

Net Position Classifications

In the Government-Wide Financial Statements, net position is classified in the following categories:

Net Investment in Capital Assets – This component of net position consists of capital assets, net of accumulated depreciation, reduced by the outstanding balances of debt that are attributable to the acquisition, construction, or improvement of those assets (where applicable). This portion of net position is not accessible for other purposes.

Restricted – This component of net position consists of restricted assets and deferred outflows of resources reduced by liabilities and deferred inflows of resources related to those assets. The restrictions are placed by third parties or enabling legislation.

Unrestricted – This component of net position is the remaining amount of the assets, deferred outflows of resources, liabilities, and deferred inflows of resources that are not included in the determination of net investment in capital assets or the restricted component of net position.

When an expense is incurred for purposes for which both restricted and unrestricted net positions are available, the Commission's policy is to apply restricted net position first.

Fund Balance Classifications

In the Governmental Fund Financial Statements, fund balances are classified in the following categories:

Nonspendable – Items that cannot be spent because they are not in spendable form, such as prepaid items and inventories, and items that are legally or contractually required to be maintained intact, such as principal of an endowment or revolving loan funds.

NOTE 2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)**Fund Balance Classifications (Continued)**

Restricted – Restricted fund balances encompass the portion of net fund resources subject to externally enforceable legal restrictions. This includes externally imposed restrictions by creditors, such as through debt covenants, grantors, contributors, laws, or regulations of other governments as well as restrictions imposed by law through constitutional provisions or enabling legislation.

Committed – Committed fund balances encompass the portion of net fund resources, the use of which is constrained by limitations that the government imposes upon itself at its highest level of decision making, normally the governing body and that remain binding unless removed in the same manner. The Commission Board of Directors is considered the highest authority for the Commission and must commit or uncommit fund balance via formal resolution.

Assigned – Assigned fund balances encompass the portion of net fund resources reflecting the government's intended use of resources. Assignment of resources can be done by the highest level of decision making or by a committee or official designated for that purpose. The Board and the Executive Director have the authority to assign amounts to be used for specific purposes.

Unassigned – This category is for the remaining fund balance.

When both restricted and unrestricted resources are available for use, it is the Commission's policy to use externally restricted resources first, the unrestricted resources-committed, assigned, and unassigned-in order as needed. The Commission has no formal policy of assignment of fund balance, so it is presumed that the order of spending is first committed fund balance, then assigned fund balance, and last of all, unassigned fund balance.

Pensions

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

The following timeframes are used for pension reporting:

Valuation Date	June 30, 2022
Measurement Date	June 30, 2023
Measurement Period	July 1, 2022 to June 30, 2023

NOTE 2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)**Pensions (Continued)**

Gains and losses related to changes in total pension liability and fiduciary net position are recognized in pension expense systematically over time. The first amortized amounts are recognized in pension expense for the year the gain or loss occurs. The remaining amounts are categorized as deferred outflows and deferred inflows of resources related to pensions and are to be recognized in future pension expense. The amortization period differs depending on the source of the gain or loss. The difference between projected and actual earnings is amortized straight-line over five years. All other amounts are amortized straight-line over the average expected remaining service lives of all members that are provided with benefits (active, inactive, and retired) as of the beginning of the measurement period.

Use of Estimates

The preparation of financial statements in conformity with U.S. GAAP requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosures at the date of the financial statements and the reported amounts of revenues and expenditures during the reporting period. Actual results could differ from those estimates.

Governmental Accounting Standards Update

During the year ended June 30, 2024, the Commission implemented the following GASB standard. The financial statements included herein apply the requirements and provisions of the standard.

GASB Statement No. 100 - *Accounting Changes and Error Corrections*. The requirements of this statement are effective for reporting periods beginning after June 15, 2023.

Released GASB Statements to be implemented in future financial statements are as follows:

GASB Statement No. 101 - *Compensated Absences*. The requirements of this statement are effective for reporting periods beginning after December 15, 2023.

GASB Statement No. 102 - *Certain Risk Disclosures*. The requirements of this statement are effective for reporting periods beginning after June 15, 2024.

GASB Statement No. 103 - *Financial Reporting Model Improvements*. The requirements of this statement are effective for reporting periods beginning after June 15, 2025.

GASB Statement No. 104 - *Disclosure of Certain Capital Assets*. The requirements of this statement are effective for reporting periods beginning after June 15, 2025.

NOTE 3 CASH AND INVESTMENTS

At June 30, 2024, cash and investments are classified in the financial statements as follows:

	Governmental Activities	Business- Type Activities	Total
Cash and investments	\$ 28,100,602	\$ 26,749,863	\$ 54,850,465

At June 30, 2024, cash and investments consisted of the following:

Imperial County investment pool	\$ 54,632,539
Demand deposits	217,926
Total	<u>\$ 54,850,465</u>

Demand Deposits

At June 30, 2024, the carrying amount of the Commission's deposits were \$0 and bank balances were \$217,926. The total bank balance was covered by federal depository insurance or by collateral held by the Commission's agent in the Commission's name as discussed below.

The California Government Code requires California banks and savings and loan associations to secure the Commission's cash deposits by pledging securities as collateral. This Code states that collateral pledged in this manner shall have the effect of perfecting a security interest in such collateral superior to those of a general creditor. Thus, collateral for cash deposits is considered to be held in the Commission's name.

The market value of pledged securities must equal at least 110% of the Commission's cash deposits. California law also allows institutions to secure the Commission deposits by pledging first trust deed mortgage notes having a value of 150% of the Commission's total cash deposits. The Commission may waive collateral requirements for cash deposits, which are fully insured up to \$250,000 by the Federal Deposit Insurance Corporation ("FDIC"). The Commission has waived the collateralization requirements for deposits insured by FDIC.

Cash Pooled with Imperial County Investment Pool

The Commission is a participant in the Imperial County Investment Pool (Pool) and maintained cash in the amount of \$54,632,539 in the Imperial County Treasury at June 30, 2024. The County pools these funds with those of other entities in the County and invests the cash. Cash on deposit in the Pool is stated at fair value. The Pool values participant shares at fair market value during the year and adjusts to fair value at year-end.

Required disclosure information regarding categorization of investments and other deposit and investment risk disclosures can be found in the County of Imperial's Annual Comprehensive Financial Report.

NOTE 3 CASH AND INVESTMENTS (CONTINUED)**Cash Pooled with Imperial County Investment Pool (Continued)**

The Pool is not registered with the Securities and Exchange Commission (SEC), and a treasury oversight committee provides oversight to ensure that investments comply with the approved County investment policy.

