TRANSPORTATION COMMISSION MEETING
AGENDA

WEDNESDAY, OCTOBER 22, 2014
6:00 p.m. (or immediately after IVRMA or LTA)

County of Imperial Administration Center
Board of Supervisors Chambers
940 W. Main Street, Second Floor
El Centro, CA 92243

CHAIR: LAWRENCE D. RITCHIE VICE CHAIR: BRUCE KUHN

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

I. CALL TO ORDER AND ROLL CALL

II. EMERGENCY ITEMS
   A. Discussion/Action of emergency items, if necessary.

III. PUBLIC COMMENTS

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

IV. APPROVAL OF CONSENT CALENDAR
   (Executive Director recommends approval of consent calendar items)

A. Approval of ICTC Board Draft Minutes: September 24, 2014 Pages 4-15
B. Receive and File:
   1. ICTC Management Committee Minutes October 8, 2014
   2. ICTC TAC Draft Minutes: September 24, 2014
C. FY 2014-15 Appointment of the Social Services Transportation Advisory Council (SSTAC) Page 16

ICTC Management Committee met on October 8, 2014 and forwards this item to the Commission for review and approval after public comment, if any:

1. Appoint the Voting Members of the Social Services Transportation Advisory Council (SSTAC) for FY 2014-15 for the positions and terms per the enclosure.

CITIES OF BRAWLEY, CALEXICO, CALIPATRIA, EL CENTRO, HOLTVILLE, IMPERIAL, WESTMORLAND, IMPERIAL IRRIGATION DISTRICT AND COUNTY OF IMPERIAL
V. REPORTS

A. ICTC Executive Director
   - See attached Executive Director Report on page 21

B. Southern California Association of Governments

C. California Department of Transportation – District 11
   - See attached report on page 25

D. Commission Member Reports

VI. ACTION CALENDAR

A. Calexico Intermodal Transportation Center Feasibility Study, presentation by Virginia Mendoza, Regional Transportation Planner  
   Page 30

The Technical Advisory Committee met on September 24th and the Management Committee met on October 8, 2014 and forwards this item to the Commission for review and approval after public comment, if any:

1. Approve the Calexico Border Intermodal Transportation Center Feasibility Study Draft Final Report.

B. IVT RIDE Vehicle Acquisition Schedule and Budget Amendment #2  
   Page 170

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

1. Authorize the Executive Director to proceed with all of the arrangements for the lease of four (4) Starcraft Allstar lift equipped cutaway paratransit vehicles from Creative Bus Sales, for the fee of $33,156.00.
2. Approve an ICTC Overall Work Program and Budget Amendment #2 to increase the appropriation level in an amount of $48.156.00 for the IVT RIDE service (7416001-526045).

VII. NEXT MEETING DATE AND PLACE

A. The next meeting of the Imperial County Transportation Commission will be held on Wednesday, November 12, 2014 at 6:00 p.m., at the County of Imperial Board Chambers, at 940 W. Main Street, El Centro, CA.

VIII. ADJOURNMENT

A. Motion to adjourn
IV. APPROVAL OF CONSENT CALENDAR

A. APPROVAL OF BOARD DRAFT MINUTES:
   SEPTEMBER 24, 2014

B. RECEIVE AND FILE:

1. ICTC MANAGEMENT DRAFT MINUTES:
   OCTOBER 8, 2014

2. ICTC TAC MINUTES:
   SEPTEMBER 24, 2014

3. ICTC SSTAC DRAFT MINUTES
   OCTOBER 1, 2014
IMPERIAL COUNTY TRANSPORTATION COMMISSION
DRAFT MINUTES FOR SEPTEMBER 24, 2014
6:00 p.m.

VOTING MEMBERS PRESENT:

City of Brawley              George A. Nava
City of Calipatria           Maria Nava-Froelich
City of Calexico             Bill Hodge
City of El Centro            Sedalia Sanders
City of Holtville            Jim Predmore
City of Imperial             Mark Gran
City of Westmorland          Lawrence D. Ritchie (Chair)
County of Imperial           Jack Terrazas
County of Imperial           John Renison (alt.)
Imperial Irrigation District  Bruce Kuhn

NON-VOTING MEMBERS PRESENT:

Caltrans District 11          Bill Figge

STAFF PRESENT:  Mark Baza, Kathi Williams, Virginia Mendoza, David Salgado, Cristi Lerma, Michelle Bastidas

OTHERS PRESENT:  Sam Amen, Ross Cather: Caltrans; Charles Brockwell, Josh Hood: First Transit-IVT; John Hernandez, public

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 September 24, 2014 together with staff reports and related documents attached thereto and incorporated therein by reference.

I.  CALL TO ORDER AND ROLL CALL
    Chair Ritchie called the Commission meeting to order at 6:20 p.m. Roll call was taken.

II.  EMERGENCY ITEMS
    A. There were none.

III.  PUBLIC COMMENTS

    Mr. John Hernandez stated that he is happy to see the increased public transportation for senior citizens. One area of improvement, Mr. Hernandez stated, is at the border specifically cross border transportation.

IV.  APPROVAL OF CONSENT CALENDAR

    A motion was made by Nava and seconded by Hodge to approve consent item A and B, Motion carried.

    A. Approved the ICTC Board Draft Minutes: August 27, 2014
    B. Received and Filed:
        1. ICTC Management Committee Draft Minutes September 10, 2014
        2. ICTC TAC Draft Minutes: August 28, 2014
        3. ICTC SSTAC Minutes: September 3, 2014
V. REPORTS

A. ICTC Executive Director
Mr. Baza and staff had the following announcements:

- Mr. Baza stated that outside of the ED report that is located on page 23 of the Commission agenda, the only other item that he wished to mention was the recent adoption of a resolution for the HERO program from the City of Calipatria. Mr. Baza is hoping to present the program to those agencies who have not adopted the program.

B. Southern California Association of Governments (SCAG)
Mr. Oliva had the following announcements:

- SCAG’s Regional Council has approved the jointly developed Amendment No. 2 to the 2012-2035 RTP/SCS and 2015 FTIP.
- SCAG’s GIS Services Program has selected SANBORN as the consultant for the acquisition of aerial imagery for Imperial County. The Consultant has begun to fly over Imperial County as of September 15, 2014. We had a kick off meeting with the consultant and representatives of the County of Imperial, IID, City of Brawley, City of El Centro, City of Calexico, and SCAG. The flights will continue until October 31st, and a final product is expected to be delivered to SCAG by March 30, 2015. A schedule of quality control checkpoints have been established with the consultant to ensure a quality product before final submittal.
  - A full report is on page 26 of the Commission agenda.

C. California Department of Transportation (Caltrans)
Mr. Figge had the following announcements:

- Caltrans District 11, the County of Imperial and the City of Calipatria have worked together to determine that the SR-111 rest area will be closed in 2015/16. Signage to inform the travelling public of the closure has been installed at the rest area. Ms. Nava- Froelich stated that she will be submitting a letter to reconsider to remain open.
  - A full report is on page 29 of the Commission agenda.

D. Commission Member Report
- There were various city announcements for each of the cities/county.

VI. ACTION CALENDAR

A. The Passenger Statistical Summary (PSS) Project for FY 2013-14 for Imperial Valley Transit (IVT)
ICTC Management Committee met on September 10, 2014 and forwarded this item to the Commission for review and approval after public comment, if any:

1. Approved the Passenger Statistical Sampling Project for FY 2013-14
2. Directed staff to forward the report for inclusion in the National Transit Database (NTD)

A motion was made by Kelley and seconded by Kuhn, Motion Carried unanimously.

B. Contract Award for the Coordination of Public Dial-a-Ride Paratransit Services – IVT RIDE
ICTC Management Committee met on September 10, 2014 and forwarded this item to the Commission for review and approval after public comment, if any:
1. Authorized the Chairman to sign an operating agreement with FIRST TRANSIT, INC. for the operation of the IVT RIDE Consolidated Paratransit Service with an annual not to exceed annual operating subsidy, with an annual not to exceed up to 5% marketing allowance, with an annual fuel escalator clause:

   a. Brawley Service Area
      a. For the period January 1, 2015 through June 30, 2015, the annual not to exceed subsidy is set at $162,997.
      b. For the period July 1, 2015 through June 30, 2016, the annual not to exceed subsidy is set at $259,001.
      c. For the period July 1, 2016 through June 30, 2017 the annual not to exceed subsidy is set at $267,899.
      d. For the period July 1, 2017 through June 30, 2018, the annual not to exceed subsidy is set at $276,445.
      e. For the period July 1, 2018 through June 30, 2019, the annual not to exceed subsidy is set at $287,618.

   b. Calexico Service Area
      a. For the period October 1, 2014 through June 30, 2015, the annual not to exceed subsidy is set at $292,974.
      b. For the period July 1, 2015 through June 30, 2016, the annual not to exceed subsidy is set at $364,685.
      c. For the period July 1, 2016 through June 30, 2017 the annual not to exceed subsidy is set at $377,167.
      d. For the period July 1, 2017 through June 30, 2018, the annual not to exceed subsidy is set at $389,177.
      e. For the period July 1, 2018 through June 30, 2019, the annual not to exceed subsidy is set at $404,815.

   c. Imperial Service Area
      a. For the period October 1, 2014 through June 30, 2015, the annual not to exceed subsidy is set at $145,891.
      b. For the period July 1, 2015 through June 30, 2016, the annual not to exceed subsidy is set at $178,064.
      c. For the period July 1, 2016 through June 30, 2017 the annual not to exceed subsidy is set at $184,054.
      d. For the period July 1, 2017 through June 30, 2018, the annual not to exceed subsidy is set at $189,662.
      e. For the period July 1, 2018 through June 30, 2019, the annual not to exceed subsidy is set at $197,069.

   d. West Shores Service Area
      a. For the period December 1, 2014 through June 30, 2015, the annual not to exceed subsidy is set at $51,888.
      b. For the period July 1, 2015 through June 30, 2016, the annual not to exceed subsidy is set at $68,569.
      c. For the period July 1, 2016 through June 30, 2017 the annual not to exceed subsidy is set at $70,787.
      d. For the period July 1, 2017 through June 30, 2018, the annual not to exceed subsidy is set at $72,930.
      e. For the period July 1, 2018 through June 30, 2019, the annual not to exceed subsidy is set at $75,632.

2. Authorized the Executive Director to proceed with all of the arrangements for the purchase of nine (9) Champion low floor, ramp equipped cutaway paratransit vehicles
from Creative Bus Sales, through the Caltrans Statewide Competitive bid, for the sum of $1,215,000.

3. Established the fare pricing for IVT RIDE by service area as “option a.” in that the current fares per service area will remain in effect until analysis and recommendation for revision.

4. Established the performance goals for the service areas as follows:

A. The performance goals for the Brawley service area to be set at:

<table>
<thead>
<tr>
<th>Passengers Per Day</th>
<th>Passengers Per Hour</th>
<th>Cost Per Passenger</th>
<th>Subsidy Per Passenger</th>
<th>Cost Per Hour</th>
<th>Cost per Mile</th>
<th>Farebox Ratio</th>
<th>Full Time Employee Equivalent</th>
</tr>
</thead>
<tbody>
<tr>
<td>59.7</td>
<td>3.3</td>
<td>$15.99</td>
<td>$14.39</td>
<td>$53.54</td>
<td>$19.29</td>
<td>10%</td>
<td>7.7</td>
</tr>
</tbody>
</table>

B. The performance goals for the Calexico service area to be set at:

<table>
<thead>
<tr>
<th>Passengers Per Day</th>
<th>Passengers Per Hour</th>
<th>Cost Per Passenger</th>
<th>Subsidy Per Passenger</th>
<th>Cost Per Hour</th>
<th>Cost per Mile</th>
<th>Farebox Ratio</th>
<th>Full Time Employee Equivalent</th>
</tr>
</thead>
<tbody>
<tr>
<td>119.6</td>
<td>5.4</td>
<td>$10.01</td>
<td>$9.01</td>
<td>$54.33</td>
<td>$5.59</td>
<td>10%</td>
<td>8.7</td>
</tr>
</tbody>
</table>

C. The performance goals for the Imperial service area to be set at:

<table>
<thead>
<tr>
<th>Passengers Per Day</th>
<th>Passengers Per Hour</th>
<th>Cost Per Passenger</th>
<th>Subsidy Per Passenger</th>
<th>Cost Per Hour</th>
<th>Cost per Mile</th>
<th>Farebox Ratio</th>
<th>Full Time Employee Equivalent</th>
</tr>
</thead>
<tbody>
<tr>
<td>24.6</td>
<td>2.2</td>
<td>$27.58</td>
<td>$24.82</td>
<td>$61.16</td>
<td>$8.07</td>
<td>10%</td>
<td>3.7</td>
</tr>
</tbody>
</table>

D. The performance goals for the West Shores service area to be set at:

<table>
<thead>
<tr>
<th>Passengers Per Day</th>
<th>Passengers Per Hour</th>
<th>Cost Per Passenger</th>
<th>Subsidy Per Passenger</th>
<th>Cost Per Hour</th>
<th>Cost per Mile</th>
<th>Farebox Ratio</th>
<th>Full Time Employee Equivalent</th>
</tr>
</thead>
<tbody>
<tr>
<td>16.3</td>
<td>1.6</td>
<td>$43.95</td>
<td>$41.75</td>
<td>$71.65</td>
<td>$5.20</td>
<td>5%</td>
<td>2.4</td>
</tr>
</tbody>
</table>

A motion was made by Nava and seconded by Hodge, **Motion Carried unanimously.**

C. ICTC Overall Work Program (OWP) and Budget FY 2014-2015, Amendment #1

ICTC Management Committee met on September 10, 2014 and forwarded this item to the Commission for review and approval after public comment, if any:

1. Approved the draft FY 2014-15 Budget Amendment Request #1

A motion was made by Hodge and seconded by Sanders, **Motion Carried unanimously.**

D. Memorandum of Understanding (MOU); ICTC –Quechan Indian Tribe and Yuma County Intergovernmental Public Transit Authority (YCIPTA), Turquoise Route #10 and Blue Route #5
ICTC Management Committee met on September 10, 2014 and forwarded this item to the Commission for review and approval after public comment, if any:

1. Authorized the Chairperson to sign the Amendment the Memorandum of Understanding (MOU) between the Yuma County Intergovernmental Public Transportation Authority (YCIPTA), The Imperial County Transportation Commission (ICTC) and the Quechan Indian Tribe for the implementation and operation of a regional connector bus service (YCAT Turquoise #10) between Yuma AZ, Winterhaven and El Centro, California; and, a circulator route from Yuma with stops in the eastern Imperial County area (YCAT Blue #5) effective July 1, 2014 through June 30, 2015 and provide a not to exceed subsidy to YCIPTA in an amount of $15,000.00.

A motion was made by Nava and seconded by Renison, Motion Carried unanimously.

VIII. DISCUSSION CALENDAR

A. Discussion of Non-Transportation Programs or Projects and Proposed Re-establishment of the Imperial Valley Association of Governments (IVAG)

Mr. Baza stated that he plans to hold a strategic planning workshop where a discussion and next steps can be discussed regarding the formation of an “IVAG” or similar agency. There was a discussion as to the concerns regarding responsibility and funding. The direction given at this time was to speak to legal counsel regarding the legal scope of re-establishing IVAG and/or forming a Joint Powers of Authority (JPA).

IX. NEXT MEETING DATE AND PLACE

A. The next meeting of the Imperial County Transportation Commission will be held on Wednesday, October 22, 2014 at 6:00 p.m., at the County of Imperial Board Chambers, at 940 W. Main Street, El Centro, CA.

X. ADJOURNMENT

A Motion was made to adjourn by Gran, seconded by Nava, Motion Carried. Meeting adjourned at 7:37 p.m.
IMPERIAL COUNTY TRANSPORTATION COMMISSION
MANAGEMENT COMMITTEE
DRAFT MINUTES OF October 8, 2014
10:30 a.m.

VOTING MEMBERS PRESENT:
City of Brawley    Rosanna Bayon Moore
City of Calexico   Nick Servin for Richard Warne
City of Calipatria Rom Medina
City of El Centro  Terry Hagen for Ruben Duran
City of Holtville  Nick Wells (Chair)
City of Imperial   Marlene Best
County of Imperial Rosa Lopez for Ralph Cordova

STAFF PRESENT:    Kathi Williams, Virginia Mendoza, Cristi Lerma

OTHERS PRESENT: Tomas Oliva, SCAG; Sam Amen, Caltrans, Grace Connor, City of El Centro

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, October 8, 2014 together with staff reports and related documents attached thereto and incorporated therein by reference.

I. CALL TO ORDER AND ROLL CALL
Chair Wells called the Committee meeting to order at 10:45 a.m. Roll call was taken. Introductions were made.

II. EMERGENCY ITEMS
A. There were none.

III. PUBLIC COMMENTS
A. There were none.

IV. CONSENT ITEMS
A motion was made by Best seconded by Servin to approve consent items 4A, 4B and 4C. Motion carried unanimously.

A. Approved ICTC Management Committee Minutes for September 10, 2014
B. Received and filed:
   1. ICTC Board Draft minutes for September 24, 2014
   2. ICTC TAC Minutes for September 24, 2014
   3. ICTC SSTAC Minutes for September 3, 2014
C. FY 2014-15 Appointment of the Social Services Transportation Advisory Council (SSTAC)
   It was requested that ICTC Management Committee forward this item to the Commission for review and approval after the receipt of public comment, if any:
   1. Appoint the Voting Members of the Social Services Transportation Advisory Council (SSTAC) for FY 2014-15 for the positions and terms per the enclosure.
V. REPORTS

A. ICTC Executive Director

An Executive Director’s Report was made available to all. Mr. Baza was not in attendance due to a Cap and Trade funding workshop at the SCAG offices. Ms. Williams and Ms. Mendoza commented on the following items:

- In September 2014, the county-wide revenue distributions received for the LTA’s Measure D program was a total amount of $94,576.06. Staff has made contact with staff at the Board of Equalization (BOE) and was provided an explanation for the short-fall and steps for resolution moving forward. The following is a summary of input received, resulting impacts and actions to follow. The explanation of the reduction is tied to the substantial increase in revenues received in the prior year’s distributions that resulted from the solar panel project’s point of sales. Each year the BOE distributes the New Year’s monthly distribution based on the previous year’s allocations. In August, the BOE did an evaluation to reconcile actual revenues to their monthly distributions processed based on previous year estimates. In short, the month of September was BOE’s reconciliation. Moving forward, the BOE is very aware of the problem and is working to stabilize our revenue distributions for the next three months (October through November) and subsequently into the new calendar year. Aside from the minimal revenues for all parties and our regional set-asides; the September short-fall created a challenge for the bond participating agencies and our principal and interest payment structure. Staff has been working with our Underwriting and Bond Counsel team and subsequently working with the agencies staff to resolve the issue and staff will have following communication with the BOE.

- Following the recent actions of the participating agencies and the Commission to proceed, a contract was executed with First Transit Inc. and a purchase order was given to the bus sales vendor for the Consolidated Paratransit Dial-a-Ride RFP (IVT Ride). IVT Ride service start dates are then anticipated as follows: Brawley – January 2, 2015; Calexico – October 1, 2014; Imperial – October 1, 2014; and West Shores – December 1, 2014. Public Outreach Workshops were held on September 25th and 26th in Calexico and on September 29th and 30th in Imperial.

- The Transportation Development Act (TDA-State Funds) Triennial Performance Audit Project is a State mandated requirement every three years for all TDA funds received in Imperial County. Audit staff made site visits the week of April 28, 29 and 30th, and will continue site visits the week of June 9, 2014. The audit team has concluded its review and draft reports were sent October 2nd to agencies providing transit services comments are requested by October 31, 2014.

- The next Imperial –Mexicali Binational Alliance meeting will be hosted in Mexicali and is scheduled for October 9, 2014.

- The California / Baja California Pedestrian and Bicycle Transportation Access Study is focused on the California-Baja California border region, and access to/from the six existing Ports of Entry (POEs). The consultant conducted existing conditions evaluations of all six ports on August 18th and 19th. The next step of the project is to prepare a report of existing conditions and an Agency Working Group meeting was held on September 25, 2014 at the Caltrans office in San Diego to summarize progress from the workshops and the existing conditions analysis. Ms. Mendoza presented city managers with a brief PowerPoint and demonstrated how the eAudit tool served as an important tool for this study. She also stated that in the following weeks surveys will be held as part of the existing portion of the study at the borders.

- A full Executive Director Report is on Page 26 of the agenda.

B. Southern California Association of Governments (SCAG)

- Mr. Oliva had the following updates:

- Mr. Oliva stated that there is Cap and Trade potential for funding for 2 portions, Transportation / Transit ($120M) and Sustainable Communities Strategies / affordable
housing (up to $15M for one project. Projects should be “shovel ready” and is specified in the guidelines.
- A Strategic Council public workshop will be held at the SCAG offices on October 27, 2014 with video conferencing at the ICTC/SCAG offices from 1-4 p.m.
- The Active Transportation Program was adopted by SCAG at the October Regional Conference.
- A 5th Annual Economic Summit will be held in December.

C. Caltrans Department of Transportation – District 11
- Mr. Amen had the following updates:
  - Mr. Amen distributed a handout from Local Assistance to all.
  - A meeting was scheduled with the City of Brawley for Best Road proposal.
  - Brawley Bypass Landscape Mitigation Project, HQ Awarded, September 2014, Begin Construction in one month.
  - The Westmorland sidewalk project was put on hold to await the delivery of the bus shelter.
  - I-8 at Dogwood Project, Replace connector, Start Construction, October 2014, Complete Construction, September 2016, changeable messages have been installed.
  - I-8/Imperial Avenue Interchange, Design Complete, late 2016, A two year construction phase can begin in 2017, funds pending.
  - SR-86 Pavement Rehabilitation Project, From 15th Street (City of Imperial) to SR-78 (City of Brawley), Project includes rubber chip seal and repairing pot holes. Work began in August and end in November 2014.
  - SR-98 Pavement Rehabilitation Project, On SR-98 from SR-111 to SR-7, Project completed in September, several weeks early.
  - I-8 Pavement Rehabilitation Project, Asphalt rubberized overlay from 0.6 miles east of Westside Road to 0.3 miles west of SR-111, Advertisement, March 2015.

D. Committee Member Reports
- There were none

VI. ACTION CALENDAR

A. Calexico Intermodal Transportation Center Feasibility Study, presentation by Virginia Mendoza, Regional Transportation Planner

The Calexico Intermodal Transportation Center feasibility study’s scope of work included stakeholder meetings, public workshops, stakeholder surveys, site selection analysis, and financial and operational feasibility reports. On April 29th the consultant conducted a second steering committee meeting to review the project location alternatives and findings to date. Preliminary study findings were presented to the Calexico City Council on June 17, 2014. A draft final report has been completed and a public hearing and presentation of the report was held on October 7, 2014 at the Calexico City Council meeting. Approval of the Final Report
is scheduled for late October 2014 from both the Calexico City Council and Commission. Ms. Mendoza gave a brief presentation to city managers. The Technical Advisory Committee met on September 24th and recommended and submitted the attached Draft Final Report to the ICTC Management Committee for review and recommendation to forward onto the Commission, after public comment if any:

1. Approve the Calexico Border Intermodal Transportation Center Feasibility Study Draft Final Report.

A motion was made by Servin seconded by Bayon Moore, Motion carried unanimously.

VII. NEXT MEETING DATE AND PLACE

The next meeting of the Management Committee will be held on November 12, 2014 at the City of Holtville, Holtville, CA.

VIII. ADJOURNMENT

A. Motion to adjourn by Bayon Moore/Medina. Meeting adjourned at 11:39 a.m.
1. The meeting was called to order by Chair Wells at 10:13 a.m. A quorum was present. Introductions were made.

