

## MEMORANDUM

**TAB 25**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** June 25-26, 2026

**From:** STEVEN KECK, Chief Financial Officer

**Reference Number:** 2.1b.(1), Information Item – ***YELLOW MEETING HANDOUT***

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Division of Financial Programming

**Subject:** **STIP AMENDMENT 26S-09 (NOTICE)**  
**PPNO 1647 – IMPERIAL COUNTY**

### **SUMMARY:**

The California Department of Transportation (Department) and the Imperial County Transportation Commission (ICTC) will request that the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) amendment at the next scheduled Commission meeting following the notice period.

The Department and the ICTC propose to create a new project titled Anza Road Bridge Replacement (PPNO 1647), and program \$2,000,000 in Infrastructure Investment and Jobs Act (IIJA) Surface Transportation Block Grant Program (STBGP) – Coordinated Border Infrastructure (CBI) Program funds to the new project (PPNO 1647) in Imperial County.

### **BACKGROUND:**

Pursuant to Section 164.1 of the California Streets and Highways Code, CBI funds shall be programmed, allocated, and expended in the same manner as other federal funds made available for capital improvement projects in the STIP. The IIJA specifies that projects under the CBI program are eligible under the STBGP. Federal law permits each state to set aside up to five percent of its "any-area" STBGP funds for the CBI.

The Department has reserved \$16 million annually for CBI projects from the State's share of "any-area" STBGP funds. This funding is reflected in the 2026 STIP Fund Estimate approved by the Commission in August 2025. Since enactment of Fixing America's Surface Transportation (FAST) Act STBGP, California has received a total apportionment of \$173 million in CBI funding through 2025-26.

In August 2024, under Resolution 24S-01, the Commission authorized the Department to advance program funding for 2024-25, 2025-26, 2026-27, and 2027-28. Approximately

\$204.7 million has been committed to eligible border region projects statewide, leaving an advanced programming capacity of \$32.2 million available in 2029-30. Of the amount, \$27.5 million is being programmed and allocated concurrently to the East Otay Mesa Land Port of Entry – Northbound Vehicle Processing and Tolling Package (ATP #2) project (PPNO 0999I), leaving \$4.7 million in advanced programming capacity for future projects.

The Anza Road Bridge (Bridge No. 58C0104) spans the All-American Canal in Imperial County and has historically served as an important east–west connection for freight movement, agricultural transport, emergency services, and local travelers accessing the Calexico West Port of Entry (POE), the Calexico International Airport, and nearby commercial development.

On January 21, 2022, a routine inspection identified severe undermining at both abutments and significant structural deterioration, resulting in the immediate closure of the bridge to all traffic. The closure has forced travelers onto longer alternate routes, reducing mobility and increasing travel times for cross-border commerce and local circulation.

The bridge also supports the broader border trade network connecting Imperial County to the Otay Mesa East (OME) POE corridor. Freight and commercial movements between Imperial County, Calexico, and the OME POE rely on a network of east–west connectors, including Anza Road, to distribute goods and agricultural products throughout the binational region. Restoring the Anza Road connection will strengthen regional network redundancy, improve access to multiple ports of entry, and support statewide border trade efficiency goals.

ICTC proposes to replace the existing inoperable structure with a new 2-lane bridge designed to meet current safety and design standards. A Project Study Report–Project Development Support (PSR-PDS) has been completed, documenting structural deficiencies, confirming the need for full replacement, and identifying required environmental, permitting, and technical studies.

The environmental phase will include preparation of an Environmental Impact Report, biological and cultural resource studies, and coordination with regulatory agencies including the California Department of Fish and Wildlife, the Regional Water Quality Control Board, the United States Army Corps of Engineers, the Bureau of Reclamation, and the Imperial Irrigation District.

To advance the project, the Department and the ICTC are requesting \$2,000,000 in CBI funds, to be matched with \$260,000 in local funds, for a total of \$2,260,000. These funds will support completion of the Project Approval and Environmental Document phase.

The proposed funding plan is summarized in the following table:

**Add: Anza Road Bridge Replacement project (PPNO 1647)**

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Imperial County	11	1647	43299	LA	2031-32	0	0						
<b>Implementing Agency: (by component)</b>	<b>PA&amp;ED</b>	Imperial County Transportation Commission				<b>PS&amp;E</b>	Imperial County Transportation Commission						
	<b>R/W</b>	Imperial County Transportation Commission				<b>CON</b>	Imperial County Transportation Commission						
<b>RTPA/CTC:</b>	Imperial County Transportation Commission												
<b>Project Title:</b>	Anza Road Bridge Replacement												
<b>Location:</b>	In Imperial County on Anza Road at All-American Canal.												
<b>Description:</b>	The project proposes to replace an existing bridge crossing at Anza Road/All-American Canal to provide access between Calexico West Port of Entry and Greater Calexico.												
<b>(DOLLARS IN THOUSANDS)</b>													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	26/27	27/28	28/29	29/30	30/31+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
<b>Federal Disc. - IIJA STBGP – CBI</b>													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	2,000	0	0	2,000	0	0	0	0	0	2,000	0		0
Proposed	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Local Funds</b>													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	260	0		260	0	0	0	0	0	260	0		0
Proposed	<b>260</b>	<b>0</b>	<b>0</b>	<b>260</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>260</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total</b>													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	2,260	0	0	2,260	0	0	0	0	0	2,260	0	0	0
Proposed	<b>2,260</b>	<b>0</b>	<b>0</b>	<b>2,260</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,260</b>	<b>0</b>	<b>0</b>	<b>0</b>