Disclosures Relating to Interest Rate Risk

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in market interest rates. At June 30, 2024, the Commission's deposit in the Pool have a weighted average maturity of less than 12 months.

Disclosures Relating to Credit Risk

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. The Pool does not have a rating provided by a nationally recognized statistical rating organization.

Concentration of Credit Risk

The investments of the Commission are in accordance with limitations on the amount that can be invested in any one issuer as stipulated by the California Government Code. The County does not have any investments in any one issuer (other than for Imperial County Investment Pool) that represent 5% or more of the Commission's total investment portfolio.

Custodial Credit Risk

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 California Government Code does not contain legal or policy requirements that would limit the exposure to custodial credit risk for deposits, other than the following provision for deposits: the California Government Code requires that a financial institution secure deposit made by state or local governmental units by pledging securities in an undivided collateral pool held by a depository regulated under state law (unless so waived by the governmental unit). The market value of the pledged securities in the collateral pool must equal at least 110% of the total amount deposited by the public agencies. California law also allows financial institutions to secure the Commission's deposits by pledging first trust deed mortgage notes having a value of 150% of the secured public deposits.

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.

NOTE 4 FEDERAL, STATE, AND LOCAL GRANTS

Federal Assistance

The Commission receives Federal operating assistance funds through the U.S. Department of Transportation Grants (Urbanized Area Formula Program – Federal Grant 5307, Rural Area Formula Program – Federal Grant 5311, Enhanced Mobility of Seniors and Individuals with Disabilities – Federal Grant 5310, Highway Planning and Construction Program, and Congestion Mitigation and Air Quality Improvement Program – CMAQ) and Environmental Protection Agency. Total Federal assistance provided under these programs during the fiscal year ended June 30, 2024 was \$9,697,884.

Transportation Development Act

The Commission is subject to provisions pursuant to Section 6634 and 6637 of the California Administrative Code (CAC) and section 99268.3, 99268.4, and 99268.5 of the Public Utilities Code.

Section 6634

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

CMAQ

Congestion Mitigation and Air Quality grants from the Environmental Protection Agency and Better Utilizing Investment to Leverage Development.

Section 6637

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

Section 99268.3, 99268.4 and 99268.5

The Commission has several fare box recovery ratios for the various services provided.

	<u>Required</u>	<u>Actual</u>
IVT		
IVT Access		
IVT Ride		
MedTrans		

Proposition 1B

The Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) Fund and California Transit Security Grant Program (CTSGP) are part of the State of California’s Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Bond Act), approved by California voters as Proposition 1B on November 7, 2006. A total of \$19.9 billion was deposited into the State Prop 1B fund, \$3.6 billion of which was made available to project sponsors in California for allocation to eligible public transportation projects over a 10-year period.

NOTE 4 FEDERAL, STATE, AND LOCAL GRANTS (CONTINUED)**Proposition 1B (Continued)**

Proposition 1B funds can be used for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, or for rolling stock procurement, rehabilitation, or replacement. The unearned balances for PTMISEA and CTSGP as of June 30, 2024 are \$0.

Low Carbon Transit Operations Program (LCTOP)

LCTOP is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate bill 862. The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. The unearned balance for LCTOP funds as of June 30, 2024 was \$764,883.

State of Good Repair

The State of Good Repair Program provides funding to agencies for transit infrastructure repairs and service improvements. SGR funds are made available for eligible transit maintenance, rehabilitation, and capital projects. The total unearned balance for State of Good Repair funds as of June 30, 2024 was \$249,117.

Better Utilizing Investment to Leverage Development (BUILD) & Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

The BUILD program is a federal competitive grant that looks to enhance America's infrastructure. The Commission was awarded a \$20 million grant for the Calexico East Port of Entry Bridge Widening Project. As of June 30, 2024, the Commission has spent \$18,538,087 of the awarded proceeds on the project.

The program was renamed as RAISE during FY2024, for which the Commission was awarded a \$12,887,507 grant to fund the construction activities for a new intermodal transportation center in the City of Calexico's downtown and will consolidate public and private transportation providers into one facility. As of June 30, 2024, the Commission has spent \$1,252,000 of the awarded proceeds on the project.

NOTE 5 INTERFUND TRANSACTIONS

Transfers

Interfund transfers consisted of the following for the year ended June 30, 2024:

	<u>Transfers In</u>	<u>Transfers Out</u>	
		State of Good Repair Fund	Total
Enterprise Fund:			
Transit Planning and Programs Management Fund		\$ 1,610,330	\$ 1,610,330
Total		\$ 1,610,330	\$ 1,610,330

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

NOTE 6 CAPITAL ASSETS

Governmental Activities

A summary of changes in the Governmental Activities capital assets for the year ended June 30, 2024 is as follows:

	<u>Balance July 1, 2023 (as restated)</u>	<u>Additions</u>	<u>Deletions</u>	<u>Balance June 30, 2024</u>
Governmental Activities				
Capital assets, being depreciated				
Transit equipment	\$ 27,408	\$ -	\$ -	\$ 27,408
Total capital assets, being depreciated	27,408	-	-	27,408
Capital assets, being amortized				
Right of use lease asset	-	45,185	-	45,185
	-	45,185	-	45,185
Less: accumulated depreciation				
Transit equipment	(19,808)	(2,544)		(22,352)
Total accumulated depreciation	(19,808)	(2,544)	-	(22,352)
Less: accumulated amortization				
Right of use lease asset	-	(34,758)		(34,758)
Total accumulated amortization	-	(34,758)	-	(34,758)
Total capital assets, being depreciated and amortized, net	7,600	7,883	-	15,483
Governmental activities capital assets, net	<u>\$ 7,600</u>	<u>\$ 7,883</u>	<u>\$ -</u>	<u>\$ 15,483</u>

NOTE 6 CAPITAL ASSETS (CONTINUED)

Depreciation and amortization expense for the year ended June 30, 2024 was from the following funds and was charged to the general government for the governmental activities on the government-wide financial statements:

Regional Planning and Programs Fund	\$ <u>37,302</u>
Total governmental activities depreciation and amortization	\$ <u>37,302</u>
General government	\$ <u><u>37,302</u></u>

Business-Type Activities

A summary of changes in the Business-type Activities capital assets for the year ended June 30, 2024 is as follows:

	Balance July 1, 2023 (as restated)	Additions	Deletions	Balance June 30, 2024
Business-type Activities:				
Capital assets, being depreciated				
Properties	\$ 225,000	\$ 2,665,000	\$ -	\$ 2,890,000
Total capital assets, not being depreciated	<u>225,000</u>	<u>2,665,000</u>	<u>-</u>	<u>2,890,000</u>
Capital assets, being depreciated				
Furniture	14,045	-	-	14,045
Transit equipment	11,066,420	7,105,832	(64,409)	18,107,843
Total capital assets, being depreciated	<u>11,080,465</u>	<u>7,105,832</u>	<u>(64,409)</u>	<u>18,121,888</u>
Capital assets, being amortized				
Right of use lease asset	-	108,445	-	108,445
	<u>-</u>	<u>108,445</u>	<u>-</u>	<u>108,445</u>
Less: accumulated depreciation				
Furniture	(14,045)	-	-	(14,045)
Transit equipment	(7,431,160)	(873,810)	36,914	(8,268,056)
Total accumulated depreciation	<u>(7,445,205)</u>	<u>(873,810)</u>	<u>36,914</u>	<u>(8,282,101)</u>
Less: accumulated amortization				
Right of use lease asset	-	(83,419)	-	(83,419)
Total accumulated amortization	<u>-</u>	<u>(83,419)</u>	<u>-</u>	<u>(83,419)</u>
Total capital assets, being depreciated and amortized, net	<u>3,635,260</u>	<u>6,257,048</u>	<u>(27,495)</u>	<u>9,864,813</u>
Business-type activities capital assets, net \$	<u><u>3,860,260</u></u>	<u><u>8,922,048</u></u>	<u><u>(27,495)</u></u>	<u><u>12,754,813</u></u>

NOTE 6 CAPITAL ASSETS (CONTINUED)

Depreciation and amortization expense for the year ended June 30, 2024 was from the following funds and was charged to the transportation services for the business-type activities on the Government-Wide Financial Statements:

Transit Planning and Programs Management Fund	\$ <u>957,229</u>
Total business-type activities depreciation and amortization	\$ <u>957,229</u>
Transportation services	\$ <u><u>957,229</u></u>

NOTE 7 COMPENSATED ABSENCES

Changes in compensated absences for the year ended June 30, 2024, were as follows:

	<u>Balance</u> <u>July 1, 2023</u>	<u>Additions</u>	<u>Deletions</u>	<u>Balance</u> <u>June 30, 2024</u>	<u>Due in One</u> <u>Year</u>	<u>Due in More</u> <u>Than One Year</u>
Governmental Activities:						
Compensated absences	\$ 21,260	\$ 26,753	\$ (29,098)	\$ 18,915	\$ 18,915	\$ -
Business-type Activities:						
Compensated absences	\$ 46,756	\$ 47,889	\$ (52,098)	\$ 42,547	\$ 42,547	\$ -

The Commission’s policy relating to employees leave benefits is described in Note 2, Compensated Absences. The long-term portion of compensated absences is expected to be paid in future years from future resources from the Regional Planning and Programs, Regional Collaboration, and Transit Planning and Programs Management funds.

NOTE 8 PENSION

General Information about the Pension Plan

Plan Description

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

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

NOTE 8 PENSION

General Information about the Pension Plan (Continued)

Plan Description (Continued)

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

Employees Covered by Benefit Terms

At the June 30, 2023 measurement date, plan membership consisted of the following:

Active employees	8
Retired employees and beneficiaries	0
Total	8

Benefits Provided

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

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

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

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

NOTE 8 PENSION (CONTINUED)**General Information about the Pension Plan (Continued)***Benefits Provided (Continued)*

For members with membership dates before January 1, 2013, the maximum monthly retirement allowance is 100% of final compensation. However, for members with membership dates on or after January 1, 2013 the maximum amount of pensionable compensation that can be taken into account for 2023 is equal to \$175,250 (reference Section 7522.10). This limit is adjusted on an annual basis. Members are exempt from paying member contributions and employers are exempt from paying employer contributions on compensation in excess of the annual cap.

Final average compensation consists of the highest 12 consecutive months for a general or safety member and the highest 36 consecutive months for a PEPRA general member or PEPRA safety member.

Contributions

The County of Imperial and contracting districts contribute to the retirement plan based upon actuarially determined contribution rates adopted by the Board of Retirement. Employer contribution rates are adopted annually based upon recommendations received from ICERS' actuary after the completion of the annual actuarial valuation. The average employer contribution rate as of June 30, 2023 for 2022-2023 (based on the June 30, 2021 valuation) was 22.71% of compensation.

All members are required to make contributions to ICERS regardless of the retirement plan or tier in which they are included. The average member contribution rate as of June 30, 2023 for 2022-2023 (based on the June 30, 2021 valuation) was 13.01% of compensation.

Net Pension Liabilities, Pension Expenses, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions*Actuarial Methods and Assumptions Used to Determine Total Pension Liability*

The total pension liability (TPL) is measured as of June 30, 2023 and was determined by an actuarial valuation as of June 30, 2022 rolled forward to June 30, 2023 using standard update procedures. In particular, the following actuarial assumption were applied in the June 30, 2023 measurement:

Actuarial Methods and Assumptions Used to Determine Total Pension Liability

Actuarial Cost Method	Entry Age Normal in accordance with the requirements of GASB Statement No. 68
Actuarial Assumptions:	
Discount rate	6.75%
Inflation	2.50%
Salary increases	4.00% to 10.75%
Administrative expenses	2.10% of payroll allocated to both the employer and member based on the components of the total contribution rate (before expenses) for the employer and member.

NOTE 8 PENSION (CONTINUED)**Net Pension Liabilities, Pension Expenses, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions (Continued)***Long-term Expected Rate of Return*

The long-term expected rate of return on pension plan investments was determined using a building-block method in which expected future real rates of return (expected returns, net of inflation) are developed for each major asset class. These returns are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage, adding expected inflation and subtracting expected investment expenses and a risk margin. The target allocation and projected arithmetic real rates of return for each major asset class, after deducting inflation, but before deducting investment expenses are summarized in the following table.

This information was used in the derivation of the long-term expected investment rate of return assumption used for the June 30, 2023 actuarial valuation. This information is subject to change every three years based on the actuarial experience study.