2. A motion was made to adopt the minutes for August 28, 2014. (Hamby/Campos) Motion Carried.

3. Calexico Intermodal Transportation Center Feasibility Study

   Ms. Mendoza provided a brief update on the study including an overview of the top 3 alternative sites. A draft report was provided in the backup to the agenda and available for public comment. A public hearing will be held on October 7, 2014 at the Calexico City Council meeting. A will also be forwarded to the Management Committee for recommendation to the Commission at the October scheduled meetings. A copy of the report is also posted on the ICTC website at
ICTC TAC minutes 09/24/14

www.imperialctc.org and comments are appreciated. Once the study is approved, funding for site acquisition will be the responsibility of the lead agency, the City of Calexico.

ICTC staff requested that the Technical Advisory Committee recommend and submit the attached Draft Final Report to the ICTC Management Committee for review and recommendation to forward onto the Commission to:

1. Approve the Calexico Border Intermodal Transportation Center Feasibility Study Draft Final Report.

A motion was made by Servin and seconded by Campos, Motion Carried.

4. ICTC Updates / Announcements
   a. Transit Updates
      - The IVT Ride contract is anticipated to be executed at the Commission meeting on September 24, 2014. IVT RIDE service start dates are as follows: Brawley – January 2, 2015; Calexico – October 1, 2014; Imperial – October 1, 2014; and West Shores – December 1, 2014. Spectrum Advertising was attained to do the marketing and branding for IVT Ride, after a competitive bid process on August 27, 2014. Public Workshops are scheduled for Calexico and Imperial on the 25th and 26th for Calexico and on the 29th and 30th in Imperial. All the fares will remain as is for the time being. The service will be limited to seniors and the disabled. A no show policy will be in effect for IVT Ride.
      - The Yuma County Area Transit (YCAT) / Quechan / ICTC MOU will be recommended for another year. ICTC will continue to monitor the service(s) and continue to be responsive to the residents of Winterhaven.
   b. Southern California Local Assistance Management Meeting (SCLAM)
      - The SCLAM is being held tomorrow, September 25, 2014 in San Diego and was the reason for the change in meeting date for the TAC. Ms. Mendoza and Mr. Baza will be in attendance and will relay any information to those not able to make is upon request and/or at the next TAC meeting.
   c. Pedestrian & Bicycle Transportation Access Study
      - The goal of the study is to analyze all 6 Ports of Entry and identify pedestrian and bicycle projects at each location. Ms. Mendoza stated that the Border Community Workshops and existing conditions assessments have concluded. A report will be forthcoming.
   d. LTA Updates
      - Member agencies have been requested to submit their 2014 Maintenance of Effort documentation, summary of projects completed in fiscal year 2014, their Five-Year Expenditure Plans for fiscal year 2015, and a list of projects planned to be completed in 3 to 5 years. To date, ICTC staff has received complete submittals from the Cities of Brawley, Holtville, Imperial and Westmorland.

5. Cities and County Planning / Public Works Updates:
   - Ms. Arellano stated that the Water Shed Sanitary Report was completed and invoices will be distributed for that to participating agencies.
   - Ms. Arellano stated that HDR Engineering submitted a proposal for the Phase II Storm water Compliance Program for $94,000.
Mr. Hernandez introduced Carlos Flores from the Holt Group as the new TAC representative.

6. SCAG Updates / Announcements
   - The Aerial Imagery project is in progress. Flights began on most of the unincorporated areas of Imperial County. The project is scheduled to conclude on October 31, 2014 with a final report in March 2015.
   - Aviation Day in the City of Brawley will be on October 25, 2014 from 9 a.m. to 12 p.m. and SCAG was invited to say a few words.
   - A Water Bod Forum will be held on September 26, 2014 from 2 p.m. to 4 p.m. at 1000 Broadway in El Centro.
   - The SCAG Regional Council approved the RTP/SCS Amendment #2 and the 2015 FTIP on September 11, 2014.
   - The new MAP21 requires that SCAG have a transit representative on the Regional Council in which a new position was created by SCAG.

7. Caltrans Updates / Announcements
   - Mr. Medina provided the following Caltrans updates:
     - New Office Bulletin (OB) 14-05- Risk Based Invoicing. Recently local agencies and the Districts have expressed concerns regarding the amount of effort, both in terms of calendar days and resources, involved in processing invoices. A Risk-Based Invoice (RBI) Team was assembled with representatives from Caltrans (Districts and HQ), regional and local agencies, and FHWA. The first order of work was for the RBI Team was to come up with a consistent statewide invoice review process. This Office Bulletin provides guidance to determine which documentation is appropriate for local agencies to include and Districts to review with the various invoices. It also introduces a "Local Agency Invoice Review Checklist" which will assist both the local agencies and the Districts in completing an invoice review. DLA-OB 14-05 is effective on October 1, 2014. The recent training was well attended.
     - Disadvantaged Business Enterprise (DBE) training on October 8, 2014 at the ICTC Conference Room from 1:00 pm to 4:00pm. The training will focus on DBE goal calculations and good faith efforts.
     - The SCLAM will be held at the San Diego County office on September 25, 2014.
     - The Obligation Report was close to target but not over the Obligational Authority (OA). A project for the City of Imperial (Neckel/SR 86) was not obligated in 2014 due to outstanding comments not resolved. The project has its own OA and can be obligated in FFY2014-15, however the project does have a red flag and the City will not be able to apply for future HSIP funds until the project is complete.

8. General Discussion / New Business
   - Ms. Arellano stated that there will be a back to basics training for engineers held at the end of October or early November. The training will cover formulas, calculations, quantities, invoices and will be sponsored by ASCE.
   - An ASCE luncheon will be held on October 30, 2014 where Mr. Abraham Campos will be receiving the Engineer of the Year award. To RSVP you can contact Yazmin Arellano or Jack Fleming.
   - Mr. Wells stated that he was selected as the new City Manager for Holtville and will be moving to Management Committee. Alex Chavez will be replacing him on the TAC.
   - Mr. Hernandez stated that he will begin employment with the City of El Centro’s Planning Department on Monday.

9. Meeting adjourned at 11:26 a.m.
C. FY 2014-15 APPOINTMENT OF THE SSTAC
October 14, 2014

Lawrence D. Ritchie, Chairman
Imperial County Transportation Commission
1405 N. Imperial Ave Suite 1
El Centro, CA 92243

SUBJECT: FY 2014-15 Appointment of the Social Services Transportation Advisory Council (SSTAC)

Dear Commission Members:

ICTC is the Transportation Planning Agency (TPA) for the region of the County of Imperial for matters pertaining to the administration of the Transportation Development Act (TDA).

Per PUC Section 99238:

"...The TPA shall provide for the establishment of a Social Services Transportation Advisory Council (SSTAC)...

The SSTAC has three responsibilities:

1. Participate in the identification of transit needs in the jurisdiction, including unmet transit needs
2. Annually review and recommend action by the TPA for the area within the jurisdiction of the council
3. Advise the TPA on any other major transit issues, including coordination and consolidation of specialized transportation services

One third of the voting members of the SSTAC are appointed annually for three year terms in a specific category. These agencies represent a cross section of the local social service and transit providers in the Imperial Valley.
The ICTC Management Committee met on October 8, 2014 and forward this item to the Commission for their review and approval after public comment, if any:

1. Appoint the Social Services Transportation Advisory Council (SSTAC) for FY 2014-15 for the positions and terms per the enclosure.

Sincerely,

MARK BAZA
Executive Director

BY: [Signature]

Kathi Williams
Senior Transit Planner

Attachment

MB/ksw/ds
### SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL OF IMPERIAL COUNTY

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>VOTING MEMBER</th>
<th>TERM</th>
<th>ALTERNATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. One (1) Potential Transit User, age 60+</td>
<td>MEGGY MCNEER</td>
<td>Nov 11</td>
<td>VACANT</td>
</tr>
<tr>
<td></td>
<td>El Centro</td>
<td>Nov 14</td>
<td></td>
</tr>
<tr>
<td>2. One (1) Potential Transit User, with Disability</td>
<td>MIKE HACK</td>
<td>Nov 11</td>
<td>VACANT</td>
</tr>
<tr>
<td></td>
<td>El Centro</td>
<td>Nov 14</td>
<td></td>
</tr>
<tr>
<td>3. Two (2) Service Providers for Seniors, Include Transit Provider if Exists</td>
<td>SHERRY LEON</td>
<td>Nov 13</td>
<td>VACANT</td>
</tr>
<tr>
<td></td>
<td>Area Agency on Aging</td>
<td>Nov 16</td>
<td></td>
</tr>
<tr>
<td></td>
<td>GRISELDA MARTINEZ</td>
<td>Nov 13</td>
<td>VACANT</td>
</tr>
<tr>
<td></td>
<td>Work Training Center</td>
<td>Nov 16</td>
<td></td>
</tr>
<tr>
<td>4. Three (3) Service Providers for the Disabled, Include Transit Provider if Exists</td>
<td>LETICIA VIZCARRA</td>
<td>Nov 12</td>
<td>LORENA ARAUMBALA</td>
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<tr>
<td></td>
<td>Access to Independence</td>
<td>Nov 15</td>
<td>Regional Center</td>
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<td>TED CEASAR</td>
<td>Nov 12</td>
<td>MICHELLE SOTO</td>
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<td>IVC-Disabled Students Programs and Services</td>
<td>Nov 15</td>
<td>CCS - California Childrens' Services</td>
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<td></td>
<td>K.C. KENNEDY</td>
<td>Nov 13</td>
<td></td>
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<tr>
<td></td>
<td>ARC</td>
<td>Nov 16</td>
<td></td>
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<tr>
<td>5. Two (2) Service Providers for Limited Means</td>
<td>ROSIO RAMIREZ</td>
<td>Nov 12</td>
<td>JOHN GRASS</td>
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<td></td>
<td>I.C. Public Authority/ IHSS</td>
<td>Nov 15</td>
<td>IC Behavioral Health</td>
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<td>Agustin Urbina</td>
<td>Nov 12</td>
<td>VACANT</td>
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<tr>
<td></td>
<td>CALWORKS</td>
<td>Nov 15</td>
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<td>6. Two (2) Consolidated Transportation Service Agency (CTSA)</td>
<td>DAVID SALGADO</td>
<td>Nov 11</td>
<td>CRISTI LERMA</td>
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<tr>
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<td>ICTC</td>
<td>Nov 14</td>
<td>ICTC</td>
</tr>
<tr>
<td></td>
<td>KATHI WILLIAMS</td>
<td>Nov 12</td>
<td>MARK BAZA</td>
</tr>
<tr>
<td></td>
<td>ICTC</td>
<td>Nov 15</td>
<td>ICTC</td>
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</table>

<table>
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<tr>
<th>NAME</th>
<th>PROGRAM/SERVICE</th>
<th>COMPANY/AGENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Charles Brockwell</td>
<td>Imperial Valley Transit / IVT ACCESS</td>
<td>First Transit</td>
</tr>
<tr>
<td>2. Isabel Pacheco</td>
<td>Brawley Dial-A-Ride</td>
<td>Sunrise Drive Service</td>
</tr>
<tr>
<td>4. Chris Schmidt/ Connery Cepeda</td>
<td>CALTRANS</td>
<td>CALTRANS</td>
</tr>
<tr>
<td>5. Charles Brockwell</td>
<td>Calexico Dial-A-Ride</td>
<td>First Transit</td>
</tr>
<tr>
<td>6. John Andoh</td>
<td>YCAT Turquoise Route 10</td>
<td>YCIPTA</td>
</tr>
</tbody>
</table>
V. REPORTS

A. ICTC EXECUTIVE DIRECTOR REPORT
B. SCAG REPORT
C. CALTRANS - DISTRICT 11 REPORT
The following is a summary of the Executive Director’s Report for the Commission meeting of October 22, 2014.

1. **California HERO Program:** To date, the cities of Brawley, Calipatria, El Centro and the County of Imperial have adopted resolutions to participate in the California HERO program. For Imperial Valley, the California HERO program is administered by Western Riverside Council of Governments (WRCOG) and ICTC. The cities of El Centro and Brawley were launched in May 2014 and the County of Imperial is expected to launch in November 2014. In September 2014 the City of Calipatria adopted their resolution and is projected to launch in early 2015. Attached is an update on HERO activities that are occurring in the cities of Brawley and El Centro. The report describes the number of applications received and approved since their launch date through September 30, 2014. The cities of Calexico, Holtville, Imperial, and Westmorland still have an opportunity to consider participation.

2. **Local Transportation Authority (LTA) Revenue Distributions - Measure D Program Sales Tax Revenues:** In September 2014, the county-wide revenue distributions received for the LTA’s Measure D program was a total amount of $94,576.06. Staff has made contact with staff at the Board of Equalization (BOE) and was provided an explanation for the short-fall and steps for resolution moving forward. The following is a summary of input received, resulting impacts and actions to follow. The explanation of the reduction is tied to the substantial increase in revenues received in the prior year’s distributions that resulted from the solar panel project’s point of sales. Each year the BOE distributes the New Year’s monthly distribution based on the previous year’s allocations. In August, the BOE did an evaluation to reconcile actual revenues to their monthly distributions processed based on previous year estimates. In short, the month of September was BOE’s reconciliation. Moving forward, the BOE is very aware of the problem and is working to stabilize our revenue distributions for the next three months (October through November) and subsequently into the new calendar year. Aside from the minimal revenues for all parties and our regional set-asides; the September short-fall created a challenge for the bond participating agencies and our principal and interest payment structure. Staff has been working with our Underwriting and Bond Counsel team and subsequently working with the agencies staff to resolve the issue and staff will have following communication with the BOE.

3. **Calexico East/Mexicali II Port of Entry Proposed Binational Toll Pilot Project:** During September, the executive director (ED) had participated in different meetings to promote the project concept and proposal for consideration by U.S. and Mexico officials responsible for planning and approving land ports of entry at the federal and state level. Agencies in U.S. federal level include: the State Department, General Services Administration (GSA), Customs and Border Protection (CBP), Federal Highway Administration (FHWA), and their counterparts from Mexico City. At the State level, the agencies include: Caltrans, Arizona DOT, and the States of Baja California and Sonora, Mexico. Additionally, the ED has been working with the County of
Imperial, the private/non-profit group – “Safer Communities,” U.S. federal agency, and Caltrans staff toward our local effort to prepare for a successful unsolicited proposal to the U.S. CBP and GSA to implement a toll pilot project that would pay for the port expansion infrastructure and required CBP staffing. In late October 2014, the U.S. government is expected to release new regulations under Section 559 that would allow for unsolicited proposals to complete land port of entry improvements using a public-private partnership (P3) model and toll pilot project as the financing mechanism. A proposal must include project specific details about the infrastructure improvements required and costs, operations and maintenance costs, CBP staffing costs, and a toll feasibility analysis. To this end, the ED is working with Safer Communities to prepare a scope of work for a study that would address all elements required by the U.S. government.

Imperial – Mexicali Binational Alliance: A meeting was held on Thursday, October 9, 2014 at 10:00 a.m. at CDEM board room in Mexicali, BC with 25 attendees from several Local/State/Federal Agencies. ICTC Executive Director presented an update on the Calexico East/Mexicali II Port of Entry (POE) Binational Partnership Toll Pilot Project. City of Mexicali’s Planning Institute (IMIP) presented the Final Draft of their Bicycle Master Plan. Ricardo Padilla and Abelardo Perez presented an update on the Calexico East/Mexicali II POE Private Transit Pilot Project. Imperial Economic Development Corporation (IVEDC) presented an update on upcoming events for IVEDC and CaliBaja. Environmental Protection Secretariat (SPA) presented an update on their Agricultural Burning Pilot Project. Mexicali Medical Cluster presented their Social Media outreach program as well as the new Medical Lane hours of operation. Mexicali Industrial Development Commission (CDI) presented on their binational outreach with several companies to bring new business into the region. ICTC gave an update on the Pedestrian and Bicycle Transportation Access Study, the Calexico Intermodal Transportation Center, and the Idling Vehicle Emission Study of the Calexico East and West POEs. The next Alliance meeting will be hosted in Imperial Valley and is scheduled for December 11, 2014.

4. Consolidated Paratransit (Dial-A-Ride) Requests for Proposal (IVT Ride): Following the recent actions of the participating agencies and the Commission to proceed, a contract was executed with First Transit Inc. and a purchase order was given to the bus sales vendor. IVT RIDE service began operations in the Cities of Calexico and Imperial October 1, 2014 after some initial outreach and marketing. Start dates are anticipated as follows for the remaining participating communities: Brawley – January 2, and West Shores – December 1, 2014. Public Outreach Workshops were held on September 25th and 26th in Calexico and on September 29th and 30th in Imperial. Additional workshops were also held on October 14, 2014 in Calexico and on October 17, 2014 in Imperial. The demand in Calexico has increased significantly and ICTC is working with IVT Staff to ensure the community is aware of the changes and continued outreach events.

5. Calexico Intermodal Transportation Center: The feasibility study’s scope of work includes: stakeholder meetings, public workshops, stakeholder surveys, site selection analysis, and financial and operational feasibility reports. All public outreach and analysis of all 6 alternatives has been completed and reviewed by the steering committee. The steering committee recommended a preferred site. A draft final report has been completed and a public hearing and presentation of the report was held on October 7, 2014 at the Calexico City Council meeting. Approval of the Final Report is scheduled for October 21, 2014 from the Calexico City Council and for October 22, 2014 from the Commission.

6. California / Baja California Pedestrian and Bicycle Transportation Access Study: The Study is focused on the California-Baja California border region, and access to/from the six existing Ports of Entry (POEs). The purpose of the study is to identify and prioritized projects at all six POEs that will improve pedestrian and cyclist mobility at the California-Baja California border. The second agency working group meeting was held on September 25, 2014 at the Caltrans office in San Diego to summarize progress from the workshops and the existing conditions analysis. The consultant will complete the Existing Conditions Report by early November 2014. On October 16, 2014, supplemental origin and destination surveys will be conducted at the following POEs: Calexico West, Tecate, and Otay Mesa. The next agency working group meeting is scheduled for November 12, 2014 at the ICTC offices in El Centro.

7. Transportation Development Act (TDA-State Funds) Triennial Performance Audit Project: A kick off meeting was conducted on December 10, 2014 at ICTC offices. Requests for information have been emailed to member agency staff. The audit is a State mandated requirement every three years for all TDA funds received in Imperial County. Audit staff made site visits the week of April 28, 29 and 30th, and will continue site visits the
week of June 9, 2014. The audit team has concluded its review and draft reports were sent October 2nd to agencies providing transit services comments are requested by October 31, 2014.

8. **ADA Paratransit Service Certification and Eligibility Process, Demand Management Review and Growth Assessment:** The consultant team recently completed the draft recommendations presentations to stakeholders for comment. The study is ongoing and the consultant team will be working with ICTC in the future to develop draft recommendations to be brought to the Commission for approval.

9. **Update to the 2008 Coordinated Public Transit and Human Services Transportation Plan:** The stakeholders’ meeting was held on February 4, 2014 at the ICTC offices. In addition, additional stakeholders met on an individual basis with the consultants. The primary purpose of the Coordinated Plan is to continue to meet the Federal Transit Administration’s (FTA) and other funding agency’s requirements for eligibility for various grants, including but not limited to the FTA Section 5310 program. The update to the Coordinated Plan will include a reassessment of all available public and private transportation services in Imperial County, a reassessment of public and social services transportation needs, development of strategies and/or activities to address gaps in service, identification of coordination actions to eliminate or reduce duplication in services where they exist, and a prioritization of implementation strategies. A Community Mobility Workshop is scheduled for October 21, 2014 from 11:30 a.m. to 2:30 p.m. at the ICTC offices. At this workshop the consultant will present the plan findings on mobility needs and transit gaps; review the proposed strategies for addressing the needs; and, consider project development for new transit projects, prior to submittal to the Commission for approval.

10. **The San Diego State University / Imperial Valley College Transit Shuttle Analysis:** A Memorandum of Understanding between SCAG and ICTC was executed on December 19, 2013. The Transit Shuttle Analysis will assess the feasibility of an inter-college shuttle service in Imperial County. ICTC and SCAG staffs are working on completing the RFP release by early November 2014.

11. **Meetings attended on behalf of ICTC:**
   - Calexico East/Mexicali II Port of Entry - Proposed Binational Toll Pilot Project Meeting, September 22, 2014, meeting with CBP and Safer Communities representatives
   - Regional California-Arizona / Baja California-Sonora meeting of the Binational Bridges and Border Crossings Group, September 23, 2014
   - Calipatria City Council Meeting, September 23, 2014, to approve the HERO Program resolution
   - Southern California Local Assistance Management Meeting (SCLAMM), September 25, 2014
   - Pedestrian and Bicycle Border Access Study Working group, September 25, 2014
   - SANDAG Border Committee meeting, September 26, 2014
   - SCAG Regional Council meeting, October 2, 2014
   - Calexico City Council meeting, October 7, 2014, public hearing and report of the Calexico Intermodal Transportation Center (ITC)
   - Cap and Trade Funding Opportunities Workshop at the SCAG Offices, October 8, 2014
   - Imperial – Mexicali Binational Alliance (IMBA) meeting in Mexicali, October 9, 2014
   - Caltrans External Advisory Liaison (CEAL) meeting, Wednesday, October 15, 2014
# Program Activity through September 30, 2014

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<tr>
<th>Member</th>
<th>Launch Date</th>
<th>Total Housing Units</th>
<th>Total Applications Received</th>
<th>Applications Approved</th>
<th>Approved Amount</th>
<th>Funded Projects</th>
<th>Funded Amount</th>
<th>Jobs Created***</th>
<th>Energy</th>
<th>Water</th>
<th>Renewable</th>
<th>Solar kW Installed</th>
<th>Annual kWh Saved</th>
<th>Annual CO2 Reduced (Tons)</th>
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<td>Brawley</td>
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<td>5</td>
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<td>Calipatria</td>
<td>Early 2015</td>
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<td>El Centro</td>
<td>5/23/14</td>
<td>11,620</td>
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<tr>
<td>Holtville</td>
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<td>1,733</td>
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<td>Expected to launch in early 2015</td>
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<tr>
<td>Imperial</td>
<td>4,553</td>
<td>596</td>
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<tr>
<td>Westmorland</td>
<td>November</td>
<td>13,815</td>
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<td></td>
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<td>Imperial County</td>
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* Eligible housing units based on Total Single Family Homes minus 5 units or more from the Department of Finance City/County Population and Housing Estimates, 1/1/2013.
*** Job for every $100,000 invested.
Date: October 17, 2014
To: ICTC Commissioners
From: Laurie Berman, Caltrans District 11, District Director
Re: District Director’s Report

The following is the California Department of Transportation, District 11 report for the Imperial County Transportation Commission (ICTC) meeting of October 22, 2014:

1. Project Updates:

   SR-186 at Andrade Port of Entry:
   Install sidewalks, shade structures and landscape
   Start Construction, March 2014
   Complete Construction, October 2014

   I-8 at Dogwood Project:
   Replace connector
   Construction Began, October 2014
   Complete Construction, September 2016

   Signal Project at SR-86/center Street (City of Westmorland):
   Contract Approved, September 2014
   Start Construction, November 2014
   Complete Construction, December 2014

   El Centro Maintenance Station:
   Contract Approved, April 2014
   Construction Began, July 2014
   Complete Construction, July 2017

   SR-111 Rest Area Project:
   Caltrans District 11, the County of Imperial and the City of Calipatria are working together to determine that this rest area will be closed in 2015/16. Signage to inform the travelling public of the closure has been installed at the rest area.
Project Updates (continued):

I-8/Imperial Avenue Interchange:
Design Complete, late 2016
A two year construction phase will begin in 2017 (fully funded)

SR-7 Continuous Reinforced Concrete Pavement (CRCP) Project:
From the Calexico East Port of Entry to SR-98
HQ Awarded, October 2014
Construction Contract Acceptance, March 2016
Construction Begins, February 2015
Construction Ends, February 2016

I-8 CRCP Pavement Project:
Three projects on I-8 at various locations to replace concrete pavement with long-life pavement. Traffic will be detoured as necessary to complete work.
Project Report/Environmental Document, October 2014
Design Complete, April 2015
HQ Advertised, September 2015
HQ Award, October 2015
Construction Begins, Late 2015
Construction Ends, February 2017

SR-111 Pavement Rehabilitation Project:
From Niland (Main Street) to Imperial County line
Project will include grinding and chip seal.
Work began in August and will end in November 2014

SR-86 Pavement Rehabilitation Project:
From 15th Street (City of Imperial) to SR-78 (City of Brawley)
Project includes rubber chip seal and repairing pot holes.
Work began in August and will end in November 2014.

Brawley Bypass Landscape Mitigation Project:
Contract Approved, October 2014
Construction Complete, March 2015

I-8 Pavement Rehabilitation Project:
Asphalt rubberized overlay
From 0.6 miles east of Westside Road to 0.3 miles west of SR-111
Advertisement, March 2015

SR-111 Pavement Rehabilitation Project
Asphalt rubberized seal coat
From 0.1 mile north of Del Rio Road to Main Street
Advertisement, March 2015
Project Updates (continued):

SR-115 Pavement Rehabilitation Project
Chip seal
From 0.2 miles east of Towland Road to Taecker Road
Advertisement, March 2015

SR-86 Pavement Rehabilitation Project
Chip seal
From 0.4 miles south of SR-78 west junction to the County line
Advertisement, March 2015

Dogwood Landscape Project:
Design Complete, December 2015
HQ Advertisement, April 2016
HQ Award, June 2016
Construction Begins, February 2016
Construction Ends, May 2016

2. **State Route 78 (SR-78) / Best Road:**

Caltrans, in conjunction with County of Imperial and City of Brawley staff, will meet on October 22, 2014 at which time Caltrans will present an analysis of the Best Road/SR-78 intersection and next steps.

3. **Storm Damage:**

Caltrans has received all necessary clearances from the Bureau of Land Management and California State Parks Department to perform work beyond our property limit to remove the buildup of excess material which has impacted two culvert pipes, causing obstructions and flooding during the recent storms. Removing the excess material and sand from the culvert will result in a smoother flow of storm water and prevent this blockage from occurring in the future. Monitoring will be done to ensure that the Flat Tailed Horned Lizard is not disturbed during this work.

During the recent storms, several closures were necessary. Concern was expressed that advance notice of closures needs to be provided to the motoring public so that alternate travel plans can be made. As these events are typically unexpected and weather related, it is difficult to predict when closures will be necessary (as compared to scheduled maintenance activities). However, Caltrans has several features available that are kept up-to-date with valuable information. The Caltrans Twitter account ([https://twitter.com/SDCaltrans](https://twitter.com/SDCaltrans)) provides real-time information on incidents and closures on a 24/7 basis. Also available is the Caltrans Quik-Map ([http://quickmap.dot.ca.gov/](http://quickmap.dot.ca.gov/)) which allows the user to input the particular route of interest. A possible future improvement would be to install permanent Changeable Message Signs (CMS) at some of the major route junctions to more quickly inform travelers of closures and detours.
4. **Local Assistance:**
   **Review of DBE Contract Goals and Good Faith Efforts**
   In order for Caltrans to meet its overall Disadvantaged Business Enterprise (DBE) goal, the Division of Local Assistance (DLA) will initiate a pilot study to review and approve all contract goals on construction contracts over $2 million and consultant contracts over $500,000. Additional information can be found at the following:
   [http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm](http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm)
   [http://www.dot.ca.gov/hq/LocalPrograms/lam/forms/lapmforms.htm#goHere9](http://www.dot.ca.gov/hq/LocalPrograms/lam/forms/lapmforms.htm#goHere9)

   **Recent Training:**
   DBE training was conducted on October 8, 2014 at ICTC with 22 participants. The training focused on DBE goal calculations and good faith efforts.

   Separate training sessions on “Risk-Based Invoicing” were provided to Local Agencies in the Imperial during September 2014. Local agencies can contact their Local Programs Area Engineer for further questions and/or assistance with the implementation of the new invoice process. Please refer to the link provided below for a complete instructions and examples: [http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm](http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm)

   **Upcoming Training:**
   *Local Assistance Resident Engineer (RE) Academy* – Caltrans District 11 will be hosting the Local Assistance RE Academy on October 27-30, 2014. This training will be held at the Best Western Plus Hacienda Hotel, San Diego. Space is limited, so please register as soon as possible.

   *Federal Aid Series* – District 11 will also be hosting another session of the Federal Aid Series. The training is scheduled for May 18 - May 22, 2015 and will be held at the Caltrans District 11 office.

   For questions and to register for an upcoming training, please contact the District 11 Local Assistance Training Coordinator, Debora Ledesma-Ribera at [Debora.Ledesma-Ribera@dot.ca.gov](mailto:Debora.Ledesma-Ribera@dot.ca.gov).
VI. ACTION CALENDAR

A. CALEXICO INTERMODAL TRANSPORTATION CENTER FEASIBILITY STUDY DRAFT FINAL REPORT
October 14, 2014

Lawrence D. Ritchie, Chairman
Imperial County Transportation Commission
1405 N. Imperial Ave., Suite 1
El Centro, CA 92243

SUBJECT: Calexico Intermodal Transportation Center Feasibility Study

Dear Commission Members:

Since October 2013 the Imperial County Transportation Commission (ICTC) and the Southern California Association of Governments (SCAG), in close coordination with the City of Calexico and Caltrans, have been studying the need, feasibility, and costs of locating a proposed Intermodal Transportation Center (ITC) in downtown Calexico. Staff from each agency served as the Steering Committee for the study.

The purpose of the study is to facilitate pedestrian movement and access to public and private transit services for residents of Calexico and the border community. The goals of the study include the following: consolidating connections among downtown transportation modes, improve downtown traffic and transit operations, activate and enhance downtown development. The ultimate objective of the study is to develop an implementation plan for a new Calexico ITC.

Phase One of the study developed the need and problem statement for the facility, along with the identification of six potential locations for such a facility. The following are the programming needs that were used to identify sites and develop conceptual designs: Imperial Valley Transit bus bays, private shuttle bus bays, intercity/tour bus bays, farm labor bus areas, greyhound bus areas, a 1,000 square foot building for greyhound, curbside taxi stand, kiss-and-ride, bicycle storage, benches, sheltered waiting areas, information kiosks, operator and public restrooms, trash receptacles, and lighting. After considering the above needs, the following six locations were identified for further evaluation:

- **Alternative 1** is located on the southeast corner of the intersection of E. 3rd Street and Paulin Avenue.
- **Alternative 2** is located along E. 3rd Street, between Rockwood Avenue and Heffernan Avenue
- **Alternative 3** is located on the southwest corner of the intersection at E. 3rd Street and Heber Avenue.
- **Alternative 4** is located on the northeast corner of the intersection at E. 1st Street and Heber Avenue.
• **Alternative 5** is located along E. 1st Street, between Heber Avenue and Blair Avenue.
• **Alternative 6** consists of the public space along the south half of E. 1st Street, between Paulin Avenue and Heber Avenue, and includes Hefferman Avenue south of E. 1st Street.

The conclusion of Phase One resulted in the Steering Committee’s recommendation of Alternatives 2, 5, and 6 to be advanced to more detailed investigation and development of conceptual site plans. The following evaluation criteria were used to recommend the top 3 alternatives: walk distance and directness of route; business displacement; on-street and surface lot parking loss; capital cost; impact on existing transit lines and services; size of alternative relative to the list of uses and amenities; traffic impact; site circulation; safety for pedestrian movements; size of passenger waiting area; and, potential to encourage economic development.

Phase Two of the study developed conceptual site plans for each alternative for final evaluation, resulting in Alternative 2 being selected by the project steering committee as the most feasible and preferred alternative for recommendation to the Calexico City Council and the Commission. A copy of the Draft Final report of the Study is included for your review. In September, staff presented an overview of the draft report to the Calexico Chamber of Commerce. Staff received positive feedback from the Chamber’s membership. A public hearing was held at the City of Calexico’s City Council meeting on October 7, 2014 at 6:30 p.m. The report will be presented for review and consideration to adopt the report and recommendation for Alternative 2 at the Calexico City Council meeting of October 21, 2014.

The Technical Advisory Committee met on September 24th and the Management Committee met on October 8th, and both committees recommend and submit the attached Draft Final Report to the Commission for review and approval after public comment, if any:

1. Approve the Calexico Border Intermodal Transportation Center Feasibility Study Draft Final Report.

Sincerely,

MARK BAZA
Executive Director

MB/vm

Attachment
This report describes the methodology and rational for identifying a preferred site for the Calexico Border Intermodal Transportation Center (ITC).
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Executive Summary

The Imperial County Transportation Commission (ICTC), in partnership with Caltrans, the City of Calexico, and the Southern California Association of Governments (SCAG) have undertaken a 12 month study of the feasibility of providing a new intermodal transportation center in downtown Calexico.

New Calexico ITC Concept

The Calexico Border Intermodal Transportation Center (ITC) Feasibility Study was initiated in response to several conditions in downtown Calexico:

- The General Services Administration is seeking federal funds to modernize and expand the downtown Calexico Land Port of Entry (POE);
- The existing IVT bus transfer stop in Calexico is undersized for the volume of demand and is poorly located, creating difficulty for buses to access the location;
- Currently there are at least 25 different shuttle, bus, and taxi services in downtown Calexico, many operating from different locations throughout downtown.

Since prior to 2012, ICTC, the community, and transportation service providers have been developing an approach to rectify these conditions and facilitate a more effective solution for the customers and the service providers. As a result of those discussions, ICTC and SCAG collaborated in developing this study.
to begin the formal process of identifying a preferred location for the ITC and developing an implementation plan for its development. This study has been guided by a Steering Committee consisting of 16 members representing the City of Calexico, Imperial Valley Transit (IVT), ICTC, Caltrans and SCAG. This committee has been invaluable in guiding the study. In turn, they have been informed through the broad public and stakeholder outreach efforts of the study team.

The public and stakeholder outreach program consisted of:
- A Community Walk around downtown for residents, business leaders, and other interested stakeholders to view and discuss the merits of the alternative sites identified at the beginning of the study – three walks took place, one in the morning, one mid-day, and one in the afternoon to maximize the opportunity for people to attend;
- A Community Workshop where the public and stakeholders were invited to learn about the project and provide comments on the identified sites or inform the team of other sites that might be better suited;
- Stakeholder Interviews in which nine influential business and community leaders were interviewed one-on-one to learn their concerns and ideas about transit downtown;
- Transit and Rider Surveys in which riders were questioned on their travel habits and satisfaction;
- Progress Briefings to the Calexico City Council seeking comment on study process and findings;
- A Public Hearing in front of the Calexico City Council providing official notice of the final recommendations and report availability for public comment;
- Final presentations to the Calexico City Council and the ICTC Management and Executive Committees informing them of the public comment results and seeking concurrence on the final recommendations.

Throughout this public process, comments made by residents, visitors, and elected officials influenced the shape and configuration of the alternative locations being reviewed. Early outreach informed the study team of community values that needed to be incorporated into the alternatives evaluation so that those values could be reflected in the final site recommendation. One important value that was heard consistently throughout the study was the need to locate the new facility within easy and direct walking access to the pedestrian Port-of-Entry (POE) border crossing in downtown Calexico.

This study has evaluated the feasibility of a proposed ITC, including developing and assessing alternatives, identifying impacts, and estimating costs and financial feasibility. The final recommendation will be used to generate funding support for eventual design, construction and operation of the facility.

The final site recommendation is located on the block of E. 3rd Street, between Rockwood and Heffernan Avenues (pictured above). This site represents the best opportunity to fulfill the study objectives, which were to:
- Facilitate improved pedestrian mobility throughout Calexico and surrounding areas by providing a central location to access multiple alternative transportation options.
- Collaboratively and cooperatively determine the feasibility of locating and operating a new intermodal transportation center in Calexico, with proximity to the POE pedestrian crossing, and available to multiple transportation providers.
- Identify the multiple users of the potential ITC facility and program design requirements to accommodate their unique needs. Those needs could include consolidated transportation
information kiosks, restrooms, shelters and benches, lighting, fare ticket and pass sales, among others to be identified in the early stages of the study.

- Develop a facility design and location that complements and leverages investments in a new POE planned by GSA and the Department of Homeland Security.
- Survey transit customers to gather data in determining their transportation needs.
- Develop an implementation plan that includes financial feasibility, funding sources, and implementation schedule for the purpose of seeking capital funding for the facility.

This full report details the processes used to identify, evaluate, and select the preferred alternative. Additionally, it includes the Problem Statement, Financial Plan, Implementation Plan, and details of the Public and Stakeholder Outreach process and results.
Problem Statement

The U.S. General Services Administration (GSA) is proposing to reconfigure and expand the existing Land Port of Entry (POE) in downtown Calexico. This POE is the busiest POE in Imperial County and second busiest across the California/Mexico border for auto and pedestrian activity. Increasing delays at the POE have constrained the growth of both Imperial County and Mexicali and resulted in significant losses in terms of business output, jobs, and tax revenue. If delays at the Imperial Valley/Mexicali border keep growing, economic losses on both sides of the border will more than double by 2016. The absence of a comprehensive mobility system, short pedestrian friendly routes, and an intermodal facility has negatively affected circulation and business development in the City of Calexico’s downtown business district and the greater Imperial Valley region.

The purpose and need for action of the downtown Calexico Land Port of Entry expansion and reconfiguration, as described in the GSA Record of Decision¹, is as follows:

“The action to be evaluated by this Environmental Impact Statement (EIS) is the proposed expansion and reconfiguration of the downtown Calexico POE. It would improve the safety, security, and operations of the POE; reduce vehicle and pedestrian queues; and enable the installation of technologically-advanced inspection devices.

The downtown Calexico POE serves privately-owned vehicle (POV), bus, and pedestrian traffic into and out of the Baja California City of Mexicali. The existing POE does not meet the Federal inspection services' minimum standards for processing time and overall efficiency. GSA’s need is to correct these operational deficiencies, provide for more thorough inspections, improve safety for employees and the public, and reduce the delays experienced by the public.”

The preferred alternative selected through the environmental review process expands the capacity of the POE to process pedestrians and vehicles and reduce delays experienced by both. This increased capacity would serve the growth in pedestrian traffic in future years. This increased demand for pedestrian processing could grow from 20,000 per day today to nearly 30,000 by the planning horizon year of 2035. Figure 1 illustrates the proposed near-term expanded pedestrian inspection stations proposed by the GSA.

Figure 1: Calexico West POE Expanded Pedestrian Inspections

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¹ General Services Administration, Record of Decision, Expansion and Reconfiguration of the Land Port of Entry in Downtown Calexico, Calexico, California, page 2. Final Environmental Impact Statement and Record of Decision can be reviewed and downloaded at: http://www.gsa.gov/portal/content/103395.
Complementing the GSA plans for expansion on the US side of the border, the Mexican government is also planning and constructing expanded and improved pedestrian and vehicle facilities. Planned improvements include dropping the grade and rerouting Cristóbal Colón, the northbound roadway for automobile traffic entering the US, and adding a pedestrian plaza over the top of the roadway replacing the underground tunnel used by pedestrians today.

Once on the US side, pedestrians continue their journey by many means, including: taxi, transit, privately operated shuttles, intercity and tour buses, contracted labor transportation, friends or relatives picking them up in private automobiles, and on foot and by bicycle. These activities are unorganized and dispersed across downtown Calexico. Currently there are approximately 25 transportation service providers operating, at least in part, in Calexico: three taxi companies; five transit or shuttle operators; six tour bus operators; and 12 farm labor bus operators.

**Study Purpose**

In response to these changes the Imperial County Transportation Commission (ICTC), in partnership with Caltrans, the City of Calexico, and the Southern California Association of Governments (SCAG), has determined that analyzing a Calexico Border Intermodal Transportation Center (ITC) concept in the vicinity of the international border crossing can mitigate various mobility impacts generated by the Calexico POE expansion project. The proposed ITC will facilitate pedestrian movement and access to public and private transit services for those crossing to and from Mexico; those being dropped off and picked up; and those using transportation services to/from cities throughout Imperial Valley and beyond.

This study has evaluated the feasibility of a proposed ITC, including developing and assessing alternatives, identifying impacts, and estimating costs and financial feasibility. The final recommendation will be used to generate funding support for eventual design, construction and operation of the facility.

**Study Goals**

- Consolidate connections among downtown transportation modes;
- Increase transit ridership;
- Minimize travel time to station and increase customer convenience;
- Implement a cost-effective transportation enhancement for downtown;
Study Objectives
The objectives of the feasibility study are to:
- Facilitate improved pedestrian mobility throughout Calexico and surrounding areas by providing a central location to access multiple alternative transportation options.
- Collaboratively and cooperatively determine the feasibility of locating and operating a new intermodal transportation center in Calexico, with proximity to the Land Port of Entry (POE) pedestrian crossing, and available to multiple transportation providers. Current transportation services are dispersed across downtown Calexico.
- Identify the multiple users of the potential ITC facility and program design requirements to accommodate their unique needs. Those needs could include consolidated transportation information kiosks, restrooms, shelters and benches, lighting, fare ticket and pass sales, among others to be identified in the early stages of the study.
- Develop a facility design and location that complements and leverages investments in a new POE planned by GSA and the Department of Homeland Security.
- Survey transit customers to gather data in determining their transportation needs.
- Develop an implementation plan that includes financial feasibility, funding sources, and implementation schedule for the purpose of seeking capital funding for the facility.

Alternatives Development
The study Steering Committee, with input provided through the multiple public and stakeholder outreach activities, identified six potentially viable locations for the development of the Calexico ITC. The alternatives and the evaluation process is detailed in the Alternatives Analysis chapter. The six initial locations are as follows:
- Alternative 1: E. 3rd Street and Paulin Avenue
- Alternative 2: E. 3rd Street, Rockwood to Heffernan Avenues
- Alternative 3: E. 3rd Street and Heber Avenue
- Alternative 4: E. 1st Street and Heber Avenue
- Alternative 5: E. 1st Street, Heber to Blair Avenues
- Alternative 6: E. 1st Street and Heffernan Avenue
Figure 3: Range of Alternatives
In order to ensure adequate and meaningful public participation throughout the study process, ICTC and SCAG conducted a robust public participation and stakeholder outreach effort. The following describes specific activities carried out and the audiences that were engaged to generate a bi-directional free flow of constructive information that informed the public and in turn, the alternatives development and evaluation.

The primary objectives of the Public Participation and Stakeholder Outreach Plan (PPSOP) were established to:

- Engage Stakeholders;
- Engage Environmental Justice and Title VI populations;
- Inform the Community at Large; and
- Engage Riders from both sides of the International Border.

The PPSOP was established with the following goals:

- To generate feedback and gain insight into the current conditions facing Calexico, local business, riders and employers;
- To generate ideas and guidance on potential elements that may be incorporated into an intermodal transportation facility;
- To help determine the scope of a proposed facility through a better understanding of the type and numbers of users;
- Develop a greater base of knowledge of the transportation services that must be accommodated at an intermodal facility;
- Obtain a better understanding of the current conditions from the local government’s perspective;
- Determine the "Dynamics" of the Calexico POE and in particular, factors that would directly, or indirectly impact the operation of the intermodal facility;
- Assist in the design of messaging for a public information campaign tailored to create "buy-in" among the community;
- Develop a mechanism to create and maintain optimum lines of communication between all interested and affected parties;
- Determine key issues and identify well placed spokespeople that can provide relevant, effective and accurate information;
- Seek to empower interested parties to become part of the process and inform development of the project feasibility study.
Outreach & Engagement Tools

The outreach and public engagement activities for the Calexico ITC Study were carried out using three elements consisting of six (6) general methodologies/strategies:

Figure 4: Public Participation & Stakeholder Outreach Elements

<table>
<thead>
<tr>
<th>Qualitative Research</th>
<th>Public Engagement / Involvement</th>
<th>Public Information / Hearings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steering Group &amp; Stakeholder Meetings/Interviews</td>
<td>Community Workshop: Walking Tours</td>
<td>Supporting Materials / Public Information Resources</td>
</tr>
<tr>
<td>Transit Rider Surveys</td>
<td>Community Forum</td>
<td>Reports at Public Hearing</td>
</tr>
</tbody>
</table>

Figure 5: Public Participation & Stakeholder Outreach Elements

The table below documents activities conducted by the study team to advance public and stakeholder awareness and gain insight into community considerations in planning the Calexico ITC.
Table 1: Public Participation & Outreach Schedule of Activities

<table>
<thead>
<tr>
<th>Schedule of Activities</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steering Committee Meetings</td>
<td>Quarterly</td>
</tr>
<tr>
<td>Stakeholder Interviews</td>
<td>Dec/Jan 2014</td>
</tr>
<tr>
<td>Transit Passenger Survey</td>
<td>Feb 2014</td>
</tr>
<tr>
<td>Public and Stakeholder Outreach</td>
<td>Throughout</td>
</tr>
<tr>
<td>Public Workshop #1 (Community Walk)</td>
<td>Feb 2014</td>
</tr>
<tr>
<td>Public Workshop #2 (Community Workshop)</td>
<td>Mar 2014</td>
</tr>
<tr>
<td>Calexico City Council Presentation</td>
<td>June 2014</td>
</tr>
<tr>
<td>Publish Draft Final Report for Public Review</td>
<td>September 2014</td>
</tr>
<tr>
<td>Presentation of Draft Report to Calexico City Council and Hold Public Hearing</td>
<td>October 2014</td>
</tr>
<tr>
<td>Presentation of Draft Report to ICTC Management Committee</td>
<td>October 2014</td>
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<tr>
<td>Public Comment Period</td>
<td>September/October 2014</td>
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<tr>
<td>Presentation of Final Draft Report to Calexico City Council</td>
<td>October 2014</td>
</tr>
<tr>
<td>Presentation of Final Draft Report to ICTC Management Committee</td>
<td>October 2014</td>
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<tr>
<td>Presentation of Final Draft Report to ICTC Commission</td>
<td>October 2014</td>
</tr>
<tr>
<td>Approved Final Report</td>
<td>October 2014</td>
</tr>
</tbody>
</table>

Methodology and Strategies

Stakeholder Meetings/Interviews

Stakeholder interviews were informal, face-to-face discussions with individuals involved in transportation matters in Calexico. The goal of the interview phase was to acquire information from local transportation experts on citizen concerns and attitudes about the issues regarding a proposed intermodal facility. Through this phase, the project team assessed the community’s information needs and gained a better understanding of effective strategies and resources to better inform and be informed.

Community Forum

The community forum was a structured, but less formal gathering designed to inform the community about the overall effort and derive feedback that allowed the project team to be better informed about local needs and perceptions. This forum provided an opportunity for a two-way communication where the team sought public questions of the Study Team or Project Sponsor representatives. The goal was to inform, gain insight and build trust through understanding.

Transit Rider Surveys

Rider surveys were used to obtain very specific and quantifiable public input. Attitudes and awareness surveys gauge public awareness of an issue and test the community’s feelings about specific issues relative to the attributes of the proposed project.
Surveys generated behavioral information such as, rider’s specific transportation needs or habits. They also provided general data relative to assessing the needs of the subject market and whether existing services are satisfying current demand.

**Community Workshop: Walking Tours**

The community workshop walking tour format allowed the study team to learn, first hand, the issues and challenges experienced by the local community. As opposed to hearing about a particular issue at a community meeting or through a questionnaire the team was able to gain a better understanding of the issue(s) and determine whether the comments should have a material effect on the evaluation. The walking tours consisted of small groups (10-15 people) of community and business representatives.

**Public Hearing**

A Public Hearing for the final report and recommendations was held at the October 7, 2014 Calexico City Council meeting. The public hearing provided a formal setting for policy makers and the community at large to hear about the findings of the evaluation process and provide comments for consideration of the study team and decision makers in making the final recommendation.