Long-term Expected Rate of Return

Asset class¹	Target Allocation	Long-term Expected Arithmetic Real Rate of Return
Large cap U.S. equity	26.00%	6.00%
Small cap U.S. equity	7.00%	6.65%
Developed international equity	14.00%	7.01%
Emerging markets equity	6.00%	8.80%
U.S. core fixed income	22.00%	1.97%
TIPS	5.00%	1.77%
Real estate	5.00%	3.86%
Value added real estate	5.00%	6.70%
Private credit	5.00%	6.69%
Private equity	5.00%	10.12%
	100.00%	

Discount Rate

The discount rate used to measure the Total Pension Liability (TPL) was 6.75% as of the June 30, 2023 measurement date. For plan member contributions, the projection of cash flows used to determine the discount rate assumed employee contributions will be made at the current contribution rates and that the contributions will be made at rates equal to the actuarially determined contribution rates. For employer contributions, the projection of cash flow used to determine the discount rate assumed employer contributions will be made at rates equal to the actuarially determined contribution rates.

NOTE 8 PENSION (CONTINUED)

Net Pension Liabilities, Pension Expenses, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions (Continued)

Discount Rate (Continued)

For this purpose, only employee and employer contributions that are intended to fund benefits of current plan members and their beneficiaries are included. Based on those assumptions, the Pension Plan's Fiduciary Net Position was projected to be available to make all projected future benefit payments for current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all period of projected benefit payments to determine the TPL as part of the June 30, 2023 measurement date.

Sensitivity of the Commission's Proportionate Share of the Net Pension Liability to Changes in the Discount Rate

The following presents the Commission's share of the net pension liability calculated using the discount rate of 6.75%, as well as what the Commission's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower (5.75%) or 1-percentage-point higher (7.75%) than the current rate:

Plan's Net Pension Liability		
Discount Rate - 1%	Current Discount	Discount Rate + 1%
(5.75%)	Rate (6.75%)	(7.75%)
\$ 1,304,155	\$ 604,192	\$ 35,464

Pension Plan Fiduciary Net Position

Detail information about the plan's fiduciary net position is available in the separately issued ICERS financial report and can be obtained from the County of Imperial's website under Documents.

Proportionate Share of Net Pension Liability and Pension Expense

At June 30, 2024, the Commission reported a liability of \$604,192 for its proportionate share of the net pension liability. The net pension liability was measured as of June 30, 2023 and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation. The Commission's proportion of the net pension liability was based on the projection of the long-term share of contributions to the pension plan related to the projected contributions of all pension plan participants, actuarially determined. At the June 30, 2023 measurement date, the Commission's proportionate share of net pension liability was 0.419%. This is a 0.22% decrease from the previous year.

NOTE 8 PENSION (CONTINUED)**Net Pension Liabilities, Pension Expenses, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions (Continued)***Proportionate Share of Net Pension Liability and Pension Expense (Continued)*

For the year ended June 30, 2024, the Commission recognized pension expense of \$195,961. Pension expense represents the change in the net pension liability during the measurement period, adjusted for actual contributions and the deferred recognition of changes in investment gain/loss, actuarial gain/loss, actuarial assumptions or method, and plan benefits.

The following is the approach established by the plan actuary to allocate the net pension liability and pension expense to the individual employers within the risk pool for the measurement period ended June 30, 2023.

1. In determining a cost-sharing plan's proportionate share, total amounts of liabilities and assets are first calculated for the risk pool on the valuation date (June 30, 2022). The risk pool's fiduciary net position ("FNP") subtracted from its total pension liability ("TPL") determines the net pension liability ("NPL") at the valuation date.
2. Using standard actuarial roll forward methods, the risk pool TPL is then computed at the measurement date. Risk pool FNP at the measurement date is then subtracted from this number to compute the NPL for the risk pool at the measurement date. For purposes of FNP in this step and any later reference thereto, the risk pool's FNP at the measurement date denotes the aggregate risk pool's FNP at June 30, 2023 less the sum of all additional side fund (or unfunded liability) contributions made by all employers during the measurement period (2022-2023).
3. The individual plan's TPL, FNP and NPL are also calculated at the valuation date. TPL is allocated based on the rate plan's share of the actuarial accrued liability. FNP is allocated based on the rate plan's share of the market value assets.
4. Two ratios are created by dividing the plan's individual TPL and FNP as of the valuation date from (3) by the amounts in step (1), the risk pool's total TPL and FNP, respectively.
5. The plan's TPL as of the measurement date is equal to the risk pool TPL generated in (2) multiplied by the TPL ratio generated in (4). The plan's FNP as of the Measurement Date is equal to the FNP generated in (2) multiplied by the FNP ratio generated in (4) plus any additional side fund (or unfunded liability) contributions made by the employer on behalf of the plan during the measurement period
6. The plan's NPL at the measurement date is the difference between the TPL and FNP calculated in (5).

NOTE 8 PENSION (CONTINUED)**Net Pension Liabilities, Pension Expenses, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions (Continued)***Proportionate Share of Net Pension Liability and Pension Expense (Continued)*

The amortization period differs depending on the source of the gain or loss. The difference between projected and actual earnings is amortized over 5-years straight line. All other amounts are amortized straight-line over the average expected remaining service lives of all members that are provided with benefits (active, inactive, and retired) as of the beginning of the measurement period.

The expected average remaining service lifetime ("EARSL") is calculated by dividing the total future service years by the total number of plan participants (active, inactive, and retired) in the risk pool. The EARSL for risk pool for 2022-2023 measurement period is 6.20 years, which was obtained by dividing the total service years (the sum of the remaining service lifetimes of the active employees) by the total number of participants: active, inactive, and retired.

At June 30, 2024, the Commission reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Pension contribution after measurement date	\$ 103,298	\$ -
Difference between expected and actual experience	11,272	(151,664)
Changes of assumptions	178,715	-
Net difference between projected and actual earning on pension plan investments	104,516	-
Adjustment due to differences in proportions	<u>71,858</u>	<u>(48,683)</u>
Total	<u>\$ 469,659</u>	<u>\$ (200,347)</u>

\$103,298 reported as deferred outflows of resources related to pensions resulting from the Commission's contributions made subsequent to the measurement date will be recognized as a reduction of the collective net pension liability in the year ended June 30, 2025.

NOTE 8 PENSION (CONTINUED)

Net Pension Liabilities, Pension Expenses, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions (Continued)

Proportionate Share of Net Pension Liability and Pension Expense (Continued)

Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

<u>Measurement Period Ended June 30,</u>	<u>Deferred Outflows/ (Inflows) of Resources</u>
2024	\$ 36,892
2025	36,892
2026	36,892
2027	36,892
2028	18,446
Thereafter	-
	<u>\$ 166,014</u>

At June 20, 2024, the Commission did not owe anything to the Plan.