**Supporting Materials and other Public Information Resources**

Supporting materials were developed as follows:

- Project Fact Sheets in English and Spanish
- Translated/Tailored Materials to inform Environmental Justice and Title VI Populations
- Central and Accessible Public Meeting Locations
- ICTC Website Updates

**Public Participation Plan – Engagement Population Targets**

For the study, the public was segmented into three groups, each receiving a different level of outreach and suggested involvement. The segments were:

- Tier One (Stakeholders): City, County, Regional and State Officials and Senior Staff, Decision and Opinion Makers, and Transit & Transportation Providers.
- Tier Two: Community Leaders, Business Organization Leaders, and Community Based Organizations and Specifically Interested Individuals.
- Tier Three: Transit Riders and Citizens at Large.

**Tier One: Stakeholder Involvement Strategies**

Key stakeholders for this project are the State of California Department of Transportation (Caltrans), the Southern California Association of Governments (SCAG), the Imperial County Transportation Commission (ICTC), the City of Calexico and Imperial Valley Transit (IVT). Other stakeholders included the various transportation providers in the area, i.e. taxi companies, intercity bus companies, farm labor transportation providers, and private shuttle companies. The stakeholders were engaged collectively and individually by the study team. The principle stakeholders that made up the study Steering Committee are identified in the following table.
Table 2: Steering Committee

<table>
<thead>
<tr>
<th>Organization</th>
<th>Representative</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Imperial County Transportation Commission (ICTC)</td>
<td>Mark Baza</td>
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<tr>
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<td></td>
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</tr>
<tr>
<td>Southern California Association of Governments (SCAG)</td>
<td>Matt Gleason</td>
<td><a href="mailto:gleason@scag.ca.gov">gleason@scag.ca.gov</a></td>
</tr>
<tr>
<td></td>
<td>Allan Thompson</td>
<td><a href="mailto:thompson@scag.ca.gov">thompson@scag.ca.gov</a></td>
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<td></td>
<td>Tomas Oliva</td>
<td><a href="mailto:oliva@scag.ca.gov">oliva@scag.ca.gov</a></td>
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<tr>
<td>City of Calexico</td>
<td>Nick Servin</td>
<td><a href="mailto:nservin@calexico.ca.gov">nservin@calexico.ca.gov</a></td>
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<td></td>
<td>Lilliana Falomir</td>
<td><a href="mailto:falomirl@calexico.ca.gov">falomirl@calexico.ca.gov</a></td>
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<td>Caltrans</td>
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<td>Sam Amen</td>
<td><a href="mailto:sam.amen@dot.ca.gov">sam.amen@dot.ca.gov</a></td>
</tr>
<tr>
<td>Imperial Valley Transit (IVT)</td>
<td>Charles Brockwell</td>
<td><a href="mailto:charles.brockwell@firstgroup.com">charles.brockwell@firstgroup.com</a></td>
</tr>
</tbody>
</table>

**Steering Committee Meetings**

The Steering Committee provided review of assumptions and technical products, and provided insight into relevant local issues. The Steering Committee also provided review of study progress and came to consensus on project recommendations.

The Steering Committee met approximately every three months (quarterly), or as needed, throughout the study timeframe. Prior to each committee meeting, the study team prepared and distributed the meeting agenda and related back-up material, followed by meeting minutes after each meeting.

**Stakeholder Interviews**

Individual stakeholder interview meetings provided the study team an opportunity to gain specific insight into the key issues facing local transit services and potential issues to evaluate through the course of the feasibility study. The study team obtained invaluable information on the nuances of the Calexico community, including strategic locations to obtain access to survey respondents, key community leaders and outstanding issues involving local transit services.

Following the initial Steering Committee meeting, and considering input provided by the group, the study team drafted a preliminary questionnaire for review. A copy of the document was provided to each stakeholder in advance of the interview meeting. Each interview ranged from 40 to 60 minutes and was conducted in person or by phone.

Interviews with Stakeholders were held in January, 2014, with local leaders representing education, healthcare, transportation, downtown property owners, social services and local business. Participants in the interview phase included:

- John Moreno, Director Calexico Adult School
- David Ouzan, Calexico Planning Commission Chairman
- Greg Gelman, Calexico Downtown Business Association Member
- Hildy Carillo, Calexico Chamber of Commerce Executive Director
- Edward Lopez, Local Property Owner
- Jovan Castro, Calexico Transit System Operator
Participants were interviewed using a questionnaire developed for this study. Subject matter consisted of four main topics relative to public transportation in downtown Calexico.

- Downtown Safety (perceived and real)
- Existing Public Transportation Facilities
- Downtown Improvements (preferred infrastructure and facilities)
- Existing Transit/Transportation Service and Riders

The "Stakeholder Interview Report" provides responses and a synopsis of the interview phase. These responses were reviewed by the study team as a basis for identifying alternative Calexico ITC locations and estimating demand for the facility. Interviews also tested preferences on the types of improvements considered to be beneficial to the downtown business core and Calexico as a whole.

**Tier Two: Outreach and Public Engagement Strategies**

**Community Walk**

The Community Walk provided an opportunity for both the business and the at-large community to survey candidate sites proposed by the study team. The participants toured the sites and were provided with site information, including opportunities and constraints.

On February 8th, 2014, representatives of the Steering Committee and the study team hosted a public event in which groups of participants toured the candidate sites and provided comments and suggestions. The majority felt that the current IVT transfer stop located at E. 3rd Street and Paulin Avenue (Alternative 1) simply did not have the land area necessary to accommodate the operations of an intermodal facility.

The majority also believed that the site located at E. 3rd Street and Heffernan Avenue (Alternative 2) was a good choice based on proximity to the POE, land area and ability of large passenger carrying vehicles to access the site.

Additionally, some believed that expansion of Alternative 5, vacant lot south of E. 1st Street between Heber Avenue and Blair Avenue, if expanded to include the use of the curb lanes along E. 1st Street, could be a positive augmentation of the site. Many felt that this modified alternative could allow for all the needs programmed for the Calexico ITC.

With respect to the idea of a pedestrian plaza along E. 1st Street, most believed that it could be a positive improvement for the downtown area. Participants cited safety, economic development and traffic congestion relief as potential benefits from the improvement. Further study of this idea resulted in a concept where general automobile traffic would be restricted and added the unused historic Customs building on the southeast corner of Heffernan Avenue and E. 1st Street.

**Community Forum**

Program development for the Community Forum occurred after consultation with the Steering Committee on the initial definition of alternatives. Individuals targeted for attendance included local
community leaders, business representatives, riders and interested citizens. Notices of the meeting were prepared in English and Spanish and were disseminated at public locations throughout Calexico, including City Hall, the library, transit stops and local community based organization offices. Additionally, the study team worked with local sources to obtain email addresses for “blast” noticing and information was posted on the city’s and ICTC’s websites.

On March 8, 2014, representatives from SCAG, ICTC, City of Calexico and the study team held a Community Forum at the Camarena Memorial Library in the City of Calexico. Participants provided specific comments related to each of the site alternatives. In general, those participating supported Alternative 2 and a combination of Alternatives 4 and 5. There was also agreement that pedestrian and traffic safety is a problem along E. 1st Street adjacent to the POE pedestrian crossing, and improvements aimed at providing a more safe and comfortable environment were supported. Other topics included the possible relocation of the Greyhound terminal on E. 1st Street west of Rockwood Avenue.

**Transportation Providers Meeting**

On December 17, 2013, representatives from the SCAG, ICTC, City of Calexico and the study team held a meeting for public transportation providers at the Durazo Arts Center in Calexico. The goal of the meeting was to give transportation service operators in Calexico an opportunity to comment and make suggestions about the concept of an intermodal transportation center and the potential of converting E. 1st Street (Paulin Avenue to Heffernan Avenue) into a pedestrian plaza. The meeting covered existing concerns, reaction to the concept of an intermodal transportation center, and specific site recommendations.

The group expressed their concern over pedestrian safety on E. 1st Street and the need to remove the unpermitted drivers offering rides. They stressed the need to maintain taxi stops near the POE and the fact that taxis have different needs than other transportation systems. They believed that Alternative 2, on E. 3rd Street between Rockwood Avenue and Heffernan Avenue, could be developed into a transportation facility but that it was important that taxis be separated from large busses and other carriers. They also stressed the need for adequate pick-up and drop-off facilities.

**Tier Three: Public Information Dissemination Strategies**

**Transportation User Surveys**

The study team worked with the Steering Committee to develop a survey tool that addressed relevant subject matter and was worded in-culture and in a manner understandable and easily processed by the respondent. The survey was administered by local workers familiar with the community and the areas they were working. Workers were positioned in strategic locations and at relevant times to encounter the majority of users. Port of Entry (northbound), transit stops and on-board locations were used.

Specifically, customers riding busses from Imperial Valley Transit, LA Shuttle, Calexico Transit System and Greyhound Bus Lines were surveyed. For the local transit services, riders were surveyed on-board local busses and for Greyhound passengers, participants were surveyed in the Calexico terminal. All surveys were collected from February 21-26, 2014. In all, the survey team interviewed 173 (118 transit; 55 Greyhound) riders originating from Calexico.

While participants in both surveys were generally satisfied with transportation services available in Calexico, the concept of a co-located intermodal facility was overwhelmingly supported. Ninety-three
percent of local transit riders and 89% of Greyhound passengers support the concept of a co-located facility. When asked about the most important feature for an intermodal facility, amenities and cost were the highest priorities among each group. More seating and shaded areas as well as public restrooms were the most desired.

With respect to demographic characteristics of riders and passengers originating in Calexico, riders surveyed were mostly longtime residents (Calexico/Mexicali) and transit dependent. Nearly 85% of respondents have a household annual income of less than $20,000. Despite the average age of respondents being over 50 years old, more than half do not possess a California driver’s license. And more than two-thirds of riders come from households that have access to one or fewer automobiles.

**Supporting Materials & Public Information Resources**

Fact Sheets – A project fact sheet was developed and maintained for the study. The project team distributed the fact sheet to stakeholders, transit riders and those attending project events.

Media – Local media attended various project events and an informative story ran in the Imperial Valley Press after the March Community Forum.

Web Page – Public information accessible through the internet was posted on ICTC’s agency website. Information and project links were also posted on the IVT and City of Calexico websites.
Alternatives Analysis

The initial range of alternatives was reviewed and approved by the study Steering Committee at their first study kickoff meeting November 5, 2013. That set of alternative locations was reviewed and updated throughout the study Public Participation and Stakeholder Outreach (public outreach) efforts, including: Transportation Stakeholder Group meeting; Community Walk; Community Forum; One-on-one Stakeholder Interviews; and a Transportation Users Survey. Through this process, the locations included below were shaped to their final configuration and commented on throughout the public outreach efforts.

Alternative 1

Alternative 1, located on the southeast corner of the intersection of E. 3rd Street and Pulin Avenue, is operated as public parking (approximately 31 spaces). The lot is approximately 0.4 acres and is 0.23 miles walking distance from the POE entrance to the center of the lot. In addition to public parking, a portion of the lot is dedicated to passenger waiting for Imperial Valley Transit’s principle downtown Calexico passenger transfer station.

Figure 6: Alternative 1 (E 3rd Street & Paulin Avenue)
Alternative 2

Alternative 2, located along E. 3rd Street, between Rockwood Avenue and Heffernan Avenue, is a vacant building that formerly housed a drug store. One viable business, a warehouse, is located adjacent to the former drugstore on the southeast corner of the site. The portion of the block identified as the alternative is made up of two parcels. Combined they are approximately 1.1 acre and the alternative is 0.19 miles walking distance from the POE entrance to the center of the lot.

Figure 7: Alternative 2 (E 3rd Street between Rockwood Avenue and Heffernan Avenue)
Alternative 3

Alternative 3, located on the southwest corner of the intersection of E. 3rd Street and Heber Avenue, is a combination of two parcels. The parcel north of the alley that divides the two is operated as public parking (approximately 61 spaces). The parcel south of the alley is a vacant dirt lot currently being offered for sale. Combined, the two parcels are approximately 1.4 acres and are 0.28 miles walking distance from the POE entrance to the center of the lot.

Figure 8: Alternative 3 (E 3rd Street & Heber Avenue)
Alternative 4

Alternative 4, located on the northeast corner of the intersection of E. 1st Street and Heber Avenue, is operated as public parking (approximately 90 spaces). The lot is approximately 0.88 acres and is 0.24 miles walking distance from the POE entrance to the center of the lot.

Figure 9: Alternative 4 (E 1st Street & Heber Avenue)
Alternative 5

Alternative 5, located along E. 1st Street, between Heber Avenue and Blair Avenue, is used primarily for informal parking and tour bus staging. This alternative is comprised of the irregularly shaped lot south of E. 1st Street and is inclusive of the curb lanes on both sides of E. 1st Street. There currently are 49 public on-street parking spaces along E. 1st Street, between Heber Avenue and Mary Avenue that could be lost under this alternative. The informal parking lot is not marked or signed and has been observed to be sporadically utilized. Observation of aerial photography identifies an additional 30 automobiles and two tour buses (equivalent to 5 automobiles) parked on the lot. Total parking lost is estimated at over 100, but the exact number is difficult to determine given the shape and lack of striping. E. 1st Street, between Heber Avenue and Mary Avenue, and the lot south of E. 1st Street, combined are approximately 2.9 acres and are 0.29 miles walking distance from the POE entrance to the center of the area.

Figure 10: Alternative 5 (E 1st Street, Between Heber Avenue & Blair Avenue)
Alternative 6
Alternative 6 consists of the public space along the south half of E. 1st Street, between Paulin Avenue and Heber Avenue, and includes Heffernan Avenue south of E. 1st Street. The potential to adaptively reuse the vacant historic Customs Building\(^2\) and adjacent off-street parking on the southeast corner of the intersection of E. 1st Street and Heffernan Avenue is assumed possible for development of this alternative. This alternative, minus the Customs Building footprint, is approximately 1.4 acres and is 0.12 miles walking distance from the POE entrance to the center of the alternative. Under this alternative the eastbound curb lane (south side of the street) along E. 1st Street would be utilized for taxi and transit, and the existing transit terminal in the right-of-way of Heffernan Avenue would be rebuilt. It is assumed that the angled parking along the north side of E. 1st Street would be converted to parallel parking to provide the right-of-way needed to widen the sidewalk on the south side and provide space for buses to pull in and out of the curb. Loss of surface and on-street parking is estimated to be approximately 90 spaces, some of which is federal employee parking. The existing transit center used by Calexico Transit System and Gran Plaza Outlets’ shuttle would be reconfigured and would remain available for their use.

Figure 11: Alternative 6 (E 1st Street & Heffernan Avenue)

\(^2\) To learn more about the history and significance of the old Customs Building, visit: http://www.gsa.gov/portal/ext/html/site/hb/category/25431/actionParameter/exploreByBuilding/buildingId/0887#
Evaluation Criteria & Results

The Calexico Border Intermodal Transportation Center (ITC) Feasibility Study was developed in two phases. The first phase utilized a qualitative assessment of evaluation criteria developed with the Steering Committee and through identification of community values learned during the public outreach efforts. The general public, business leaders, elected officials, and transportation professionals all contributed to the identification and definition of the criteria. Phase One resulted in the elimination of Alternatives 1, 3, and 4.

In the second phase, the remaining alternatives were developed to the conceptual level to evaluate how well the various uses would interact at each site and with the surrounding businesses and traffic.

The basis for the evaluation (both phases one and two) was to accommodate the site uses and amenities that were identified as described in the following list:

- Imperial Valley Transit (IVT) bus bays – three bays at a minimum
- Private transit shuttle provider bus area – two dedicated bus bays at a minimum
- Intercity and tour bus area – one dedicated bay
- Farm labor pick-up and drop-off – three bays at a minimum to accommodate a 45’ prototypical bus pulling a 12’ trailer
- Curbside taxi stand – provide for up to five taxi’s to be queued at the facility at any given time (this assumes other taxi vehicles are staged off site for access to the facility as space becomes available)
- Passenger pick-up and drop-off (kiss-and-ride) – provide for at least two private passenger vehicles to be at the site at any given time
- Bicycle storage – provide bicycle storage as space allows
- Sheltered waiting areas and benches – provide passenger waiting areas with shade structures to the extent possible
- Information kiosks – provide for at least one multisided information kiosk
- Operator and public restrooms – provide for one operator facility and one each for men and women for multiple users as space allows
- Trash receptacles – trash receptacles should be placed at appropriate locations throughout the facility
- Lighting – lighting design is not needed at this stage of facility layout, but may be a consideration if standalone lighting poles and fixtures are needed
- Fare ticket and pass sales as possible – operational and capital considerations required

Based on these needs and through working with the public, business leaders, elected officials, other community stakeholders, and the steering committee, the list of criteria was expanded from that originally proposed. Note that the alternatives are compared relative to each other, with the only threshold being the ability to accommodate, to the fullest extent possible, the list of uses and amenities described above. The evaluation criteria are as follows:

- Walk distance and directness of route – measured relative to each alternative
- Business displacement – taking or relocating an ongoing business activity
- On-street and surface lot parking loss
- Capital cost (assuming operating costs represent no discernable difference between alternatives)
- Impact on existing transit lines and services
- Size
- Traffic impact
- Site circulation
- Safety for pedestrian movements and passenger waiting area
- Potential to encourage economic development

The following tables present the summary evaluation across each alternative, followed by the individual site evaluations with notes.

### Table 3: Summary Evaluation Matrix

<table>
<thead>
<tr>
<th>Criterion</th>
<th>Alt 1</th>
<th>Alt 2</th>
<th>Alt 3</th>
<th>Alt 4</th>
<th>Alt 5</th>
<th>Alt 6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk distance and directness of route</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
</tr>
<tr>
<td>Business displacement</td>
<td>★★</td>
<td>★★</td>
<td>★★</td>
<td>★★</td>
<td>★★</td>
<td>★★</td>
</tr>
<tr>
<td>On-street and surface lot parking loss</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
</tr>
<tr>
<td>Capital cost</td>
<td>★★</td>
<td>★★</td>
<td>★★</td>
<td>★★</td>
<td>★★</td>
<td>★★</td>
</tr>
<tr>
<td>Impact on existing transit lines and services</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
</tr>
<tr>
<td>Size</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
</tr>
<tr>
<td>Traffic impact</td>
<td>★★</td>
<td>★★</td>
<td>★★</td>
<td>★★</td>
<td>★★</td>
<td>★★</td>
</tr>
<tr>
<td>Site circulation</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
</tr>
<tr>
<td>Safety</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
</tr>
<tr>
<td>Economic development</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
</tr>
<tr>
<td>Overall (assumes equal weighting)</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
</tr>
</tbody>
</table>

**Key:**
- ★ – Highest impact, or least favorable, relative to other alternatives
- ★☆ – Moderate or no impact relative to other alternatives
- ★★★ – Lowest impact, or most favorable, relative to other alternatives
The following tables present notes for each alternative.

**Table 4: Alternative 1 Evaluation Notes**

<table>
<thead>
<tr>
<th>Criterion</th>
<th>Rating</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk distance and directness of route</td>
<td>●</td>
<td>Indirect route from POE</td>
</tr>
<tr>
<td>Business displacement</td>
<td>●</td>
<td>None</td>
</tr>
<tr>
<td>On-street and surface lot parking loss</td>
<td>●</td>
<td>Loss of approximately 31 surface spaces</td>
</tr>
<tr>
<td>Capital cost</td>
<td>●</td>
<td>Low relative capital cost</td>
</tr>
<tr>
<td>Impact on existing transit lines and services</td>
<td>●</td>
<td>No impact to IVT, but could impact other passenger services with an additional stop and operating time</td>
</tr>
<tr>
<td>Size</td>
<td>●</td>
<td>At 0.4 acres this lot is unlikely to support the full range of uses</td>
</tr>
<tr>
<td>Traffic impact</td>
<td>●</td>
<td>No relative traffic impact from its current use as a surface parking lot</td>
</tr>
<tr>
<td>Site circulation</td>
<td>●</td>
<td>Relatively poor given size of the lot</td>
</tr>
<tr>
<td>Safety</td>
<td>●</td>
<td>Currently the site is considered by some to be unsafe</td>
</tr>
<tr>
<td>Economic development</td>
<td>●</td>
<td>Change of use from surface parking to ITC is not expected to positively influence neighboring economic development</td>
</tr>
<tr>
<td>Overall</td>
<td>●</td>
<td></td>
</tr>
</tbody>
</table>


### Table 5: Alternative 2 Evaluation Notes

<table>
<thead>
<tr>
<th>Criterion</th>
<th>Rating</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk distance and directness of route</td>
<td>⬜</td>
<td>Direct route from POE, but longer than other alternatives</td>
</tr>
<tr>
<td>Business displacement</td>
<td>⬤</td>
<td>No impact to existing businesses and would replace a vacant building, improving area safety</td>
</tr>
<tr>
<td>On-street and surface lot parking loss</td>
<td>⬤</td>
<td>Loss of approximately 24 on-street parking spaces</td>
</tr>
<tr>
<td>Capital cost</td>
<td>⬜</td>
<td>Demolition of exiting building likely makes this the most expensive alternative</td>
</tr>
<tr>
<td>Impact on existing transit lines and services</td>
<td>⬜</td>
<td>No impact to IVT, but could impact other passenger services with an additional stop and operating time</td>
</tr>
<tr>
<td>Size</td>
<td>⬤</td>
<td>At 1.1 acre and rectangle this is a good size and shape to accommodate all identified uses</td>
</tr>
<tr>
<td>Traffic impact</td>
<td>⬤</td>
<td>Relatively no traffic impact</td>
</tr>
<tr>
<td>Site circulation</td>
<td>⬤</td>
<td>The size and shape make it favorable for site circulation</td>
</tr>
<tr>
<td>Safety</td>
<td>⬤</td>
<td>Relatively positive safety aspect given directness of route and high traffic volume on Rockwood Avenue</td>
</tr>
<tr>
<td>Economic development</td>
<td>⬜</td>
<td>Surrounding area is relatively developed making it difficult to encourage additional development. Improvements at the site could be a catalyst for future changes in neighboring properties.</td>
</tr>
<tr>
<td>Overall</td>
<td>⬤</td>
<td></td>
</tr>
</tbody>
</table>


## Table 6: Alternative 3 Evaluation Notes

<table>
<thead>
<tr>
<th>Criterion</th>
<th>Rating</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk distance and directness of route</td>
<td>●</td>
<td>Indirect route from POE, and relatively long</td>
</tr>
<tr>
<td>Business displacement</td>
<td>●</td>
<td>None</td>
</tr>
<tr>
<td>On-street and surface lot parking loss</td>
<td>●</td>
<td>Loss of approximately 61 surface parking spaces</td>
</tr>
<tr>
<td>Capital cost</td>
<td>●</td>
<td>Grading and potential structural issues with former swimming pool that has been paved, plus utility relocation costs are expected</td>
</tr>
<tr>
<td>Impact on existing transit lines and services</td>
<td>●</td>
<td>No impact to IVT, but could impact other passenger services with an additional stop and operating time</td>
</tr>
<tr>
<td>Size</td>
<td>●</td>
<td>At 1.4 acres the size is good and should accommodate all identified uses</td>
</tr>
<tr>
<td>Traffic impact</td>
<td>●</td>
<td>No relative traffic impact from its current use as a surface parking lot</td>
</tr>
<tr>
<td>Site circulation</td>
<td>●</td>
<td>Odd shape is a mild concern for site circulation</td>
</tr>
<tr>
<td>Safety</td>
<td>●</td>
<td>This is a low activity area, and relatively remote, making it prone to safety concerns</td>
</tr>
<tr>
<td>Economic development</td>
<td>●</td>
<td>Surrounding area is relatively developed making it difficult to encourage additional development. Improvements at the site could be a catalyst for future changes in neighboring properties.</td>
</tr>
</tbody>
</table>

| Overall                                        | ●      |                                                                |