NOTE 9 DISBURSEMENTS TO LOCAL AGENCIES

The Local Transportation Fund (LTF) accounts for the one-quarter percent state sales tax collected within the County. The funds can be used for various programs, including administration, planning, and programming for the Transportation Development Act (TDA), bicycle and pedestrian projects, commuter rail, streets and rail, and transit operations. The Commission’s governing board approves an annual allocation which includes funding for local agencies to spend in accordance with TDA guidelines. During the fiscal year ended June 30, 2024, the Commission allocated \$104,244 of LTF funds to local agencies as shown below.

<u>Local Agency</u>	<u>Bicycles and Pedestrians</u>	<u>Benches and Shelters</u>	<u>Total</u>
City of El Centro	\$ 40,592	\$ 18,962	\$ 59,554
County of Imperial	31,416	13,274	44,690
Total allocations	<u>\$ 72,008</u>	<u>\$ 32,236</u>	<u>\$ 104,244</u>

NOTE 10 RISK MANAGEMENT

The Commission is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; and injuries to employees. These risks are covered by third-party commercial insurance. There have been no reductions in insurance coverage as compared to the previous year, and for the past fiscal year, no settlement amounts have occurred.

The Commission's purchased commercial insurance coverage is as follows:

<u>Insurance</u>	<u>Amount</u>
Personal injury	\$ 2,000,000
Public officials errors and omissions	2,000,000
Products/ completed operations	2,000,000
Employment practices	2,000,000
Crime	1,000,000
Property	25,000,000
Workers' compensation	1,000,000

NOTE 11 COMMITMENTS AND CONTINGENCIES**Grants**

The Commission recognizes as revenues, grant monies received as reimbursement for costs incurred in certain federal and state programs it administers. Amounts received or receivable from grantor agencies are subject to audit and adjustment by grantor agencies, principally the federal government. Any disallowed claims, including amounts already collected, may constitute a liability of the applicable funds. The amount, if any, of expenditures which may be disallowed by the grantor cannot be determined at this time although the Commission expects such amounts, if any, to be immaterial.

Commitments

As of June 30, 2024, the Commission did not have significant outstanding commitments.

NOTE 12 NET POSITION AND FUND BALANCE

Net Investment in Capital Assets

At June 30, 2024, the net investment in capital assets category of net position consisted of the following:

	<u>Governmental Activities</u>	<u>Business-Type Activities</u>
Net investment in capital assets:		
Nondepreciable capital assets	\$ -	\$ 2,890,000
Depreciable capital assets, net	4,663	9,838,842
Total net investment in capital assets	<u>\$ 4,663</u>	<u>\$ 12,728,842</u>

Fund Balance Classifications

The following table shows the classification of the Commission's fund balances as of June 30, 2024:

<u>Fund Balance Category</u>	<u>Transportation Development Act Fund</u>	<u>State Transit Assistance Fund</u>	<u>Regional Planning and Programs Fund</u>	<u>Other Governmental Funds</u>	<u>Total</u>
Restricted:					
Transportation projects	\$ 19,303,316	\$ 6,317,712	\$ 566,955	\$ 1,721,234	\$ 27,909,217
Total fund balances	<u>\$ 19,303,316</u>	<u>\$ 6,317,712</u>	<u>\$ 566,955</u>	<u>\$ 1,721,234</u>	<u>\$ 27,909,217</u>

NOTE 13 OTHER REQUIRED DISCLOSURES

Expenditures Exceeding Appropriations

For the year ended June 30, 2024, expenditures exceeded appropriations in the following funds:

<u>Fund</u>	<u>Function</u>	<u>Excess Expenditures</u>
State Transit Assistance Fund	TDA disbursements	\$ 871,630

NOTE 14 PRIOR PERIOD ADJUSTMENTS

Changes to or within the Financial Reporting Entity

Prop 1B Fund, State of Good Repair Fund, Regional Collaborations Fund, and SAFE Fund were previously reported as major funds, in the fiscal year 2023 financial statements. However, the size criteria for the current year changed the presentation for all funds. The effects of those changes to or within the financial reporting entity are shown in the *Change to or within the Financial Reporting Entity* column in the subsequent table presented.

NOTE 14 PRIOR PERIOD ADJUSTMENTS (CONTINUED)

Error Corrections

During the fiscal year 2024, the Commission determined that:

- a. The Commission had overstated the interest allocation for its Transportation Development Act Fund and Prop 1B Fund resulting to an overstatement of the recorded investment income for governmental activities amounting to \$562,863.
- b. The Commission had understated its government-wide capital assets and compensated absences as of June 30, 2023, by \$7,600 and \$29,098, respectively.

The effects of correcting the above errors are shown in the *Error Corrections* column below.

	June 30, 2023 As Previously Reported	Change to or within the Financial Reporting Entity	Error Corrections	June 30, 2023 As Restated
Government-Wide				
mental Activities	\$ 23,384,228	\$ -	\$ (526,165)	\$ 22,858,063
s-Type Activities	28,908,802	-	-	28,908,802
Total Primary Government	<u>\$ 52,293,030</u>	<u>\$ -</u>	<u>\$ (526,165)</u>	<u>\$ 51,766,865</u>
Governmental Funds				
Major Funds:				
Transportation Development Act Fund	\$ 16,875,371	\$ -	\$ (562,836)	\$ 16,312,535
State Transit Assistance Fund	5,074,760	-	-	5,074,760
Regional Planning and Programs Fund	(58,946)	-	-	(58,946)
Fund	32	(32)	-	-
Good Repair Fund	-	-	-	-
Collaborations Fund	10,713	(10,713)	-	-
und	1,574,188	(1,574,188)	-	-
Nonmajor Funds:				
Special Revenue Funds	-	1,584,933	(27)	1,584,906
	<u>\$ 23,476,118</u>	<u>\$ -</u>	<u>\$ (562,863)</u>	<u>\$ 22,913,255</u>
Proprietary Funds				
Major Fund:				
Transit Planning and Programs Management Fund	\$ 28,908,802	\$ -	\$ -	\$ 28,908,802
	<u>\$ 28,908,802</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 28,908,802</u>

NOTE 15 SUBSEQUENT EVENTS

In preparing these financial statements, the Commission has evaluated events and transactions for potential recognition or disclosure through March __, 2025, the date the financial statements were available to be issued. Based upon this evaluation, it was determined that no subsequent events occurred that require recognition or additional disclosure in the financial statements.

REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)

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**Imperial County Transportation Commission
Required Supplementary Information (Unaudited)
Schedule of Proportionate Share of the Net Pension Liability and Related Ratios
For the Year Ended June 30, 2024**

Fiscal Year Ended June 30, Measurement Date	2024 <u>June 30, 2023</u>	2023 <u>June 30, 2022</u>	2022 <u>June 30, 2021</u>	2021 <u>June 30, 2020</u>	2020 <u>June 30, 2019</u>
Proportion of the net pension liability	0.42%	0.64%	0.56%	0.68%	0.50%
Proportionate share of the net pension liability	\$ <u>604,192</u>	\$ <u>717,737</u>	\$ <u>60,788</u>	\$ <u>937,450</u>	\$ <u>613,149</u>
Covered payroll	\$ <u>617,902</u>	\$ <u>740,517</u>	\$ <u>718,949</u>	\$ <u>698,009</u>	\$ <u>715,480</u>
 Proportionate share of the net pension liability as percentage of covered payroll	 <u>121.60%</u>	 <u>96.92%</u>	 <u>8.46%</u>	 <u>134.30%</u>	 <u>85.70%</u>
 Plan's proportionate share of the fiduciary net position as a percentage of the total pension liability	 <u>87.54%</u>	 <u>92.80%</u>	 <u>82.42%</u>	 <u>81.98%</u>	 <u>87.76%</u>

*Historical information is presented only for measurement periods for which GASB 68 is implemented.

**Imperial County Transportation Commission
Required Supplementary Information (Unaudited)
Schedule of Proportionate Share of the Net Pension Liability and Related Ratios
(Continued)
For the Year Ended June 30, 2024**

Fiscal Year Ended June 30, Measurement Date	2019 June 30, 2018	2018 June 30, 2017	2017 June 30, 2016	2016 June 30, 2015	2015 June 30, 2014
Proportion of the net pension liability	0.42%	0.41%	0.37%	0.36%	0.34%
Proportionate share of the net pension liability	\$ 588,681	\$ 546,878	\$ 491,187	\$ 317,478	\$ 200,453
Covered payroll	\$ 599,646	\$ 542,755	\$ 483,874	\$ 452,450	\$ 431,290
Proportionate share of the net pension liability as percentage of covered payroll	98.17%	100.76%	101.51%	70.17%	46.48%
Plan's proportionate share of the fiduciary net position as a percentage of the total pension liability	86.20%	85.31%	83.39%	89.78%	88.78%

*Historical information is presented only for measurement periods for which GASB 68 is implemented.

**Imperial County Transportation Commission
Required Supplementary Information (Unaudited)
Schedule of Pension Contributions
For the Year Ended June 30, 2024**

	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>
Actuarially determined contribution	\$ 103,298	\$ 126,141	\$ 141,167	\$ 152,886	\$ 145,001
Contributions in relation to the actuarially determined contributions	<u>(103,298)</u>	<u>(126,141)</u>	<u>(141,167)</u>	<u>(152,886)</u>	<u>(145,001)</u>
Contribution deficiency (excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Covered payroll	<u>\$ 617,902</u>	<u>\$ 740,517</u>	<u>\$ 718,949</u>	<u>\$ 698,009</u>	<u>\$ 698,009</u>
Contributions as a percentage of covered payroll	<u>16.72%</u>	<u>17.03%</u>	<u>19.64%</u>	<u>21.90%</u>	<u>20.77%</u>

*Historical information is presented only for measurement periods for which GASB No. 68 is implemented.

Notes to Schedule:

Benefit Changes: There were no changes to the benefit terms.

**Imperial County Transportation Commission
Required Supplementary Information (Unaudited)
Schedule of Pension Contributions (Continued)
For the Year Ended June 30, 2024**

	2019	2018	2017	2016	2015
Actuarially determined contribution	\$ 101,098	\$ 92,719	\$ 85,263	\$ 80,762	\$ 71,167
Contributions in relation to the actuarially determined contributions	<u>(101,098)</u>	<u>(92,719)</u>	<u>(85,263)</u>	<u>(80,762)</u>	<u>(71,167)</u>
Contribution deficiency (excess)	\$ -	\$ -	\$ -	\$ -	\$ -
Covered payroll	\$ 715,480	\$ 599,646	\$ 542,755	\$ 483,874	\$ 452,450
Contributions as a percentage of covered payroll	<u>14.13%</u>	<u>15.46%</u>	<u>15.71%</u>	<u>16.69%</u>	<u>15.73%</u>

*Historical information is presented only for measurement periods for which GASB No. 68 is implemented.

Notes to Schedule:

Benefit Changes: There were no changes to the benefit terms.

**Imperial County Transportation Commission
Required Supplementary Information
Budgetary Comparison Schedule – Transportation Development Act Fund
For the Year Ended June 30, 2024**

	Budgeted Amounts		Actual Amounts	Variance with Final Budget Positive (Negative)
	Original	Final		
Revenues:				
TDA sales taxes	\$ 9,825,333	\$ 9,825,333	\$ 10,501,534	\$ 676,201
Investment income	-	-	509,670	509,670
Total revenues	9,825,333	9,825,333	11,011,204	1,185,871
Expenditures:				
TDA disbursements	9,825,333	9,825,333	8,020,423	1,804,910
Total expenditures	9,825,333	9,825,333	8,020,423	1,804,910
Excess of revenues over expenditures	-	-	2,990,781	2,990,781
Net change in fund balance	\$ -	\$ -	2,990,781	\$ 2,990,781
Fund balance:				
Beginning of year, as restated (see Note 14)			16,312,535	
End of year			\$ 19,303,316	

Imperial County Transportation Commission
 Required Supplementary Information
 Budgetary Comparison Schedule – State Transit Assistance Fund
 For the Year Ended June 30, 2024

	Budgeted Amounts		Actual Amounts	Variance with Final Budget Positive (Negative)
	Original	Final		
Revenues:				
State allocations	\$ 2,712,282	\$ 2,712,282	\$ 3,113,946	\$ 401,664
Investment income	-	-	169,458	169,458
Total revenues	2,712,282	2,712,282	3,283,404	571,122
Expenditures:				
TDA disbursements	1,168,822	1,168,822	2,040,452	(871,630)
Total expenditures	1,168,822	1,168,822	2,040,452	(871,630)
Excess of revenues over expenditures	1,543,460	1,543,460	1,242,952	(300,508)
Other financing sources:				
Transfers out	(1,543,460)	(1,543,460)	-	(1,543,460)
Total other financing sources	(1,543,460)	(1,543,460)	-	(1,543,460)
Net change in fund balance	\$ -	\$ -	1,242,952	\$ 1,242,952
Fund balance:				
Beginning of year, as restated (see Note 14)			5,074,760	
End of year			\$ 6,317,712	