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*Page 26*
Table 7: Alternative 4 Evaluation Notes

<table>
<thead>
<tr>
<th>Criterion</th>
<th>Rating</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk distance and directness of route</td>
<td>⬤</td>
<td>Direct route from POE, but relatively long</td>
</tr>
<tr>
<td>Business displacement</td>
<td>⬤</td>
<td>None, but it is noted that this lot is primarily used by downtown employees and loss of that parking could be an impact</td>
</tr>
<tr>
<td>On-street and surface lot parking loss</td>
<td>⬤</td>
<td>Loss of approximately 90 surface parking spaces</td>
</tr>
<tr>
<td>Capital cost</td>
<td>⬤</td>
<td>Expectation for relatively low capital cost</td>
</tr>
<tr>
<td>Impact on existing transit lines and services</td>
<td>⬤</td>
<td>Adds additional travel time and potential delay to IVT, but not expected to negatively impact other passenger services</td>
</tr>
<tr>
<td>Size</td>
<td>⬤</td>
<td>At 0.88 acres the size is expected to accommodate all uses in tight configuration</td>
</tr>
<tr>
<td>Traffic impact</td>
<td>⬤</td>
<td>No relative traffic impact from its current use as a surface parking lot</td>
</tr>
<tr>
<td>Site circulation</td>
<td>⬤</td>
<td>Size is adequate for identified uses, but makes for limited passing area and could become congested at high volume times</td>
</tr>
<tr>
<td>Safety</td>
<td>⬤</td>
<td>Relatively positive safety aspect given directness of route and high traffic volume on E. 1(^{st}) Street</td>
</tr>
<tr>
<td>Economic development</td>
<td>⬤</td>
<td>Surrounding area is relatively developed making it difficult to encourage additional development. Improvements at the site could be a catalyst for future changes in neighboring properties.</td>
</tr>
<tr>
<td>Overall</td>
<td>⬤</td>
<td>62</td>
</tr>
<tr>
<td>Criterion</td>
<td>Rating</td>
<td>Notes</td>
</tr>
<tr>
<td>-----------------------------------------------</td>
<td>--------</td>
<td>----------------------------------------------------------------------</td>
</tr>
<tr>
<td>Walk distance and directness of route</td>
<td>☐</td>
<td>Direct route from POE, but relatively long</td>
</tr>
<tr>
<td>Business displacement</td>
<td>☄</td>
<td>None</td>
</tr>
<tr>
<td>On-street and surface lot parking loss</td>
<td>☒</td>
<td>Loss of more than 100 surface and on-street parking spaces</td>
</tr>
<tr>
<td>Capital cost</td>
<td>☄</td>
<td>Expectation for relatively low capital cost</td>
</tr>
<tr>
<td>Impact on existing transit lines and services</td>
<td>☐</td>
<td>Adds additional travel time and potential delay to IVT, but not expected to negatively impact other passenger services</td>
</tr>
<tr>
<td>Size</td>
<td>☄</td>
<td>At 2.9 acres this is the largest alternative</td>
</tr>
<tr>
<td>Traffic impact</td>
<td>☐</td>
<td>Has potential to impact through traffic on E. 1&lt;sup&gt;st&lt;/sup&gt; Street</td>
</tr>
<tr>
<td>Site circulation</td>
<td>☐</td>
<td>The size is favorable for site circulation</td>
</tr>
<tr>
<td>Safety</td>
<td>☄</td>
<td>Relatively positive safety aspect given directness of route and high traffic volume on E. 1&lt;sup&gt;st&lt;/sup&gt; Street</td>
</tr>
<tr>
<td>Economic development</td>
<td>☄</td>
<td>Development of deteriorating surface lot and landscape and streetscape improvements has potential to spur economic development</td>
</tr>
<tr>
<td>Overall</td>
<td>☄</td>
<td></td>
</tr>
</tbody>
</table>
Table 9: Alternative 6 Evaluation Notes

<table>
<thead>
<tr>
<th>Criterion</th>
<th>Rating</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk distance and directness of route</td>
<td>●</td>
<td>Direct and shortest route</td>
</tr>
<tr>
<td>Business displacement</td>
<td>●</td>
<td>None</td>
</tr>
<tr>
<td>On-street and surface lot parking loss</td>
<td>○</td>
<td>Loss of approximately 90 on-street spaces</td>
</tr>
<tr>
<td>Capital cost</td>
<td>○</td>
<td>Expectation for relatively low streetscape capital cost, but converting the historic structure adds unknown capital costs</td>
</tr>
<tr>
<td>Impact on existing transit lines and services</td>
<td>○</td>
<td>Adds additional travel time and potential delay to IVT, but not expected to negatively impact other passenger services</td>
</tr>
<tr>
<td>Size</td>
<td>●</td>
<td>At 1.4 acres the size should be adequate for all identified uses</td>
</tr>
<tr>
<td>Traffic impact</td>
<td>○</td>
<td>Has potential to impact through traffic on E. 1st Street</td>
</tr>
<tr>
<td>Site circulation</td>
<td>●</td>
<td>Reconstruction and repositioning of the existing transit station is expected to improve site circulation from current condition.</td>
</tr>
<tr>
<td>Safety</td>
<td>●</td>
<td>Relatively positive safety aspect given directness of route and high traffic volume on E. 1st Street</td>
</tr>
<tr>
<td>Economic development</td>
<td>●</td>
<td>Reconfiguration of south Heffernan Avenue and investment in streetscape/landscape has potential to spur economic development; reactivation of the old Customs Building has potential to encourage investment in surrounding properties.</td>
</tr>
</tbody>
</table>

Recommendation

The project Steering Committee, at their April 29th meeting, reviewed and discussed the evaluation. The discussion led to clarification of terms and intent in some of the evaluation criteria and provided insight into further development of the alternatives as they progressed. General discussion led to the following understandings:

- Alternative 1 is too small to accommodate the desired uses.
- Loss of public parking is an important issue for the community.
- Assumptions about farm labor transportation utilization of the site may not be appropriate given the lack of available space in Calexico at the scale necessary to accommodate all providers in one central location. The provision of limited space at the new ITC will likely be sufficient for only a small number of providers. Also, it was discussed that farm labor transportation might be able to use the full facility in the early morning hours before regular transit service begins.
- The width of Blair and Mary Avenues (approximately 45 feet as compared to Heber Avenue at approximately 60 feet) should be considered if planning for buses to use these streets to get to an alternative.
Other considerations for site uses discussed at the meeting included available wifi and charging stations for electronic devices, an emergency call box, public telephones, and potentially a coffee shop or other retail establishment.

Generally, the group felt E. 3rd Street is better for traffic than E. 1st Street.

At conclusion of the meeting the group agreed that of the six identified alternatives, Alternatives 1 (E. 3rd Street and Paulin Avenue), 3 (E. 3rd Street and Heber Avenue), and 4 (E. 1st Street and Heber Avenue) should be eliminated from further development.

In April it was recommended by the group that Alternatives 2 (E. 3rd Street between Rockwood and Heffernan Avenues), 5 (E. 1st Street between Heber and Blair Avenues), and 6 (E. 1st Street between Rockwood and Heber Avenues) be advanced for more detailed development and final evaluation.

Final Evaluation and Recommendation

With direction from the Steering Committee, the consultant team worked through the summer to develop conceptual site plans for the three remaining alternatives. Those site plans are included at the end of this section. The concepts are discussed below. Alternative concept plans were developed for the Steering Committee’s consideration for Alternatives 2 (A&B), 5 (A&B), and 6. In July, the Steering Committee chose to move forward with Alternatives 2B and 5B, along with one concept for Alternative 6. As with the previous evaluation, the alternatives are ranked relative to each other.

Under all alternatives, private shuttle providers, taxi companies, and farm labor transportation would have the option of using the new facility or maintaining existing operations. Additionally, since farm labor pick-up occurs in the early morning hours, before transit service begins, operators could be allowed to use the on-site bus bays in the early morning hours.

Alternative 2 Conceptual Plan and Evaluation

With the exception of curbside taxi, Alternative 2B accommodates all proposed uses on site, including:

- Public and Operator restrooms and public drinking fountains incorporated into the building;
- 1,200 square foot Greyhound ticketing and passenger waiting office, along with bus loading and unloading;
- Dedicated Greyhound customer parking;
- On-site passenger pick-up and drop-off parking;
- Information kiosk(s);
- 4 IVT bus bays; and 3 private shuttle bays;
- Bicycle storage (racks or lockers);
- Separation of general auto and professional driver lanes.
### Figure 12: Alternative 2 Conceptual Site Plan Evaluation

<table>
<thead>
<tr>
<th>Criterion</th>
<th>Rating</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk distance and directness of route</td>
<td>☕</td>
<td>Direct route from POE, but longer than other alternatives</td>
</tr>
<tr>
<td>Business displacement</td>
<td>☝</td>
<td>No impact to existing businesses and would replace a vacant building, improving area safety</td>
</tr>
<tr>
<td>On-street and surface lot parking loss</td>
<td>☝</td>
<td>Loss of 22 on-street parking spaces</td>
</tr>
<tr>
<td>Capital cost ($2014)</td>
<td>☕</td>
<td>$9,003,009 ($2014)</td>
</tr>
<tr>
<td>Impact on existing transit lines and services</td>
<td>☝</td>
<td>No impact to IVT; Private operators could still choose to use their existing locations</td>
</tr>
<tr>
<td>Size</td>
<td>☝</td>
<td>At 1.0 acre and rectangle this is a good size and shape to accommodate all identified uses</td>
</tr>
<tr>
<td>Traffic impact</td>
<td>☝</td>
<td>Relatively no traffic impact</td>
</tr>
<tr>
<td>Site circulation</td>
<td>☝</td>
<td>The size and shape make it favorable for site circulation</td>
</tr>
<tr>
<td>Safety</td>
<td>☝</td>
<td>Relatively positive safety aspect given directness of route and high traffic volume on Rockwood Avenue</td>
</tr>
<tr>
<td>Economic development</td>
<td>☝</td>
<td>Public improvements on the site, along with demolition of the existing vacant building is seen as a positive improvement</td>
</tr>
<tr>
<td>Overall</td>
<td>☝</td>
<td></td>
</tr>
</tbody>
</table>

### Alternative 5 Conceptual Plan and Evaluation

Alternative 5 utilizes city owned property and more on-street curb space than alternative 2B. Amenities on-site include:

- Public and Operator restrooms and public drinking fountains incorporated into the building;
- 1,200 square foot Greyhound ticketing and passenger waiting office;
- 4 IVT bus bays; and 2 private shuttle bus bays;
- Public and Operator restrooms and public drinking fountains incorporated into the building;
- Bicycle storage (racks or lockers);
- Information kiosk(s);
- Taxi queuing and taxi pick-up and drop-off.

Amenities included off-site using curb lanes include:

- Farm labor pick-up and drop-off (would require a change to city policy that currently does not allow farm labor transportation providers to use curb lanes);
- Passenger pick-up and drop-off;
- 2 Greyhound bus bays.
It should be noted, that the Eisenhower Reservation Proclamation generally prohibits construction within 60 feet of the U.S. and Mexico border. Since September 11, 2001 the Border Patrol has been more stringent in maintaining this prohibition. The border patrol has informed the team that this particular site is sensitive to security concerns because people have been known to climb the border fence in this location to illegally enter the U.S. The conceptual site plan accommodates the 60 feet construction prohibition.

Figure 13: Alternative 5 Conceptual Site Plan Evaluation

<table>
<thead>
<tr>
<th>Criterion</th>
<th>Rating</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk distance and directness of route</td>
<td>▼</td>
<td>Direct route from POE, but relatively long</td>
</tr>
<tr>
<td>Business displacement</td>
<td>▼</td>
<td>Development of the site could negatively impact an existing business on the southwest corner of the facility</td>
</tr>
<tr>
<td>On-street and surface lot parking loss</td>
<td>▼</td>
<td>Loss of more than 100 parking spaces</td>
</tr>
<tr>
<td>Capital cost ($2014)</td>
<td>●</td>
<td>$6,634,668</td>
</tr>
<tr>
<td>Impact on existing transit lines and services</td>
<td>▼</td>
<td>Adds additional travel time and potential delay to IVT</td>
</tr>
<tr>
<td>Size</td>
<td>▼</td>
<td>While at 2.9 acres this is the largest alternative, it also is the least desirable given its shape and the resulting ITC configuration</td>
</tr>
<tr>
<td>Traffic impact</td>
<td>▼</td>
<td>Has potential to impact through traffic on E. 1st Street and delay IVT buses negotiating congestion near the POE</td>
</tr>
<tr>
<td>Site circulation</td>
<td>▼</td>
<td>Given the shape of the lot and the prohibition of construction within 60 feet of the border, site circulation is poor</td>
</tr>
<tr>
<td>Safety</td>
<td>●</td>
<td>Relatively positive safety aspect given directness of route and high traffic volume on E. 1st Street</td>
</tr>
<tr>
<td>Economic development</td>
<td>●</td>
<td>Development of deteriorating surface lot, along with landscape and streetscape improvements has potential to spur further improvements</td>
</tr>
<tr>
<td>Overall</td>
<td>▼</td>
<td></td>
</tr>
</tbody>
</table>

Alternative 6 Conceptual Plan and Evaluation

The concept for alternative 6 is to rehabilitate the vacant historic customs building on the corner of E. 1st Street and Heffernan, converting it to a dedicated Greyhound office, inside drinking fountains, and including public and operator restrooms. Rehabilitation of the historic building is expected to be very expensive and time consuming due to the federal historic building requirements that apply.

The concept also includes demolition and reconstruction of the existing private shuttle bus platform, moving it to the center of Heffernan Avenue to allow for better shuttle operations in and around the facility. This would require a minor disruption to shuttle services during construction.
Greyhound buses would utilize the parking lot behind the historic building. All other public and private buses would utilize the curbside, eliminating on-street parking near the facility. Additionally, traffic circulation on E. 1st Street would change to two-way operations in the block between Heffernan Avenue and Rockwood Avenue to facilitate eastbound transit operations needed to serve the site. To accommodate this need and allow for sidewalk widening on the south side of E. 1st Street angled on-street parking would be converted to parallel parking, decreasing the number of available spaces.

Under this concept there is no room for bicycle racks or lockers.

**Figure 14: Alternative 6 Conceptual Site Plan Evaluation**

<table>
<thead>
<tr>
<th>Criterion</th>
<th>Rating</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk distance and directness of route</td>
<td>●</td>
<td>Direct and shortest route</td>
</tr>
<tr>
<td>Business displacement</td>
<td>●</td>
<td>None</td>
</tr>
<tr>
<td>On-street and surface lot parking loss</td>
<td>○</td>
<td>Loss of approximately 90 spaces</td>
</tr>
<tr>
<td>Impact on existing transit lines and services</td>
<td>○</td>
<td>Adds additional travel time and potential delay to IVT</td>
</tr>
<tr>
<td>Size</td>
<td>○</td>
<td>Total acreage was assumed adequate in the initial evaluation, but development of the conceptual plan requires most services to be on-street. Since there is no new construction planned, it is assumed the Roosevelt Reservation 60’ buffer does not apply.</td>
</tr>
<tr>
<td>Traffic impact</td>
<td>○</td>
<td>Has potential to impact through traffic on E. 1st Street and create delay to IVT buses negotiating congestion to serve the site</td>
</tr>
<tr>
<td>Site circulation</td>
<td>●</td>
<td>Reconstruction and repositioning of the existing transit station is expected to improve site circulation from current conditions</td>
</tr>
<tr>
<td>Safety</td>
<td>●</td>
<td>Relatively positive safety aspect given directness of route and high traffic volume on E. 1st Street</td>
</tr>
<tr>
<td>Economic development</td>
<td>●</td>
<td>Reconfiguration of south Heffernan Avenue and investment in streetscape/landscape has potential to spur economic development; reactivation of the old Customs Building has potential to encourage investment in surrounding properties.</td>
</tr>
</tbody>
</table>

Overall                                                                 | ●      | 68
Following review of the final three alternatives, the Steering Committee recommends Alternative 2 as the preferred site selection. The following issues were deemed unsatisfactory for Alternatives 5 and 6:

- Neither alternative encourages pedestrian traffic through downtown. The business community commented that they prefer an alternative where users of the facility are encouraged to walk through downtown Calexico and potentially shop at local merchants;
- Traffic congestion on E. 1st Street, especially during holiday months, is poor and adding buses to the street would negatively impact both transit operations and further degrade general traffic;

Based on the Steering Committee’s review several alterations were made to the final site plan for Alternative 6, as follows:

- The site plan was reconfigured to move the Greyhound and restroom building to the south side of the site;
- Greyhound loading and drop-off was changed to be on-site, eliminating the need to remove on-street parking along the north side of the site;
- A second information kiosk was added to the east end of the passenger platform;
- Taxi drop-off and pick-up can use the on-site parking or on-street curb lane;
- Space for a monument or public art was added;
- Passenger access was improved by relocating the passenger platform adjacent to E. 3rd Street;
- The “Intercity/Tour Bus” bay was converted to an additional IVT bay to accommodate a standard IVT bus and an additional two bays have been added to accommodate smaller demand responsive buses.

The final preferred site plan and site rendering are included as Figures 18 and 19.
Figure 15: Conceptual Site Plan - Alternative 2
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Figure 17: Conceptual Site Plan - Alternative 6
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Figure 18: Final Preferred Site Plan (Alternative 2 with expanded detail)
Figure 19: Preferred Alternative Architectural Rendering
Financial Plan

The Financial Plan discusses potential federal, state, and local funding sources, project costs and risks, and presents an implementation plan for moving the project through design and to construction and operation.

Comparative Transit Centers

The Imperial County Long Range Transportation Plan (LRTP), 2013 Update, includes the Calexico ITC in the financially constrained list of projects, with a projected implementation year of 2018. The overall cost estimate in the LRTP is $9.315 million. The project is not included in the 2013 update to the SCAG Federal Transportation Investment Program (FTIP), a capital listing of all transportation projects proposed over a six-year period for the SCAG region. The Imperial County LRTP does not assign specific funding sources to the project. Once included in the SCAG FTIP, those specific funding sources will be assigned.

The following comparative transit centers are presented here to demonstrate the financial feasibility of utilizing a wide range of transportation funding sources for development of the project. Future programming of funds for the Calexico ITC will likely use a similar mix of funding sources as utilized for the Brawley and El Centro transit stations.

Brawley Transit Transfer Station

The Brawley Transit Transfer Station opened in August, 2013. It is located in downtown Brawley at G Street and South Plaza Street. The site was formerly a vacant lot with asphalt paving.

A design (PS&E), environmental, and property acquisition support services contract was awarded for $220,000. The environmental review resulted in the following:

- National Environmental Policy Act (NEPA) – Categorical Exclusion
- California Environmental Quality Act (CEQA) – Categorical Exemption
- Phase 1 Environmental Site Assessment – Low Potential for Recognized Environmental Conditions – Note that during site excavation a underground storage tank was discovered, adding 2 months schedule delay and $212,000 for removal
- Environmental Justice – No Significant Impacts

Design of the station included:
- 6 Bus Bays
- 4 Faced Street Clock
- Solar Lighting
- Security Cameras
- Restroom Building
- Information Kiosks
- Chilled Drinking Fountain

Figure 20: Brawley Transit Transfer Station
Original Budget:
- PS&E, environmental, and property acquisition services = $220,000
- Property acquisition = $143,000
- Construction = $1,200,000
- Total = $1,563,000

Final Total Project Cost:
- Design = $220,000
- Property = $143,000
- Bid = $1,300,000
- Utilities = $17,000
- Tanks = $212,000
- Contract Change Orders (CCOs) = $60,000
- As-built QTY = $(62,000)
- Total = $1,890,000

Overall total funding was provided through the following grants:
- ICTC Transportation Development Act = $231,000
- American Recovery and Reinvestment Act (ARRA), Federal Transit Administration (FTA) Non-Urbanized Area Formula (Section 5311) = $621,000
- Additional ARRA (Section 5311) for underground storage tank removal = $186,000
- California Transit Security Grant Program (CTSGP) = $133,000
- FTA Bus and Bus Facilities Discretionary Grant (Section 5309) = $300,000
- Proposition 1B, Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA) = $511,000
- Total = $1,982,000

El Centro Regional Bus Transfer Station
Located at S. 7th Street and W. State Street, the El Centro Regional Bus Transfer Station opened in January, 2014. Site selection was completed in 2005 and the General Plan Amendment for a change in zoning was completed in 2007. The new facility includes:
- 8 bus bays
- Decorative Pedestrian Pavements
- Landscaping & Irrigation
- Public Restroom
- Satellite Police Office Building
- Solar Power System
- Mister System
- Shade Canopies
- Benches
- Information Kiosks
- Bike Racks
- Trash Receptacles

Figure 21: El Centro Regional Bus Transfer Station
Budget:
- Design = $315,765
- Construction = $3,926,461
  (Final change orders were in progress as of April 2014)
- Construction Management = $421,178
- Total Budget = $4,663,404

Funding Sources:
- FTA Grant 5307 = $2,948,114
- FTA-ARRA Grant = $1,221,911
- Regional Match = $737,029
- Total Funding = $4,907,054

Sources of Funds
As evidenced by the previous two examples, feasibility for funding a new transit center in Imperial County lies in assembling funds from multiple federal, state, and local sources. The following section identifies common funding sources used to design and construct transit facilities.

Federal
Federal transit funding is provided through the various statutory programs established through federal law and administered through the Federal Transit Administration (FTA). Certain Federal Highway Administration (FHWA) programs can also be “flexed” to FTA to help fund transit capital projects. The most recent federal surface transportation funding authorizing act is Moving Ahead for Progress in the 21st Century, commonly known as MAP-21, signed into law July 6, 2012. This two year bill is set to expire September 30, 2014. Congress is working on either an extension of the current bill or a new surface transportation funding authorization act, but either way, popular belief is that the programs established in MAP-21 will go largely unchanged, with the only debate being the term of the extension or the authorization levels in a new bill. Following is a summary of programs available through MAP-21 to be used for design and construction of the Calexico ITC.

FTA Formula Grants for Other than Urbanized Areas (Section 5311)
The Formula Grants For Other than Urbanized Areas is a rural program that is formula based and provides funding to states for the purpose of supporting public transportation in rural areas, with populations of less than 50,000. The goal of the program is to provide the following services to communities that meet the population criteria:
- Enhance the access of people in non-urbanized areas to health care, shopping, education, employment, public services, and recreation.
- Assist in the maintenance, development, improvement, and use of public transportation systems in non-urbanized areas.
- Encourage and facilitate the most efficient use of all transportation funds used to provide passenger transportation in non-urbanized areas through the coordination of programs and services.
- Assist in the development and support of intercity bus transportation.
- Provide for the participation of private transportation providers in non-urbanized transportation.
 Eligible Recipients and Activities
Eligible recipients include a State or Indian tribe that receives a Federal transit program grant directly from the Federal Government. A sub-recipient of the program includes a State or local governmental authority, a nonprofit organization, or an operator of public transportation or intercity bus service that receives federal transit program grant funds indirectly through a recipient.

An eligible recipient may use the funding for capital, operating, and administrative expenses for public transportation projects that meet the needs of rural communities. Examples of eligible activities include: capital projects; operating costs of equipment and facilities for use in public transportation; and the acquisition of public transportation services, including service agreements with private providers of public transportation services.

Match
The Federal share of eligible capital and project administrative expenses may not exceed 80 percent of the net cost of the project. For operating, the Federal share may not exceed 50 percent of the net operating cost of the project.

Bus and Bus Facilities (Section 5339)
The purpose of Section 5339 funds is to provide capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. This program replaced the former Section 5309 Bus and Bus Facilities Program. Funds from this program are eligible to be transferred by the state to supplement urban and rural formula grant programs (5307 and 5311, respectively). Funds are available for three years after the fiscal year in which the amount is apportioned. In fiscal year 2014 California received $7.5 million in Section 5339 funds for rural and small urban areas and is not inclusive of funds received for medium and large urbanized areas.

Eligible Recipients and Activities
Eligible recipients include designated recipients and states that operate or allocate funding to fixed-route bus operators. For Imperial County, Caltrans is the primary grant recipient. Sub-recipients include public agencies, such as ICTC, or private nonprofit organizations engaged in public transportation, including those providing services open to a segment of the general public, as defined by age, disability, or low income. Funds can be used for capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities.

Match
The Federal share of eligible capital and project administrative expenses may not exceed 80 percent of the net cost of the project.

Congestion Mitigation and Air Quality (CMAQ)
Administered as a flexible program by FHWA, CMAQ projects must demonstrate the three primary elements of eligibility: transportation identity, emissions reduction, and location in or benefitting a nonattainment or maintenance area. The border and northwestern portions of Imperial County are classified as nonattainment by the EPA (http://www.epa.gov/oagps001/greenbk/map8hrnm.html). While project eligibilities are continued from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), there is some modification with new MAP-21 language
placing considerable emphasis on select project types including electric and natural gas vehicle infrastructure and diesel retrofits.

*Eligible Activities (partial list)*
- Transit investments, including transit vehicle acquisitions and construction of new facilities or improvements to facilities that increase transit capacity.
- Projects or programs that shift travel demand to nonpeak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce single-occupant vehicle (SOV) demand through initiatives, such as teleworking, ridesharing, pricing, and others.
- Non-recreational bicycle transportation and pedestrian improvements that provide a reduction in SOV travel.

*Match*
The Federal share of eligible capital and project administrative expenses may not exceed 80 percent of the net cost of the project.

**Surface Transportation Program (STP)**
The Surface Transportation Program (STP) is an FHWA administered flexible funding source for states and localities to fund a range of transportation projects including capital costs for transit vehicles and facilities and transit safety infrastructure improvements.

*Eligible Activities (partial list)*
- Capital costs for transit projects eligible for assistance under chapter 53 of title 49; which includes vehicles and facilities (publicly or privately owned) that are used to provide intercity passenger bus service.
- Carpool projects, fringe and corridor parking facilities and programs, including electric vehicle and natural gas vehicle infrastructure, bicycle transportation and pedestrian walkways, and the modification of public sidewalks to comply with the Americans with Disabilities Act of 1990.
- Environmental mitigation efforts relating to projects funded under federal surface transportation law.

*Match*
The Federal share of eligible capital and project administrative expenses may not exceed 80 percent of the net cost of the project.

**TIGER Program**
The Transportation Investment Generating Economic Recovery, or TIGER, Discretionary Grant program, provides a unique opportunity for the US DOT to invest in road, rail, transit and port projects that promise to achieve critical national objectives. Since 2009, Congress has dedicated more than $4.1 billion over six rounds to fund projects that have a significant impact on the Nation, a region or a metropolitan area.

The TIGER program enables US DOT to examine a broad array of projects on their merits, to help ensure that taxpayers are getting the highest value for every dollar invested. In each round of TIGER, US DOT receives many applications to build and repair critical pieces of our freight and passenger transportation networks. Applicants must detail the benefits their project would deliver for five long-term outcomes: safety, economic competitiveness, state of good repair, livability and environmental sustainability.
TIGER is a very popular and competitive program. In 2014, funding requests totaled $9.5 billion, 15 times the $600 million set aside for the program this year.

**Other**

From time to time FTA issues notices of funding availability in the federal register making available funds not appropriated, or unallocated, in prior fiscal years. For example, on June 4, 2014, FTA made approximately $100 million available from prior year Section 5309 Bus and Bus Facilities (this was the former SAFTEA-LU designation) funds available for discretionary grant award\(^3\). For this current cycle, applications are due by August 4, 2014. Grants of this type invest in projects that fulfill the following principles:

- Enhance access to work
- Provide more transportation choices
- Support existing communities
- Support economic opportunities
- Support partnerships

**State\(^4\)**

**State Transportation Improvement Program (STIP), Regional Share (RTIP) and Inter-regional Share (ITIP)**

This program is a four year multi-modal program funded through the State Highway Account and the Passenger Rail Bond Fund. This program combines seven previous funding categories (Flexible Congestion Relief, Transit Capital Improvement Program, Commuter and Urban Rail Transit Program, Mass Transit Guideway Program, Traffic Systems Management Program, Intercity Rail Corridors Program, and the State-Local Transportation Program). The STIP is divided into two basic accounts: 75% of the program funds are allocated to the Regional Transportation Improvement Program (RTIP); and 25% of the program funds are allocated to the Inter-regional Transportation Improvement Program (ITIP). Local transportation agencies implement the RTIP, while Caltrans implements the ITIP.

**State Transit Assistance (STA)**

Revenues are derived from sales taxes on fuel sales. Levels of STA funding can be uncertain due to sensitivity to annual legislative budgetary activities.

**Transportation Investment Fund (Proposition 42)**

Proposition 42 was passed by the general state electorate in March 2002 and indefinitely extends the core elements of the Traffic Congestion Relief Plan (TCRP) program. Revenues are derived from state sales tax on gasoline. Caltrans reports that Proposition 42 is expected to commence in fiscal year 2009, but may experience funding problems due to changes to the State Budget.

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**Proposition 1B and PTMISEA**

The Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA) was created by Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Of the $19.925 billion available to Transportation, $3.6 billion dollars was allocated to PTMISEA to be available to transit operators over a ten-year period. PTMISEA funds may be used for transit rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, or rolling stock (buses and rail cars) procurement, rehabilitation or replacement. Funds in this account are appropriated annually by the Legislature to the State Controllers Office (SCO) for allocation in accordance with Public Utilities Code formula distributions: 50% allocated to Local Operators based on fare-box revenue and 50% to Regional Entities based on population.

**Local**

**Local Transportation Sales Taxes**

Funds are derived from a ½ percent sales tax on retail sales in the county.

**Transportation Development Act (TDA)**

The Mills-Alquist-Deddeh Act (SB 325) was enacted by the California Legislature to improve existing public transportation services and encourage regional transportation coordination. Known as the Transportation Development Act (TDA) of 1971, this law provides funding to be allocated to transit and non-transit related purposes that comply with regional transportation plans.

The TDA provides two funding sources:
- Local Transportation Fund (LTF), which is derived from a ¼ cent of the general sales tax collected statewide.
- State Transit Assistance fund (STA), which is derived from the statewide sales tax on gasoline and diesel fuel.

The State Board of Equalization (SBE), based on sales tax collected in each county, returns the general sales tax revenues to each county’s LTF. The STA funds are appropriated by the Legislature to the State Controller’s Office. That Office then allocates the tax revenue, by formula, to planning agencies and other selected agencies. Statute requires that 50% of STA funds be allocated according to population and 50% be allocated according to operator revenues from the prior fiscal year.

**Gas Tax Subventions**

Revenues are generated from a tax on gasoline sales throughout the state, and are distributed according to a formula based on each county’s number of registered vehicles.

**General Funds**

In addition to the sources identified above, county and local jurisdiction general funds could be expended to finance transportation projects and improvements. These funds are raised through property taxes and other tax measures.
Other

Public-Private Partnership (PPP)

The term Public-Private Partnership (PPP) has been popular in transportation the past several years. While earlier models of PPPs have been used to finance toll roads and construct vertical public assets, such as office buildings, its application to transportation investments outside toll roads, has been limited. There are examples of parking garages built to public specifications by private firms and leased back to the governmental bodies over a period of time. The commonality shared between parking garages and toll facilities is that both generate positive revenue that can be used to provide the level of return needed from investment of private capital. However, the PPP model is beginning to be explored in other transportation projects that do not generate a positive cash flow.

At the most basic level, partnerships between the public and private sector take place on nearly every public project built. The degree of difference between a traditional project delivery method, such as Design-Bid-Build (DBB) where a public agency contracts with a builder to construct a facility based on detailed design documents provided by the agency, and a more commonly understood PPP, is the allocation of risk and the potential for private equity inserted into the project.

A PPP can be negotiated where a public agency contracts with a design and construction team to provide a facility that is then leased back to the public agency over several years (e.g. a transit center or office building), reverting to public ownership at the end of the agreed period, or where there is a user based revenue stream the contractor is allowed to access for a term at least until the contractor is able to recover a minimum return on their original investment (e.g. a toll road). In either instance, the amount of private equity put in the project can be any share up to 100 percent. Generally, the use of the term PPP in transportation means some level of financing is provided directly by a private entity.

The US Department of Transportation (DOT) defines a Public Private Partnership as follows:

“A public-private partnership is a contractual agreement formed between public and private sector partners, which allows more private sector participation than is traditional. The agreements usually involve a government agency contracting with a private company to renovate, construct, operate, maintain, and/or manage a facility or system. While the public sector usually retains ownership in the facility or system, the private party will be given additional decision rights in determining how the project or task will be completed.”

As with any non-traditional, or alternative, project delivery method used across the country, authority for a public agency to engage alternative methods is granted by individual state legislatures. The following tables summarize California legislation for PPP and Design-Build (DB), another alternative delivery method that can be combined with PPP financing.

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### Table 10: California PPP Legislation

<table>
<thead>
<tr>
<th>Statute</th>
<th>Provisions</th>
<th>Legislative Approval Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cal. Streets &amp; Highways Code §143</td>
<td>Comprehensive statute that authorizes PPPs for transportation projects. Under legislation enacted in 2009 (Senate Bill 4b; 2009 Cal. Stats., Chap. 2), allows the state DOT (Caltrans) and regional transportation agencies, if authorized by the California Transportation Commission, to enter into “comprehensive development lease agreements” with public and/or private entities for transportation projects, including those that charge tolls or fees. Eliminates the need for legislative approval of lease agreements. Establishes the Public Infrastructure Advisory Commission as a public PPP advisory body. Prohibits noncompete clauses. Allows for solicited and unsolicited proposals. No lease agreements may be entered into under this section on or after Jan. 1, 2017.</td>
<td>No. The 2009 legislation eliminated former legislative approval requirements, which had been in place since 2005. However, the new law provides that lease agreements must first be submitted to the California Transportation Commission for approval, then to the Legislature and the Public Infrastructure Advisory Commission for review (Cal. Streets &amp; Highways Code §143(c)(2) and §143(c)(5)).</td>
</tr>
<tr>
<td>Cal. Gov. Code §§5956 to 5956.10</td>
<td>Authorizes local governmental agencies to enter into agreements with private entities to study, plan, design, construct, develop, finance, maintain, rebuild, improve, repair and/or operate a variety of fee-producing infrastructure facilities, including rail, highway, bridge, tunnel or airport projects. Allows for solicited and unsolicited proposals. Prohibits using the authority in this section to design, construct, finance or operate a toll road on a state highway.</td>
<td>No. However, any action by a local agency to levy a new fee or service charge or to approve an increase in an existing fee or service charge pursuant to this chapter shall be taken only by ordinance or resolution of the legislative body of that agency (Cal. Gov. Code §5956.10(b)(5)(D)).</td>
</tr>
</tbody>
</table>

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Table 11: California Design-Build Legislation\(^7\)

<table>
<thead>
<tr>
<th>Statute</th>
<th>Provisions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cal. Pub. Cont. Code §§20209.5 et seq.; Cal. Pub. Cont. Code §§6800 et seq.; Cal. Streets &amp; Highways Code §143</td>
<td>Sections 20209.5 et seq. authorize transit operators to enter into transit design-build contracts, describe in detail the process that must be used for each design-build project, and provide specific criteria for evaluating design-build proposals. Section 20209.10 includes requirements for design-builders, including bonding and errors and omissions insurance coverage. The statute allows transit operators to establish minimum performance criteria and design standards for quality, durability, longevity, life-cycle costs and other standards. Transit operators that award design-build contracts must submit a report to the legislative analyst’s office that includes project details. Under the same 2009 legislation (Senate Bill 4b; 2009 Cal. Stats., Chap. 2), section 143 allows the state DOT and regional transportation agencies to use the design-build method for PPP projects, subject to other requirements for such projects.</td>
</tr>
</tbody>
</table>

**Tax Increment Financing (TIF)**

Tax increment financing (TIF) can be a powerful economic development tool. Under the right circumstances, TIF can generate enough funding to make a real difference. And with the right safeguards in place, TIF encourages government and the private sector to form a partnership based on each other’s strengths.

Generally, tax increment financing is only used for very large public works (i.e. streetcar or light rail lines) or redevelopment programs. Under this funding strategy, a baseline property value is determined prior to investment in the project. The incremental increase in property value that occurs following implementation of the project or program is then used to pay bonds, or sometimes, operating costs needed to construct and maintain the project. Implementation of a downtown Calexico Intermodal Transportation Center is probably not to the scale needed to generate dramatic increases in neighboring property values.

In 2011, California abolished community redevelopment agencies across the state. Redevelopment agencies were originally authorized across California in 1945 to collect property-tax increases and redirect those funds to blighted areas for reinvestment into projects to benefit the community. Without this authority, it is unclear whether TIF is a viable option in Calexico for re-investment in the proposed ITC.

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\(^7\) National Conference of State Legislatures, *Appendix E. State Design-Build Enabling Statutes for Transportation Projects as of October 2010.*
Joint Development

According to Reconnecting America, a national nonprofit that integrates transportation and community development, advising civic and community leaders on how to overcome community development challenges to create better communities for all, Joint Development⁸ ...

“...occurs when a transit agency partners with another agency or private developer to develop property that is owned by the transit agency and located near a transit station. The Federal Transit Administration (FTA) has guidelines for joint development that apply to properties acquired with federal funds. Some transit agencies, however, use the term more broadly to refer to any development project undertaken in partnership with a transit agency.”

Depending on the site selected for the new Calexico ITC, there is potential for a joint development partnership in which a developer agrees to build, and possibly even maintain, the ITC if provided the air rights above the facility through an extended term lease, or provided part of the property to build and operate their own business.

A scenario can be envisioned where a joint development partnership is negotiated with a private bus company, private shuttle system, private developer, or other public agency to provide the Calexico ITC in exchange for exclusive use of a portion of the surface property, or the air rights above the property. In these situations, the transit provider owns the underlying property and solicits proposals on utilization of the land for a transit purpose and other supportive, or complimentary, purposes that promote transit ridership or other community goals.

King County Metro, the county-based bus transit provider in Seattle, Washington, and the surrounding area, is a leader in developing bus facility joint development projects. Their first project combined moderate-income rental housing, a day care facility, and a park-and-ride/transit center into a single integrated use⁹. For this project, King County partnered with a private developer, providing some of the overall funds and the property, while the developer built the facility and manages the rental housing.

Other bus joint development, or otherwise known as bus transit-oriented development (Bus TOD), examples exist around the world. The Virginia Transit Association¹⁰ has researched many of the projects and provides case studies on 12 Bus TOD projects, including three in California. However, many of these

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⁸ http://www.reconnectingamerica.org/resource-center/joint-development/
⁹ http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/TransitOrientedDevelopment/Projects/Overlake.aspx
¹⁰ http://www.vatransit.com/transitlanduse/tod-project-examples/
are much larger in scale, with more acreage and urban level bus volumes, than anything being proposed in Calexico.

**Uses of Funds**

**Capital**

Capital cost estimation for the three alternatives is based on review of bid sheet line item costs for the Brawley Transit Transfer Station and the El Centro Regional Bus Transfer Station. These costs were inflated at 3 percent per year from year of construction to derive a 2014 baseline cost per bid element, where appropriate, as follows: Property Acquisition; Design; Construction or Building Rehabilitation in the case of Alternative 6; and Construction Management.

For each Calexico alternative, all units of measure, such as site demolition square footage, etc., were obtained from rectified aerial mapping. The following table identifies measurement and cost per square foot assumptions for each alternative.

**Table 12: Square Footage and Unit Cost Assumptions**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Demolition</td>
<td>23,076</td>
<td>44,466</td>
<td>43,166</td>
<td>$1.92</td>
</tr>
<tr>
<td>Building Demolition</td>
<td>24,495</td>
<td>-</td>
<td>-</td>
<td>$15.00</td>
</tr>
<tr>
<td>Building Rehabilitation</td>
<td>-</td>
<td>-</td>
<td>30,009</td>
<td>$200.00</td>
</tr>
<tr>
<td>Site Improvement</td>
<td>45,371</td>
<td>42,707</td>
<td>43,166</td>
<td>$64.05</td>
</tr>
<tr>
<td>New Building</td>
<td>1,200</td>
<td>1,200</td>
<td>-</td>
<td>$200.00</td>
</tr>
<tr>
<td>Shade</td>
<td>12,687</td>
<td>6,343</td>
<td>-</td>
<td>$150.00</td>
</tr>
<tr>
<td>New Restroom Building</td>
<td>560</td>
<td>560</td>
<td>-</td>
<td>$200.00</td>
</tr>
<tr>
<td>Site Size</td>
<td>47,571</td>
<td>44,466</td>
<td>53,169</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Using these units and costs, the following two tables present current year (2014) and year of expenditure (2018) total costs for each alternative, in comparison to the Brawley and El Centro facilities.

These estimates are based on conceptual designs and may decrease or increase as designs progress through preliminary and final design. The next phase of project development, i.e. full design and environmental evaluation, should include at least one, if not several, design charrettes to clarify facility amenities and architectural components.
Table 13: $2014 Comparative Cost Estimates

<table>
<thead>
<tr>
<th>Category</th>
<th>Brawley</th>
<th>El Centro</th>
<th>Calexico-2</th>
<th>Calexico-5</th>
<th>Calexico-6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Property Acquisition</td>
<td>$151,709</td>
<td>$0</td>
<td>$713,565</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Design</td>
<td>$233,398</td>
<td>$325,238</td>
<td>$557,274</td>
<td>$412,415</td>
<td>$284,768</td>
</tr>
<tr>
<td>Construction</td>
<td>$1,619,994</td>
<td>$4,044,255</td>
<td>$6,965,919</td>
<td>$5,155,183</td>
<td>$3,559,598</td>
</tr>
<tr>
<td>Building Rehabilitation</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$6,001,800</td>
</tr>
<tr>
<td>Construction Management</td>
<td>$0</td>
<td>$433,813</td>
<td>$766,251</td>
<td>$567,070</td>
<td>$1,051,754</td>
</tr>
<tr>
<td>Potential Street Improvements (E. Mary and Blair Avenues)</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$500,000</td>
<td>$0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$2,005,101</td>
<td>$4,803,306</td>
<td>$9,003,009</td>
<td>$6,634,668</td>
<td>$10,897,919</td>
</tr>
</tbody>
</table>

- Calexico estimates include an overall 25% contingency on construction.

Table 14: $2018 Comparative Cost Estimates

<table>
<thead>
<tr>
<th>Category</th>
<th>Brawley</th>
<th>El Centro</th>
<th>Calexico-2</th>
<th>Calexico-5</th>
<th>Calexico-6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Property Acquisition</td>
<td>$170,749</td>
<td>$0</td>
<td>$803,124</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Design</td>
<td>$262,692</td>
<td>$366,058</td>
<td>$627,216</td>
<td>$464,176</td>
<td>$320,509</td>
</tr>
<tr>
<td>Construction</td>
<td>$1,823,318</td>
<td>$4,551,844</td>
<td>$7,840,204</td>
<td>$5,802,204</td>
<td>$4,006,359</td>
</tr>
<tr>
<td>Building Rehabilitation</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$6,755,079</td>
</tr>
<tr>
<td>Construction Management</td>
<td>$0</td>
<td>$488,261</td>
<td>$862,422</td>
<td>$638,242</td>
<td>$1,183,758</td>
</tr>
<tr>
<td>Potential Street Improvements (E. Mary and Blair Avenues)</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$562,754</td>
<td>$0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$2,256,759</td>
<td>$5,406,163</td>
<td>$10,132,966</td>
<td>$7,467,377</td>
<td>$12,265,704</td>
</tr>
</tbody>
</table>

- Calexico estimates include an overall 25% contingency on construction.

Operations and Maintenance

Operations and maintenance costs for the new Calexico ITC are modeled after the budget estimate for the El Centro Bus Transfer Station. On a pure cost per square footage basis, the El Centro facility is estimated to cost approximately $0.96 per square foot, prorated for a full 12 months (the facility opened in January 2014 and has a 11 month budget estimate of $35,400) to operate. The El Centro facility is selected as the model because it most closely mirrors the conceptual plan for the Calexico ITC with an on-site building, full covered passenger waiting areas, and eight bus bays.
Rounding up to $1.00 per square foot, to be conservative, and to make the math easy, the equivalent cost for the 47,571 square foot Calexico ITC would be $47,571 in 2014 dollars. Assuming it opens in 2018 the first full year operating and maintenance cost estimate would be approximately $53,550 (assuming the same 3% annual growth rate used for the capital cost estimate.

At this level of planning it is very difficult predict operating and maintenance costs with a high degree of certainty. For that reason, an additional 10% contingency is added, for an upward estimate of $61,000 in 2018 dollars and $58,900 in 2014 dollars.

**Calexico ITC Financial Feasibility**

**Project Risks**

Transit project risks are relatively high at the conceptual level and decrease as plans approach final design. At the conceptual level project risks relate primarily to construction cost estimating, funding priority, “scope creep,” and land acquisition cost and timing.

Without relevant comparable projects to provide sufficient detail in current costs, construction cost estimating at the conceptual level can be difficult. In addition, eagerness to develop a highly cost effective project at the early stage of development in order to gain broader acceptance and approval creates risk for future cost increases as design advances. Because ICTC has recent detailed information on total final costs related to the Brawley and El Centro Transfer Stations, this risk can be mitigated to an acceptable level during conceptual design of the Calexico ITC. Costs associated with site specific environmental conditions, such as underground storage tanks, asbestos, or lead paint removal, cannot be properly determined at the conceptual design phase and if sufficient contingency funds are not built into the cost estimate, can cause significant cost increases during final design or construction.

During construction, insufficient design plans or site investigations can create cost overruns through change orders. One example is the previously discussed Brawley Transit Transfer Station where during construction three underground storage tanks were discovered on the property, adding two months to the schedule and $212,000 to the final cost.

Mitigation of construction cost estimation risk can be accomplished through unforeseen circumstance contingency budgeting and careful review of comparable bid sheets for the Brawley and El Centro facilities. The capital cost estimates for the three Calexico ITC alternatives include a 25% contingency on construction.

Funding priorities can shift multiple times between conception and completion of a project. Administrations change, unforeseen financial needs arise for other projects, or revenue receipts falling below projections can all be reasons for shifting priorities. Mitigation against this type of risk is to bring stakeholders in on the earliest phases of the planning and design. Through this study, ICTC and SCAG have reached out to stakeholders on multiple occasions and in multiple environments. To further decrease the risk of shifting priorities, ICTC should move swiftly into entering the next phases of environmental clearance and design. This work can proceed while final construction dollars are dedicated.

“Scope Creep” is an industry term used to describe what can sometimes happen to a project when it is not fully vetted prior to initiation of final design or construction. Without a fully scoped project at the
beginning of design, opportunity exists to expand the scope by stakeholders that are often unfamiliar with the purpose and need of the project. In the situation of the Calexico ITC, scope creep could come in the form of other downtown Calexico add-ins, that might be good public investments, but don’t relate directly to the success of the ITC. As a hypothetical example, a stakeholder group might decide the downtown really needs more or new trash receptacles and see the ITC project as a potential funding source for the unrelated investment. Or, after final design and project approval, a stakeholder group may express a desire to add a public fountain, more art, or other type component to the project, that might very well be nice to have, but adds last minute cost to the project because it was not in the original design plans.

Similar to the mitigation of shifting funding priorities, mitigation of the potential for scope expansion is to work diligently to keep all stakeholders engaged throughout the design process. A design that is not vetted throughout the community is at high risk of “scope creep.”