**Imperial County Transportation Commission
Required Supplementary Information
Budgetary Comparison Schedule – Regional Planning and Programs Fund
For the Year Ended June 30, 2024**

	<u>Budgeted Amounts</u>		<u>Actual Amounts</u>	<u>Final Budget Positive (Negative)</u>
	<u>Original</u>	<u>Final</u>		
Revenues:				
State allocations	\$ 6,064,489	\$ 6,064,489	\$ 819,931	\$ (5,244,558)
Federal allocations	5,538,607	5,538,607	4,873,896	(664,711)
Investment income	129,152	129,152	107,723	(21,429)
Membership revenues	100,000	100,000	99,926	(74)
Other revenues	464,884	464,884	5,803	(459,081)
Total revenues	<u>12,297,132</u>	<u>12,297,132</u>	<u>5,907,279</u>	<u>(6,389,853)</u>
Expenditures:				
General and administrative	11,813,159	11,813,159	5,145,197	6,667,962
Professional services	483,973	483,973	136,181	347,792
Total expenditures	<u>12,297,132</u>	<u>12,297,132</u>	<u>5,281,378</u>	<u>7,015,754</u>
Excess of revenues over expenditures	<u>-</u>	<u>-</u>	<u>625,901</u>	<u>625,901</u>
Net change in fund balance	<u>\$ -</u>	<u>\$ -</u>	<u>625,901</u>	<u>\$ 625,901</u>
Fund balance (deficit):				
Beginning of year, as restated (see Note 14)			<u>(58,946)</u>	
End of year			<u>\$ 566,955</u>	

Budget and Budgetary Accounting

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

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OTHER SUPPLEMENTARY INFORMATION

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NONMAJOR FUNDS

Proposition "1B" Fund – This fund was established in order to account for funding received from bonds issued by the State. These funds provide for transit capital, corridor mobility improvements, goods movement, state-local partnership funds and local streets and roads.

State of Good Repair Fund – This fund was established to account for the funding received for the provisions of SB1 which apportions funding by formula for any transit-related capital maintenance purposes, including repair, refurbishment and replacement of existing transit vehicles and infrastructure.

Regional Collaborations Fund – This fund was established for the purpose of tracking activities of joint projects with other agencies in the region.

SAFE Fund – This fund was established for the purpose of tracking activities of the Service Authority for Freeway Emergencies revenues received from the Department of Motor Vehicles user registration fees.

Imperial County Transportation Commission
 Combining Balance Sheet
 Other Governmental Funds
 June 30, 2024

	Special Revenue Funds					
	Prop 1B Fund	State of Good Repair Fund	Regional Collaborations		SAFE Fund	Total
			Fund	Fund		
ASSETS						
Cash and investments	\$ 2	\$ 251,351	\$ 1,511	\$ 1,672,591	\$	1,925,455
Receivables:						
Accounts receivable	-	85,736	-	35,203	-	120,939
Interest receivable	-	2,021	40	15,360	-	17,421
Total assets	\$ 2	\$ 339,108	\$ 1,551	\$ 1,723,154	\$	2,063,815
LIABILITIES AND FUND BALANCES						
Liabilities:						
Accounts payable	\$ -	\$ 89,931	\$ 17	\$ 2,745	\$	92,693
Accrued payroll	-	-	246	465	-	711
Unearned revenues	-	249,177	-	-	-	249,177
Total liabilities	-	339,108	263	3,210	-	342,581
Fund balances:						
Restricted	2	-	1,288	1,719,944	-	1,721,234
Total fund balances	2	-	1,288	1,719,944	-	1,721,234
Total liabilities and fund balances	\$ 2	\$ 339,108	\$ 1,551	\$ 1,723,154	\$	2,063,815

**Imperial County Transportation Commission
Combining Statement of Revenues, Expenditures, and Changes in Fund Balances
Other Governmental Funds
Year Ended June 30, 2024**

	<u>Special Revenue Funds</u>				<u>Total</u>
	<u>Prop 1B Fund</u>	<u>State of Good Repair Fund</u>	<u>Regional Collaboration s Fund</u>	<u>SAFE Fund</u>	
Revenues:					
State allocations	\$ -	\$ 1,610,330	\$ -	\$ 209,191	\$ 1,819,521
Federal allocations	-	-	-	-	-
TDA sales taxes	-	-	-	-	-
Investment income	-	-	296	51,242	51,538
Membership revenues	-	-	-	-	-
Other revenues	-	-	-	-	-
Total revenues	<u>-</u>	<u>1,610,330</u>	<u>296</u>	<u>260,433</u>	<u>1,871,059</u>
Expenditures:					
TDA disbursements	-	-	-	-	-
General and administrative	-	-	757	37,872	38,629
Professional services	-	-	8,964	76,805	85,769
Interest expense	3	-	-	-	3
Total expenditures	<u>3</u>	<u>-</u>	<u>9,721</u>	<u>114,677</u>	<u>124,401</u>
Excess of revenues (under) over expenditures	<u>(3)</u>	<u>1,610,330</u>	<u>(9,425)</u>	<u>145,756</u>	<u>1,746,658</u>
Other financing uses:					
Transfers out	-	(1,610,330)	-	-	(1,610,330)
Total other financing uses	<u>-</u>	<u>(1,610,330)</u>	<u>-</u>	<u>-</u>	<u>(1,610,330)</u>
Net change in fund balances	(3)	-	(9,425)	145,756	136,328
Fund balances:					
Beginning of year, as restated (see Note 14)	5	-	10,713	1,574,188	1,584,906
End of year	<u>\$ 2</u>	<u>\$ -</u>	<u>\$ 1,288</u>	<u>\$ 1,719,944</u>	<u>\$ 1,721,234</u>

Imperial County Transportation Commission
 Schedule of Revenues, Expenditures, and Changes in Fund Balance
 Budget and Actual
 Prop 1B Fund
 Year Ended June 30, 2024

	Budgeted Amounts		Actual Amounts	Variance with Final Budget Positive (Negative)
	Original	Final		
Revenues:				
State allocations	\$ 750,000	\$ 750,000	\$ -	\$ (750,000)
Total revenues	750,000	750,000	-	(750,000)
Expenditures:				
TDA disbursements	750,000	750,000	-	750,000
Interest expense	-	-	3	(3)
Total expenditures	750,000	750,000	3	749,997
Excess of revenues over expenditures	-	-	(3.00)	(3)
Net change in fund balance	\$ -	\$ -	(3.00)	\$ (3.00)
Fund balance:				
Beginning of year, as restated (see Note 14)			5.00	
End of year			\$ 2.00	