Land acquisition cost and timing is a variable that can delay or derail a project. The least risky scenario is the selection of a site with a willing seller – either private or public. A willing seller is one that seeks a fair market rate for the property desired by the project sponsors. A tool ICTC can use in negotiating a fair market price with the seller is the availability of alternatives to the site being negotiated. Without reasonable alternatives as a fall back, a property owner can leverage the need for the property in negotiating the final price, resulting in delay to the project and higher cost.

The least desirable situation is the absence of a willing seller and viable alternatives, forcing project sponsors to initiate a taking of the property. Property taking through eminent domain powers can add delay and cost through extended litigation. Displacement of an ongoing business enterprise or residential units has the highest likelihood of facing protracted litigation to acquire the property. Fortunately for the Calexico ITC project, the Steering Committee decided early on in the feasibility study not to pursue any potential locations that would create this situation.

While Federal funding rules generally don’t allow the acquisition of property for a project prior to completion of an environmental review, including investigation of alternatives, project sponsors can enter negotiations on a property, resulting in an understanding between parties to “option” a property with final execution contingent on environmental approval. This approach can hold a property until approval is available to execute the final purchase agreement. There usually is a cost involved in this situation as compensation to the owner for locking up the property from other buyers or uses, but the cost is considered mitigation for otherwise delaying negotiations. That cost is determined by both parties. Waiting too long to acquire, or option, the desired property runs the risk of it no longer being available for the project or cost increases.
Implementation

Assumptions
The 2013 Imperial County Long Range Transportation Plan, approved November, 2013, includes $9,315,000 for construction of the facility in 2018 in the financially constrained component of the plan. All implementation assumptions are tied to achieving this project completion date. However, while that target is included in the county’s long range plan, it is not included in the current SCAG Federal Transportation Improvement Program (FTIP) or the draft 2015 plan inclusive of all projects to be implemented over the next six years. To be eligible for federal funding, the project must be included in the plan. The project is included in the 2014 Boarder Master Plan.

Policy Recommendations
To implement the concept as described, the City of Calexico and ICTC, have a couple of policy and action considerations to review. Under the preferred alternative concept, Farm Labor Transportation providers would be encouraged to use the facility in the early morning hours, prior to the start of transit service for loading customers. However, in the afternoon when they are dropping off, they would need to utilize the curb lane along E. 3rd Street since the on-site bus bays would be occupied by IVT and other shuttle services. To do this, the City would need to revise its current statutes that prohibit Farm Labor Transportation from using on-street facilities. As an alternative, the farm labor buses could drop-off customers at the same off-street locations they use today.

Secondly, while the project is identified in the Imperial County Long Range Transportation Plan on the financially constrained list of projects in the first 5 years of the plan, and is included as project 6120006 of SCAG’s adopted 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). However, it is not included in the most recent update to the SCAG Federal Transportation Improvement Program. Any project to utilize federal funds must be included in this program to be grant eligible. ICTC should work with SCAG during the next update cycle to include the Calexico Intermodal Transportation Center.

Conceptual Schedule
The Imperial County Long Range Transportation Plan (2013 Update) includes a list of financially constrained projects, meaning the revenue sources are expected to be in place to cover the cost of the projects. The Plan programs $9.315 million dollars for construction of the facility in 2018. The implementation schedule included here starts construction in 3rd quarter of 2017, technically the 2014 Fiscal Year. The project is also identified in SCAG’s adopted 2012-2035 RTP/SCS.

This schedule assumes funding will be in place early next year to advertise for environmental and final design. Both the Brawley Transit Station and the El Centro Regional Bus Transfer Station received NEPA11 Categorical Exclusion and CEQA11 Categorical Exemption decisions for approval to move forward. These are the most expeditious environmental decisions that can be obtained under either Act. Other more lengthy environmental decision processes can take as much as one to three years to complete and add more risk to the implementation schedule of a more complicated project. It is expected that the Calexico ITC will be eligible for the same decisions.

11 National Environmental Protection Act and California Environmental Quality Act
Figure 23: Conceptual Implementation Schedule

Select the preferred alternative – September 2014
Advertise for environmental review and final design – February 2015 to April 2015
Complete environmental review and final design – July 2015 to May 2016
Secure option for property acquisition – November 2015 to February 2016
Secure funding sources – February 2016 to June 2016
Complete property acquisition – July 2016 to September 2016
Prepare construction procurement documents – September 2016 to December 2016
Clear site – October 2016 to December 2016
Advertise for construction – January 2017 to April 2017
Initiate construction – July 2017
Construction – July 2017 to March 2018
Final acceptance – March 2018
Open for Operations – April 2018
Appendix

Environmental Review

Based on the results of both the Brawley Transit Station and the El Centro Regional Bus Transfer Station environmental reviews, it is expected that the Calexico Intermodal Transportation Center will also be classified as NEPA\textsuperscript{12} Categorical Exclusion and CEQA\textsuperscript{12} Categorical Exemption class of action decisions.

Federal Transit Administration (FTA) defines a Categorical Exclusion as follows:

\begin{quote}
\textit{“Categorical exclusion means a category of actions which do not individually or cumulatively have a significant effect on the human environment and which have been found to have no such effect in procedures adopted by a Federal agency in implementation of these regulations...and for which, therefore, neither an environmental assessment nor an environmental impact statement is required.”}
\end{quote}

Additionally, under new federal rules implemented February 12, 2014, a federally funded transportation project is eligible for a Categorical Exclusion finding under NEPA if the federal participation is less than $5,000,000.

Finally, a Documented Categorical Exclusion is possible for “Construction of open area bus transfer facilities with coincidental street improvement in an area where there is adequate street capacity for increased bus traffic.” A Documented Categorical Exclusion can be as simple as including a paragraph when applying for the funds through the FTA grant application system (Transportation Electronic Award Management (TEAM) System). Alternatively, a report can be prepared and submitted to FTA for final approval of the Categorical Exclusion class of action.

With respect to the CEQA Categorical Exemption, California law allows that:

\begin{quote}
\textit{“The Secretary of the Resources Agency prepares and adopts a list of classes of projects which have been determined not to have a significant effect on the environment and are considered “exempt” from CEQA. These classes are known as “categorical exemptions.” However, a categorical exemption is conditioned by limitations defined in the Guidelines and by the statutory authorization limiting such exemptions to projects with no significant environmental effect. The District/Region Senior Environmental Planner decides whether a project is eligible for a categorical exemption as part of the preliminary review of the project. The Department documents its determination that a project meets the criteria of a categorical exemption by completing the CE/CE form and retaining it in the project file.”}
\end{quote}

Caltrans guidance for Categorical Exemptions generally uses the same language as the US DOT. With respect to the Calexico ITC, the Categorical Exemption Checklist (http://www.dot.ca.gov/ser/forms.htm) provides the following exemption:

\begin{flushright}
\textsuperscript{12} National Environmental Protection Act (Federal) and California Environmental Quality Act (State)
\end{flushright}
“Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic.”

Finally, the existing on-site structure is not believed to be historic in nature and no environmental justice issues should be associated with the project given the site does not displace any persons or group of people and is located in a commercial area on an existing established bus route with no impacts to neighboring populations.
Previous Studies

Following is a catalog and summary of relevant studies previously conducted in downtown Calexico related to cross border mobility, transit, and economic development. They are presented in order of most recently completed.

Many of the findings these previous studies and work efforts specifically included the need for consolidation of transportation facilities within the City of Calexico, specifically including pedestrian, transit, and taxi facilities. The Calexico Border ITC Feasibility Study is a response to those identified needs on the part of state, local, and regional agencies.

ICTC Orange Line Planning (2013)

In early 2013, ICTC, in coordination with Caltrans and SCAG, completed the Specific Operational Analysis/Circulator Design Project, recommending three new circulator routes in Brawley (Gold Line), Imperial (Red Line), and Calexico (Orange Line) – the Orange Line having relevance to the Calexico ITC Feasibility Study. When implemented, the three routes are expected to provide riders in Brawley, Imperial, and Calexico with enhanced coverage within each community, as well as efficient connections to the main Imperial Valley Transit (IVT) bus routes.

IVT currently operates main routes that provide service between cities in Imperial County. The new circulator routes would allow IVT’s main routes to run more frequently. Travel times for some main line routes would become shorter because mainline buses would no longer need to circulate through individual communities in order to provide coverage to riders.

ICTC FY 2010-2011 Short Range Transit Plan (2012)

In March 2012, Imperial County Transportation Commission (ICTC) completed a Short Range Transit Plan (SRTP). The SRTP is the result of a planning process that involved the examination of transit, socio-economic and demographic data, as well as an extensive public outreach process that involved meetings with members of the public and current transit system riders, as well as interviews with community stakeholders. The information gathered during this planning process was utilized to develop a set of recommendations for both the Imperial Valley Transit (IVT) fixed route bus system and the various demand response transit services operated throughout Imperial County.

The SRTP presents the proposed improvements to the IVT system in three phases. Recommendations for consideration as part of Imperial County’s Long-Range Transit Vision are also provided. Finally,
estimated impacts on the operating funding needs, the capital requirements and various other operational measures are also provided as part of this SRTP.

Mission, Vision and Goals

Mission
The mission of Imperial County’s public transit system is to improve the quality of life for the residents of Imperial County through a coordinated, accessible, affordable and efficient countywide transportation system.

Vision
The transit network provides safe, affordable and reliable transportation service that first meets the needs of the transit dependent in communities within Imperial County by providing access to healthcare, education, employment, public services, shopping and recreational facilities, and eventually allows anyone to go anywhere in the region easily and effectively.

Goals
1. Provide mobility to all residents of Imperial County. Service levels are determined by demand, with all areas receiving service but those with more demand for transit receiving more service.
2. Connect residents of Imperial County with medical, social service and educational facilities throughout the county.
   a. Resources should be deployed with the following priorities in order of rank: access to major medical and social services facilities; access to educational facilities; and access to employment.
   b. Support economic development such as commercial centers, retail and entertainment destinations.
   c. Provision of transit as a transportation alternative for the general public.

Recommendations
The following recommendations are taken from the SRTP. Only those related to Calexico transit service are presented here.

Phase One (1 to 2 Years)
EXPANSION OF SATURDAY SERVICE: One of ICTC’s top priorities for near-term service improvement is the expansion of Saturday service. In Phase One, Saturday service on Routes 1 and 2 (between Calexico and Niland) would be expanded to match the frequency of weekday service. Additionally, Saturday service would be implemented on Direct Route 40 between Brawley and Calexico.

INTRODUCTION OF SUNDAY SERVICE: In addition to an increase in Saturday service, limited Sunday service is also proposed, in accordance with comments made during the public involvement phase of the SRTP and the Unmet Needs process, as well as the long-term goals and vision of ICTC. On Sundays, a base level of service would operate on Routes 1 and 2 in the Primary Corridor Zone (between Calexico and Brawley), with the same frequency as currently operates on Saturdays. As of June 2014, the base service has been established, but without matching Saturday frequency.
CONTINUE USE OF “SHADOW BUSES” ON CALEXICO ROUTES: Currently, “shadow buses” (or “second sections” in the operating schedule) are used on the Calexico routes (Intercity Route 1 and IVC (Imperial Valley College) Express Route 21) at times when crowding is anticipated to be a problem. These two routes often exceed the scheduled vehicle capacity, particularly during certain times of the year (such as at the beginning of the semester at IVC), and without “shadow buses” some passengers would be left waiting at the curb. Continued provision of the “shadow buses” will provide a foundation for the service increases on these routes proposed for Phase Two, but ensuring that ridership demand can continue to grow without the constraint of space onboard a single vehicle (per trip).

Phase Two (2 to 3 Years)
ADDRESSING CAPACITY ISSUES ON CALEXICO ROUTES: Phase One includes the continued use of “shadow buses” on Intercity Route 1 and IVC Express Route 21. In Phase Two, it is recommended that these vehicles are incorporated into the route network on a daily basis, providing additional service on IVC Express Route 21 during the peak periods. Shadow buses should continue to be used on Intercity Route 1 as needed (these will be incorporated into a new route in Phase Three). In Phase Two, three additional round-trips should be provided per day on IVC Express Route 21. If possible, these trips should be interlined with IVC Express Route 22 (IVC-Niland), providing an additional express service option to passengers traveling between Calexico and points north of El Centro.

CONSIDER “U-PASS” SYSTEM: In addition to increased service on IVC Express Route 21 (IVC-Calexico), a study should be undertaken to examine the feasibility of a U-Pass system for students, faculty and staff at IVC and San Diego State University’s Calexico campus, as well as other institutions that may be interested in participating in such a program.

CALEXICO INTERMODAL TRANSFER TERMINAL: An Intermodal Transfer Terminal is currently being planned for Calexico, to be located on First Street at Mary Avenue (note that the Calexico ITC study is currently reviewing the feasibility of locating this facility at alternative locations throughout downtown Calexico). This terminal should be served by ICTC’s routes in order to provide transfer opportunities between ICTC’s routes (including Intercity Route 1, IVC Express Route 21, Direct Route 40 and the Orange Line), intra-city, for-profit operators, and long-distance intercity services such as those provided by Greyhound. In the long-term, coordination with services provided by Mexican carriers may also be desirable. The Calexico Intermodal Transit Center Feasibility Study is a continuation of this proposal.

Phase Three (4 to 5 Years)
IMPLEMENTATION OF CALEXICO CIRCULATOR (WEEKDAYS): In accordance with both the goals and objectives of the SRTP as well as with the views laid out in the Imperial County Transit Vision, the Orange Line circulator is proposed for Calexico, with connections available with Intercity Route 1, IVC Express Route 21, Direct Route 40 and Fast Route 51 (proposed for this phase as well and described subsequently) at the transfer point at 3rd Street and Paulin Avenue (or at the proposed Calexico Intermodal Transfer Terminal). The precise alignments of the circulator will be determined in a separate Circulator Study planned by ICTC. As with the Gold and Red Lines, this route should be designed to operate on 60-minute headways in order to meet the proposed 60-minute pulse for the Intercity Routes.

IMPLEMENTATION OF SATURDAY SERVICE ON CIRCULATORS: In Phases One and Two, Saturday service is proposed for expansion on Intercity Routes 1, 2, 3 and 4 and for introduction on Direct Route 40. In Phase Three, the circulators and the Purple Line Connector are also proposed for introduction on
Saturdays, for the eight hour period from 10:00AM to 6:00PM to provide local circulation in Brawley, Calexico, El Centro and Imperial, as some local circulation provided by the current intercity routes would have been removed due to route realignment.

CONTINUE TO ADDRESS CAPACITY ISSUES ON CALEXICO ROUTES: Phases One and Two continued the use of “shadow buses” on Intercity Route 1 and IVC Express Route 21. In Phase Two, these vehicles were incorporated into the expansion of IVC Express Route 21, and maintained as needed on Intercity Route 1. In this phase, it is recommended that these vehicles are no longer incorporated into Intercity Route 1, but rather become the new Fast Route 51. This route would provide a weekday-only, peak period limited-stop service between El Centro and Calexico. This service would operate via California Route 111, Interstate 8 and California Route 86, stopping at the Calexico Transfer Terminal, the proposed Manzanita Casino, the Imperial Valley Mall, and the El Centro Transfer Terminal. The additional stops at the casino and the mall would differentiate the service from private operator Numero Uno’s express service, which operates nonstop between Calexico and El Centro.

Future Phases/Feasibility Studies (5+ Years)

REVISION OF CIRCULATORS TO IMPROVE PERFORMANCE/SERVE NEW GENERATORS: It is recommended to continue to review the performance of all circulators, ensuring they remain up-to-date in serving the major generators of each urban area. In particular, the Blue and Green Lines, implemented prior to the introduction of any other circulators, may warrant some minor adjustments or revision in order to ensure they are performing at the highest level possible.

PURSUE CROSS-BORDER COORDINATION WITH MEXICALI: Construction of the planned Calexico Intermodal Transfer Terminal would present the opportunity for coordination with transit services provided in Mexico (both intercity services and local Mexicali services). This facility should be integrated into ICTC’s transit network in order to provide more seamless cross-border transportation options.

Long-Term Transit Vision Concepts

CALIFORNIA ROUTE 111 CORRIDOR LIMITED-STOP SERVICE: Currently, several different services operate along California Route 111 between Calexico and Brawley, including IVC Express Routes 21 and 22 and Direct Route 40 as well as portions of several other routes. In the long-term, these services could be incorporated into one limited stop service in the California Route 111 corridor (i.e., Fast Route 50), simplifying the service pattern and de-segmenting the markets for these routes (i.e., a passenger traveling between Calexico and Brawley would not be limited to Direct Route 40 trips, but would be able to utilize any trip traveling in the corridor). There could be several options for service: 1) some trips could be extended to Niland, providing more rapid service throughout the entire north-south spine, or 2) some trips (during the peak period) could continue to skip IVC, providing rapid service between Brawley and Calexico. Stops could include the Calexico Transfer Terminal, the proposed Manzanita Casino, IVC, and the Brawley Transfer Terminal. Timed transfers should be available with the circulators where possible – this feature would be most critical for the Purple Line at IVC, where passengers on Direct Route 40 could connect and reach downtown El Centro and Imperial.

REVIEW OF EXISTING BORDER CROSSINGS AND OPPORTUNITIES FOR TRANSIT: Imperial County is bordered by Mexico to the south, with the City of Mexicali – and the nearly 1 million people in the city and its surrounding communities – located directly across the border from Calexico. Border crossings are available between downtown Calexico and Mexicali (via California Route 111), east of Calexico (via California Route 7), and near Winterhaven between Andrade and Los Algodones (via California Route...
Currently, IV Transit serves the border crossing in downtown Calexico, which serves as a significant ridership generator. Future opportunities may exist not only to improve the connection between IV Transit and transit operators across the border, but to serve one or both of the other border crossings as well.

Final Environmental Impact Statement for Expansion and Reconfiguration of the Land Port of Entry in Downtown Calexico, California (2011)

In May 2011, the General Services Administration published its Final Environmental Impact Statement (FEIS) on the plan to expand and reconfigure the POE in downtown Calexico. The FEIS was followed in July 2011 with the study’s signed Record of Decision (ROD), giving approval to move forward with development of the expansion and reconfiguration plan. Based upon review of the FEIS, including all technical findings and public comments received, the ROD summarizes the purpose and need for the project, the alternatives considered, the environmental consequences, the decision leading to identification of the preferred alternative, and document measures required to manage any impacts.

Purpose and Need for Action

The General Services Administration (GSA), through its Border Station Program, assists the Customs and Border Protection (CBP), a part of the Department of Homeland Security (DHS), by planning, designing, building, owning and leasing Land Ports of Entry (POE) to CBP, responsive to its mission requirements. By developing solutions to meet CBP’s needs, GSA enhances the security and safety of the United States' (U.S.) borders.

Congressional mandates regarding the tracking of the entry and exit from the U.S. of vehicles and travelers at all POEs require DHS to develop and implement the addition of new inspection technologies and the inspection and tracking of inbound and outbound vehicles and pedestrians. GSA and CBP have identified the following basic deficiencies at the downtown Calexico POE border crossing:

- The existing facilities will not accommodate the installation of technologically-advanced inspection devices such as license plate readers, radiation detectors and x-ray equipment;
- The existing facilities are inadequate for maintaining employee and public safety and security;
- The existing facilities are inadequate for the proper conduct of inspection and other services;
- The existing facilities do not comply with modern seismic design requirements, posing a threat to the life safety of the employees and the public in the event of an earthquake;
- Bottlenecks at the existing facilities cause heavy vehicle traffic congestion in the city streets of Calexico, California, and Mexicali, Baja California; and
- The existing facilities exacerbate the delay experienced by the public crossing the International Border.

Increasing cross-border commerce and traffic will compound these problems.

The action evaluated by the FEIS is the proposed expansion and reconfiguration of the downtown Calexico POE. It would improve the safety, security, and operations of the POE; reduce vehicle and pedestrian queues; and enable the installation of technologically-advanced inspection devices.

The downtown Calexico POE serves privately-owned vehicles (POV), bus, and pedestrian traffic into and out of the Baja California city of Mexicali. The existing POE does not meet the Federal inspection services’ minimum standards for processing time and overall efficiency. GSA’s need is to correct these
operational deficiencies, provide for more thorough inspections, improve safety for employees and the public, and reduce the delays experienced by the public.

Preferred Alternative

The Preferred Alternative would expand the capacity of the downtown Calexico POE by constructing new facilities for pedestrian and POV traffic. Southbound access would be from Second Street and Cesar Chavez Boulevard. Northbound access would be west of the railroad tracks. Northbound traffic leaving the POE would exit to either Imperial Avenue or Cesar Chavez Boulevard at Second Street.

The Preferred Alternative would expand and upgrade the downtown Calexico POE to accommodate new equipment, increase safety, reduce wait times and traffic congestion, and align the facilities with the existing and future Mexican POE facilities. Under the Preferred Alternative, the New River would not be covered or moved. Except for a new bridge across the New River for southbound vehicular traffic and a seized vehicle impound lot, all of the POE facilities would be located northeast of the New River. There would be five southbound vehicle inspection booths. And there would be 340 parking stalls.

The downtown Calexico POE has two separate parcels of Federal government-owned properties available for development: the Main Building site currently used to process all POV and pedestrian traffic and the vacated commercial inspection compound that was used prior to the opening of the new Calexico East POE in 1996. These two properties would be utilized under the Preferred Alternative. Two parcels adjacent to the POE would be acquired: one (~1.8 acres) is on the other side of the New River channel southwest of the vacated commercial inspection compound; and the second parcel of land (~5.0 acres) is located west of the vacated commercial inspection compound and north of the first parcel.

A portion of the privately owned, triangular parcel on the other side of the New River channel southwest of the old commercial POE would be acquired for development as an impound area for seized vehicles. A nonexclusive easement of approximately 33 acres would be sought on the south side of the New River between this land and 2nd Street. The 5.0 acre parcel of land west of the vacated commercial inspection compound would be developed for employee parking.

New Vehicle Inspection Facility

The new vehicle inspection facility to be constructed would include new headhouse facilities, primary inspection booths, secondary inspection areas, impound lot, secured parking spaces, paved roadways and walkways, security fences and barriers. Under the Preferred Alternative, the new headhouse building would be located just west of and parallel to the railroad tracks.

The northbound primary POV inspection area would have 16 lanes. The secondary inspection areas would have space for up to 32 cars. The inspection of southbound (outbound) traffic would utilize five lanes and booths. An additional lane would be provided for emergency bypass.

The two levels of the secondary inspection structure would be connected by controlled access ramps to allow for circulation of official vehicles and supervised vehicle movements, such as the diversion of vehicles rejected for entry to, or exit from, the U.S.
New Pedestrian Processing Facility
A new Pedestrian Processing Building would be built on the site of the existing main building. The new building would house all of the pedestrian inspection, certain employee support and port response programs as well as prosecutions and detention facilities at the lower level. Buses will be processed through the Calexico East POE approximately six miles east of downtown Calexico except when the inspection facilities there are closed. Northbound bus passengers being processed through the downtown POE would leave their buses on the Mexican side of the border and be processed through the building as pedestrians. The empty buses would be inspected in the easternmost of the northbound vehicular lanes.

Phased Construction
The construction will be funded in two phases. During Phase I construction, the vehicle and pedestrian inspections would continue in the existing facilities while the old commercial POE would be cleared and graded. Only part of the auto facility would be built in Phase I. Phase I plans include 10 lanes of northbound primary auto inspection, 12 secondary inspection stalls, and full build-out of the Headhouse facility. Following completion of Phase I construction, access to the old northbound vehicle inspection lanes would be eliminated as Mexico would begin construction of roadway and a tunnel giving access to the new northbound vehicle inspection lanes for traffic approaching along the border from the east. The Cesar Chavez intersection with Second Street would be signalized to accommodate the traffic flows created in Phase I.

During Phase II, the remainder of the auto inspection facilities and site development to the western edge of the site would be built. The remaining northbound and all the permanent southbound vehicle inspection facilities would be constructed in this Phase along with permanent employee parking, secure circulation, prisoner transport area, a new Administration Building and a new Pedestrian Processing Building.