**Imperial County Transportation Commission
 Schedule of Revenues, Expenditures, and Changes in Fund Balance
 Budget and Actual
 State of Good Repairs Fund
 Year Ended June 30, 2024**

	Budgeted Amounts		Actual	Variance with
	Original	Final	Amounts	Final Budget
				Positive
				(Negative)
Revenues:				
State allocations	\$ 1,449,882	\$ 1,449,882	\$ 1,610,330	\$ 160,448
Total revenues	1,449,882	1,449,882	1,610,330	160,448
Expenditures:				
Professional services	1,449,882	1,449,882	-	1,449,882
Total expenditures	1,449,882	1,449,882	-	1,449,882
Excess of revenues over expenditures	-	-	1,610,330	(1,289,434)
Other financing sources:				
Transfers out	-	-	(1,610,330)	1,610,330
Total other financing sources	-	-	(1,610,330)	1,610,330
Net change in fund balance	\$ -	\$ -	-	\$ 320,896
Fund balance:				
Beginning of year, as restated (see Note 14)			-	
End of year			\$ -	

**Imperial County Transportation Commission
 Schedule of Revenues, Expenditures, and Changes in Fund Balance
 Budget and Actual
 Regional Collaborations Fund
 Year Ended June 30, 2024**

	Budgeted Amounts		Actual Amounts	Variance with Final Budget Positive (Negative)
	Original	Final		
Revenues:				
State allocations	\$ 200,000	\$ 200,000	\$ -	\$ (200,000)
Federal allocations	18,098	18,098	-	(18,098)
Investment income	-	-	296	296
Total revenues	218,098	218,098	296	(217,802)
Expenditures:				
General and administrative	-	-	757	(757)
Professional services	218,098	218,098	8,964	209,134
Total expenditures	218,098	218,098	9,721	208,377
Excess of revenues over expenditures	-	-	(9,425)	(9,425)
Net change in fund balance	\$ -	\$ -	(9,425)	\$ (9,425)
Fund balance:				
Beginning of year, as restated (see Note 14)			10,713	
End of year			\$ 1,288	

Imperial County Transportation Commission
 Schedule of Revenues, Expenditures, and Changes in Fund Balance
 Budget and Actual
 SAFE Fund
 Year Ended June 30, 2024

	Budgeted Amounts		Actual Amounts	Variance with Final Budget Positive (Negative)
	Original	Final		
Revenues:				
State allocations	\$ 200,000	\$ 200,000	\$ 209,191	\$ 9,191
Investment income	8,953	8,953	51,242	42,289
Total revenues	208,953	208,953	260,433	51,480
Expenditures:				
General and administrative	76,250	76,250	37,872	38,378
Professional services	132,703	132,703	76,805	55,898
Total expenditures	208,953	208,953	114,677	94,276
Excess of revenues over expenditures	-	-	145,756	145,756
Net change in fund balance	\$ -	\$ -	145,756	\$ 145,756
Fund balance:				
Beginning of year, as restated (see Note 14)			1,574,188	
End of year			\$ 1,719,944	

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VII. ACTION CALENDAR

VII. ACTION CALENDAR

- C. Imperial County Local Transportation Authority Annual Financial Audit for Fiscal Year Ended June 30, 2024
 - 1. Receive, Approve and File the FY 2023-24 Imperial County Local Transportation Authority Annual Financial Audit for the following agencies: Brawley, Calipatria, Calexico, 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

March 5, 2025

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, 2024

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 state: “*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 will meet on March 13, 2025, to review the annual financial reports performed by the CPA firm, The Pun Group: *LTA Annual Financial Report, for fiscal year ended June 30, 2024*; and to provide feedback and recommendations.

Previous years recommendations are listed below with staff updates pertaining to accomplishments.

- Provide LTA audit requirements training to agency staff as required. *ICLTA Staff provided an LTA Audit staff training at a scheduled TAC meeting in this fiscal year to review eligible expenses. This will be a continued yearly effort to keep new finance staff informed of the documentation required.*
- Provide a template to all agencies for the 5-year expenditure plan to ensure uniformity in the annual audit. *ICLTA has prepared and forwarded a general template to all agencies for their use, for audit submittal.*
- Request that the 5-year expenditure plan be updated to reflect an accurate list of projects to be worked on and to ensure it is approved annually. *ICLTA staff will continue to remind agencies of the annual approval and will recommend that their list be updated to reflect only those projects to be worked on in the 5-year period.*
- Request that agency staff provide the LTA with a list of LTA funded completed projects for the fiscal year. *ICLTA staff has developed a template and the FY 2023 list of completed projects has been posted on the LTA website. It was also requested that a press release be made regarding the*

funds spent on street projects to date. ICTC is working on developing a strategy to pursue some sort of publication.

- Create a more effective Maintenance of Effort for the agencies. Restructure the MOE to use as a trial period and bring back to the oversight for a final recommendation of approval. *ICLTA intends to recommend a formula based on revenues received prior year to serve as a basis for the MOE requirement for each of the agencies. ICTC is exploring opportunities to adjust the MOE structure.*
- Implement a cap on administrative use of LTA funds with up to 6 to 10% recommended. *ICLTA presented the 5% limit in the use of LTA funds towards administrative expenses and was approved by the board on February 22, 2023.*
- Submit documentation pertaining to use and projects utilizing LTA funds for the prior fiscal year to LTA staff no later than November 1st. *ICLTA staff will continue to work with the agencies to ensure that documentation is submitted by the date specified in the ordinance.*
- Allow LTA staff to implement withholding funds penalties to agencies for noncompliance with LTA regulations. *ICLTA staff will maintain ongoing discussions with agency staff to avoid withholding of funds scenarios. ICLTA staff will only utilize withholding of funds penalties in situations where the agency is nonresponsive to ICLTA compliance documentation requests.*
- Request that agencies with a large fund balance give an explanation as to why the funds have yet to be expended. *ICLTA staff will work with the auditor to include this information as a footnote in the audit report.*

The draft audits are posted on the LTA website at <https://www.ltaimperial.com/audits-and-financial-reports> for your review.

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 2023-24 Imperial County Local Transportation Authority Annual Financial Audit for the following agencies: Brawley, Calipatria, Calexico, El Centro, Holtville, Imperial, Westmorland, the County of Imperial and the ICLTA.

Sincerely,



DAVID AGUIRRE
Executive Director

DA/mb/cl