Signalization of the two Second Street intersections would be revised during Phase II to accommodate the final traffic flows.

Current Status
To date, Congress has appropriated approximately $23.8 million for site acquisition and project design. GSA is seeking $93 million for construction of Phase I and $225.5 million for construction of Phase II. The design has been completed and the project is waiting for Congressional funding.

Calexico Downtown Plan (2009)
In July 2009, the City of Calexico, with funding provided by the Southern California Association of Governments’ (SCAG) Compass Blueprint Demonstration Project Program, completed the Calexico Downtown Plan.

The Calexico Downtown Plan lays out the strategies to accomplish the downtown envisioned by the community. The Downtown Plan is intended to enable the community to realize a multi-functional downtown district that is full of life, people, opportunities and thriving business, both now and long into the future.
Downtown Character

The Downtown Plan describes the character of downtown as being a busy, bustling place full of people. Most buildings are one or two stories with frontage on the sidewalk and characteristic porticos to shade pedestrians from the hot southern California sun. The sidewalks are wide and accommodating. The border crossing located on E. 1st Street is a major source of pedestrian traffic into the center of downtown. Though there are commercial vacancies, there is great infrastructure to support expanded commercial opportunities.

Most business activity occurs during the day, and downtown becomes quieter at night as residential uses are not allowed under current zoning.

Stakeholder Interviews

Interviews conducted with local business owners, council members and residents further informed the vision for downtown Calexico. The interviews were one-on-one conversations with the goal of gaining local expertise on issues facing Calexico. These interviewees provided yet another perspective in addition to that gained from a previously held citizen workshop. The interviews and workshops provided invaluable input on how the downtown should develop and grow. Some key findings from the interviews included:

- Taxis should wait in areas where they aren’t taking up parking spaces that customers want to use. If taxis wait in other parts of town people will have to walk through downtown to get to them and are more likely to visit businesses;
- Merchants and customers are concerned about parking meter fees and tickets;
- Locate government offices and agencies downtown;
- Desired downtown businesses include: theaters, restaurants with a bar and lounge, dance clubs, and bookstores;
- Enliven downtown with mixed-use buildings;
- Businesses need to find ways to attract more Mexicali shoppers;
- The plan and vision for the future of Calexico should come from the local residents.

Implementation Strategy

The Downtown Plan developed a series of recommendations and strategies to meet the goals established by the study. The following is a restatement of the recommendations and strategies included in the final report.

Transit Center Relocation

Recommendation:
- Relocate transit center to improve circulation in downtown.

Strategies:
- Provide on-street taxi stand with parking for 2-3 taxis.
- Provide off-site taxi waiting area or dispatch.
- Identify private shuttle stop location with printed schedule at the stop or next bus signage.
- Provide way-finding system to direct pedestrians to taxi stand, private shuttle stop location, city bus stops.
• Identify locations for taxi stand, stops, and off-site waiting area.
• Develop Downtown Area Wayfinding Plan.
• Engage stakeholders, train appropriate staff and dispatch.
• Enact legislation or enforcement.
• Public Outreach.

**Other Recommended Strategies**

Provide for downtown parking needs in established areas with a parking structure and shared parking, freeing up additional surface parking lots for development, by allowing developers and business owners to waive off-street parking requirements, reserving on-street spaces for customers, enhancing and add to the current municipal parking facilities and encouraging sharing among businesses.

• Encourage public/private partnerships to invest in redevelopment projects downtown.
Public Outreach Detail
Attachment 1: Stakeholder Discussion Topics and Report

Discussion Topics/Questions for Stakeholder Interviews
Topics/questions are designed to guide the open-ended discussion and derive general points of qualitative information to be subsequently analyzed.

Introduction
Interviewer to provide brief overview of the purpose of the study and the sponsoring agencies. Explain that the rationale for the interview is to obtain information on the individual's perceptions or the organization's positions on local public transit/transportation, opportunities, barriers and needs.

Interview Topics

Experience
- Thinking about Calexico’s downtown area, are you aware of any security (public safety) concerns? (if yes...) Are there particular areas (probe: issues/locations) that stand out in your mind?
- When we talk about local public transportation, are you aware or have you heard about concerns with vehicle or driver safety? (if yes...) What is the general nature of the concerns?
- There are a number of transit stops and facilities located in and around Calexico, do you think they could/should be improved? (if yes...) How would you improve, their convenience, comfort and/or location?
- In thinking about the various transportation options in downtown Calexico (e.g. public transit, taxi, private shuttles, tour buses, agricultural worker transport, etc.), do you feel colocation of these services would be a betterment to the rider? To the downtown community? Why?
- What downtown public improvements would enhance the public’s experience and potentially facilitate economic development?
- If you are an employer, how do your employees get to work? Is transit access and or parking a benefit or hindrance to your employees? If you are not an employer what is your perception of employee commute patterns?

Service
- Thinking about local public transit/transportation, do you have any thoughts about the quality of existing services?
- Do riders have difficulty accessing local transit?
- What is your perception of the dependability of local public transit/transportation services?
- Does cost create a burden or an obstacle for local transportation users?

Logistics
- In their current locations, do transit stops and facilities present an overall convenience or inconvenience for current riders and potential riders? (probe: areas of potential rider growth) (if inconvenience...) What do you think could improve rider experience?
- Do current public transportation schedules adequately meet rider needs? (if no...) What changes could be made to current schedules?
Customers

- Why do you believe local residents use transit?
- When are the busiest times of the day, week for local public transit/transportation?
- What percentage of local riders do you believe originate in Mexicali?
- Where are most riders originating in Calexico going?
- Where do you believe most riders coming to Calexico end up?
- In your opinion, what percentage of local riders are dependent on public transit/transportation?
- How do most local riders pay for transportation, monthly passes or a pay-as-they-go basis?

Stakeholder Interview Report

The public outreach component contained in the overall work plan for the study of an Intermodal Transportation Center in Downtown Calexico calls for input from local community and business stakeholders. This report comprises relevant information derived from interviews conducted with local stakeholders representing business, education, health and transportation interests. Subject areas covered in the interviews included downtown safety and security, concepts to improve Downtown Calexico, opinions regarding proposed inter-modal transportation facility concepts, perceptions on local public transportation services and public transportation rider demographics and habits.

Contained in the body of the report are the individual responses from each stakeholder pertaining to each sub item. Though some participants lacked familiarity with some issues, their views establish a useful starting point for the project’s data collection phase.

The following is an aggregated synopsis of all stakeholder responses.

Safety:

All participants indicated that there were little or no safety or security problems in the downtown area. Some raised the existence of periodic issues related to overcrowding at the transit stop located at Third Street and Paulin Street. Others indicated that “Raiteros,” or unlicensed/unauthorized transportation providers posed a hazard to the public. And others mentioned heavy traffic conditions and pedestrian safety issues on First Street near the POE.

Public Transportation Facilities:

All participants that had an opinion supported the concept of a co-located transportation facility in the downtown area. Though there was some diverse thinking as to location, but most believed that a strategically located ITC would improve existing traffic problems and be a catalyst for downtown revitalization.

Most believed that some riders have accessibility challenges with existing transit stop locations and that they could be improved with shading and other amenities.

Downtown Improvements:

The concept of a pedestrian promenade was supported by the majority of the participants. They all indicated that the idea had been discussed for a number of years. They believe that the change would benefit the business community and relieve serious vehicular and pedestrian congestion at the POE.
Transit Service & Riders:
Major transit operators in the city of Calexico are Imperial Valley Transit (IVT), Calexico Transit (CTS) and Numero Uno Shuttle. Each operate at 11 stops around Calexico and IVT and Numero Uno serves destinations outside of Calexico. Operating hours for all services are generally between 6:00am and 7:00pm daily.

Representatives for IVT and CTS indicated that the majority of their riders originate in Mexicali. Other major groups consist of students and seniors. Popular destinations for border crossers are stores, banks and the post office. The majority of riders purchase fares with cash on a daily basis.

Busiest times for public transportation are mornings. Wednesdays are busy because of a popular swap meet in Calexico.

STAKEHOLDER INTERVIEWS

1. David Ouzan,
   Chairman, Calexico Planning Commission

Safety:
Mr. Ouzan indicated that he was unaware of major safety or security concerns in or around downtown Calexico. While safety has not been a major problem, there are some downtown streets that pose hazards due to heavy traffic and congestion. He indicated that First Street at Rockwood Street is an intersection where pedestrians have difficulty crossing due to the heavy traffic volumes at peak hours. In his opinion, the traffic situation worsened when changes to street movements on Second Street were made. The city converted Second Street to two-way direction which increased traffic volumes on First Street. Mr. Ouzan, a manager of a First Street business situated directly across from the pedestrian entrance of the POE, has seen buses and taxis involved in accidents. He has seen an increase in transportation operators come to the area which has only worsened the traffic situation.

Adding to the problem are taxis that have changed their fare structure to directly compete with buses. Riders can now use taxis to move about the city for the price of a bus ride.

Public Transportation Facilities:
He believes that a co-located transportation facility is a good concept that could alleviate much of the congestion along First Street. He believes that the facility should be developed at the city-owned lots near the border. That would be the most convenient for riders and reduce the overall cost of delivering the ITC because the land is already in public ownership. He also suggests that all public transportation operations be moved from First Street to relieve congestion. He indicated that Third and Fourth Streets are under-utilized and could provide easy access to Imperial Avenue. He also indicated that Grant Street is the most southern roadway that has a full movement intersection at Imperial Highway. Accordingly, he believes that Grant Street should be used to accommodate all the van shuttles that traverse the city to access the west side of Calexico.

Downtown Improvements:
Mr. Ouzan believes that creating a more attractive Downtown Core is the highest priority. He supports the concept of closing First Street from Heffernan Street to Paulin Street. An obvious concern would be
vehicular access to the Customs and Border Patrol (CBP) parking lot on Heffernan Street south of First Street. There would need to be a private access road for government vehicles. If that could be worked out he said the closure of the street would make a perfect plaza used for a public market and gathering spot. He doesn’t believe that the removal of on-street parking necessitated by the closure would negatively affect businesses as there are a number of public parking lots throughout the downtown area.

Transit Services & Riders:
Mr. Ouzan stated that local transit operators need to upgrade their stops to make them more comfortable and convenient for riders. He has heard that local riders want shelters from the sun, restrooms and drinking fountains. He stated that most of his employees and many in the downtown area live in Mexicali and cross the border each day to get to work. He believes that most riders stay local and use transit for shopping and school. He doesn’t believe many riders use monthly passes and they regularly pay on a daily basis.

He indicated that Wednesdays and weekends are the busiest days because the local swap meet (Las Palmas Swap Meet, Wed thru Sun, 1305 Ollie Avenue) attracts shoppers from south of the border. He doesn’t believe that many of the transit riders are Calexico residents because most local residents have access to private vehicles.

2. Greg Gelman
Member, Calexico Downtown Business Improvement District

Safety:
Mr. Gelman said that he doesn’t believe that there is a sense that Downtown Calexico is unsafe. He indicated that street lights have been installed recently which has made the neighborhood seem safer. According to Mr. Gelman, overall, Calexico is a safe town.

Downtown Improvements:
He stated that the Business Improvement District is working to restore basic improvements that were eliminated due to budget shortfalls. Curbs, gutters, street maintenance and other hardscape improvements are needed to improve the downtown for businesses and shoppers. He also believes that establishing a promenade on First Street which has been discussed over the years, would be an enhancement to the community. He doesn’t believe that taxis should be allowed to park outside the POE because they tend to pick up fares and drive them out of the downtown area, not allowing shoppers to experience the local offerings.

Public Transportation Facilities:
He believes that the idea of a co-located transportation facility has merit and that it should be built along Third Street. Moving the facility a reasonable distance from the POE would require riders to walk through the downtown and would invigorate the business core by putting more customers on the street. That improvement along with the development of a much needed long range planning document to guide strategies to improve downtown would carry significant benefit.

Transit Services & Riders:
Mr. Gelman stated that his customers complain about having to walk too far to get to the bus stop and that many of the stops have accessibility challenges. Last year, the City contracted with an individual, Dan Chairez, to improve the city’s stops by selling advertising on the benches and shelters to fund the
upgrades. According to Mr. Gelman, not much has happened in the 9 months since the contract was executed.

Regarding ridership, he believes that most of the riders originate in Mexicali. Beyond that, Imperial Valley College generates a major portion of transit demand. He indicated that mornings tend to be the busiest time for local traffic.

3. **John Moreno**  
   Executive Director, Calexico Adult School

**Safety:**
Mr. Moreno indicates that the downtown area is regarded as safe. There haven’t been large scale incidents in recent times. He does believe that there are traffic and pedestrian safety issues on First Street in front of the POE Pedestrian entrance. The area is congested with vehicles despite the fact that the city recently removed a number of taxi parking spaces near the crossing. Though the taxis have largely been relocated, the raiteros have taken their former positions adding to the hazardous conditions.

**Downtown Improvements:**
Based on his opinion that the downtown area has enough parking, he believes that a promenade on First Street would be an improvement on a number of levels. He also added that there have not been complaints from residents living near the business district regarding street parking and his observation is that the city’s parking lots are seldom at capacity.

**Public Transportation Facilities:**
He also believes that there should be an effort to redirect some of the pedestrian crossings to the “east” POE. In his opinion it is underutilized and more crossers would use the facility if there were convenient transportation services available there. He suggested that a shuttle could be utilized to transport crossers to downtown.

He believes that a large co-located transportation facility would serve as a benefit because it would give riders more choices. He suggested lots at Rockwood Avenue and 3rd Street; as well as Heber Avenue and 3rd Street be considered as candidate sites.

**Transit Services & Riders:**
Mr. Moreno believes that for the most part, transit stops in their current locations serve their purpose, but he has heard complaints about accessibility problems. He also indicated that transit demand generated by Imperial Valley College creates inconveniences for riders because there isn’t enough service to the campus. The county system has struggled to meet demand and as a result the transit stop at 3rd Street and Paulin Street has become overcrowded. That overcrowding has led to disturbances which Mr. Moreno characterized as extreme.

He believes that mornings are the busiest time for transit. Shoppers and students drive the demand. In his opinion, 25%-30% of students are dependent on transit.
4. Hildy Carillo  
Executive Director, Calexico Chamber of Commerce

Safety:  
Ms. Carillo is unaware of safety concerns in the downtown area; she believes it to be relatively safe.

She isn’t too familiar with transit issues but knows there are problems with some of services operating in Calexico. She stated that some services operate shabby and over loaded buses, many of which emit smog and contribute to air pollution.

Downtown Improvements:  
Ms. Carillo supports the concept of closing First Street to vehicles as a means to reduce congestion at the border and create a more walkable downtown. She believes that there is enough public parking in the downtown area. Requiring people to walk downtown more frequently may induce business owners to upgrade their stores.

Public Transportation Facilities:  
She doesn’t have an opinion on the merit of a co-located transportation center other than it should be large enough to accommodate all multi passenger carriers. She also believes that the taxis should not be part of the facility and should be separated from transit operations.

Transit Services & Riders:  
Ms. Carillo indicated that her observation is that the majority of transit riders originate from Mexicali. When coming to Calexico, the most common destinations are Walmart, banks, Food for Less and the post office. She also has heard that wealthier Mexicali residents that cross by foot have vehicles in the U.S. For these riders, the 1st of the month seems to be the busiest.

For local residents, transit is not a problem because most have vehicles. Seniors and students are the largest group of local riders. Student demand is higher due to the closing of the Calexico Imperial Valley College Campus. All classes are now conducted at the main campus in the City of Imperial.

5. Edward Lopez  
Downtown Business Owner, Fmr. Planning Commissioner & Business District Board Member

Safety:  
Mr. Lopez believes that downtown Calexico is relatively safe.

Downtown Improvements:  
He believes that the downtown area needs additional street parking particularly on First Street where the taxi parking is now located. When asked about the merit of a First Street promenade he said he was concerned about the lack of parking to the businesses on his block. On the other hand, he is concerned about the crossers stepping out of the POE and getting in a vehicle and leaving downtown.

Transit Services & Riders:  
He stated the majority of riders are from Mexicali and that only 10%-15% of public transportation riders are from Calexico. His observation is that the busiest time for crossers is from 11:00am through 3:00pm Monday through Saturday.
He states that the majority of his customers are residents of Mexicali that cross each by foot. They cross the border to work, shop or attend school. Those that walk from Mexicali typically get to the border via mass transit or by private automobile. He indicated that there is a public parking lot in Mexicali referred to as “El Tecolote” where the workers park their cars before coming into Calexico.

**Public Transportation Facilities:**
He stated that he wasn’t familiar with transit issues.

6. **Jovan Castro**  
   **General Manager, Calexico Transit System**

Mr. Castro provided information from the perspective of his operation and opinions on transit in Calexico.

**Safety:**
He believes the most significant safety issue in the downtown area is the raiteros that operate around the border crossing.

**Public Transportation Facilities:**
He believes that transit should have more access to riders. He believes that a co-located facility would require more people to walk through the downtown which would be a benefit to the businesses. He doesn’t think that a center on Third Street would be too far for people to walk. He does believe that the existing stop at the border is the most convenient for crossers, which make up 90% of his riders. The remaining 10% are seniors and people accessing health services. He doesn’t believe that a large percentage of Calexico residents are transit dependent. He indicated that his local customers are seniors and low income individuals.

**Downtown Improvements:**
Mr. Castro has heard of the idea to close First Street to vehicles. He doesn’t have a strong opinion but believes that it could impact the existing businesses on First Street. He believes that transportation closer to the border is best for day crossers.

**Transit Services & Riders:**
With regard to Calexico Transit Services, buses run from 6:30am to 7:30pm daily. Running on 30-minute headways, the service operates up to six buses with busiest days being Wednesday, Saturday and Sunday. CTS operates in Calexico and uses 11 transit stops maintained by Imperial Valley Transit. They offer 20-ride ticket books at a 5% discount over the daily fare, though only about 5% of riders purchase in bulk.

Mr. Castro indicated that his competition is Imperial Valley Transit and Numero Uno Shuttle. Both offer service around Calexico, but also serve destinations throughout Imperial County.
7. Cindy Aguilar  
Center Director, Clinicas de Salud del Pueblo

Safety:
Ms. Aguilar stated that she has lived in Calexico her entire life and believes that the downtown area is safe and the streets are well lit and safe at night as well. Unfamiliar with transit issues she indicated that she was unaware of any safety problems. She stated that she believed that the stops were in good locations and that the service was considered dependable.

Public Transportation Facilities:
Ms. Aguilar had no opinion of the co-location of transit services. She did comment that her clients tell her that there are not enough transit options in Calexico. Busses are forced to drop off patients more than a block away from the facility adding to the inconvenience.

Transit Services & Riders:
Existing service does not access enough destinations in the county. She has received complaints that patients have trouble getting transportation and they cannot afford taxis. A majority of patients take their own vehicles or take taxis to access the center.

Her suggestions to improve rider experience are to reduce wait times and increase the number of transit stops and destinations. The cost of transit doesn’t seem to be a barrier as some health plans reimburse for transportation. Taxis are a different story. They are very expensive and out of reach for many of the clinic’s patients.

Ms. Aguilar indicated that nearly 10% of her staff lives in Mexicali and most drive a private vehicle to work daily. For the clinic, mornings are the busiest time of the day. In general she believes that the majority of transit riders are from Mexicali. For Calexico residents, she estimates that 30%-40% are dependent on public transportation, mainly seniors and students.

8. Charles Brockwell  
General Manager, Imperial Valley Transit (IVT)

Safety:
Mr. Brockwell stated he was unaware of any unsafe areas in the downtown area although he stated that the transit stop located at the intersection of Third Street and Paulin Street is impacted which has led to problems. Farm labor vehicles add to the congestion in the afternoons.

With respect to the relative safety of the public transportation, he indicated that there has been increased enforcement of farm labor vehicles which has improved quality.

Public Transportation Facilities:
With respect to a co-located facility, it will be critical to receive buy-in from all operators in the area. There is also a need to expand coverage in the city of Calexico. Other improvements would include upgraded transit stops and enhanced trip information signage.
Transit Services & Riders:
Regarding IVT services, busses roll at 5:45am until 11:00pm daily. Busiest times of the day are 6:30am to 10:00am and from 3:00pm to 6:30pm weekdays and Saturdays from 8:00am to 12:00pm. A recently added Sunday service is increasing ridership by the week.

For trips within Calexico 20% of riders are intra city fares with the Clinicas de Salud being the busiest stop. Of Calexico riders, students travelling to Imperial Valley College are the majority. Each day nearly 60% of IVT riders originating in Calexico are Mexicali residents. Mr. Brockwell estimates that 50% of the riders on IVT buses have no other means of transportation accessible to them.

9. Richard Ortega
Executive Director, Neighborhood House of Calexico

Safety:
Mr. Ortega operates the Neighborhood House located just outside downtown Calexico and reports that he is unaware of problems with safety or crime in the area.

Downtown Improvements:
He believes that the Downtown area lacks services needed to revitalize the area. There has not been focus on investment due to the budget shortfalls at the city. He believes however that the investments must be made if the downtown area is to survive.

Public Transportation Facilities:
He isn’t that familiar with the transit issues but believes that a transit center should be built north of town. Much in the way that the railroad created investment and development, the transit center should be the driver for more investment. Particular focus should consider the needs of the riders coming from Mexicali, because that is the largest group riding transit.

Transit Services & Riders:
To improve the area, he believes that money should be invested to upgrade transit vehicles, and add transportation services to the interior of the city. He believes that the concept of building a transit center should focus on alternatives that provide the greatest benefit in creating economic development.

In talking about his employees, virtually all have their own vehicles and drive to work. He isn’t sure about the population’s dependency on transit but he believes there are a lot of single car households where family members are left without a vehicle. He also isn’t aware of problems with access to local public transportation.

He estimates that 80% of the local riders originate in Mexicali.
Attachment 2: Community Walk Element

The following are notes from specific comments made by individuals that attended and participated in the Community Walk event held February 8, 2014.

County Supervisor John Renison
- Stressed a need for enhanced amenities in the project wherever it’s located; Recommended enhancements such as, more shaded areas and seating, misters and landscaping.

James (Greyhound Bus Lines)
- Alt 1 has insufficient land area to accommodate Greyhound operations;
- Questions/Concerns regarding site control (multiple owners) of surrounding areas for alt 3.
- Alt 2 seemed to be the best option based on available land area, location, single ownership, proximity to the border and necessary width of streets accessing the site;
- 1,100 square feet (minimum) needed for Greyhound bus facility and offices.

Diana Cortez & Azucena Wendz (Calexico Transit System)
- Farm workers prefer alt 1
- Alt 1 is not a prime consideration based on its small size and difficult large vehicle access.
- Alt 4&5 was close to the POE, but would necessitate a removal of needed public parking, creating issues for motorists.
- The ideal location for the transportation center is the current transit stop on E. 1st Street because of its proximity to the border.

Mayor of Calexico
- There is a need to create a facility that would also be accommodating to farm workers.
- Any facility should be in an area where people should walk and see the shops and offerings in downtown Calexico. Downtown revitalization should be a project outcome.

Miscellaneous Comments:
- Removal of parking in existing public lots could impact local businesses that purchase monthly passes for their employees.
- Bus terminal at alt 5 may receive CBP opposition due to border fence security.
- Most believed that alt 2 was the best for convenience, access and land area.
- A combination or consolidation of alts 4&5 could accommodate a true intermodal facility that would also service taxis and other small vehicles for hire.
- The closure of E. 1st Street would provide an impetus for pedestrian activity and provide a venue to hold community affairs like outdoor markets and festivals.
Community Walk Notice

JOIN US
Community Walk
Saturday, February 8, 2014: 10 am to 1 pm

Calexico Intermodal Transportation Center Study

You are invited to take part in the collaborative study being conducted to determine the feasibility and preferred location for a new Intermodal Transportation Center in downtown Calexico. Join us and take an interactive walking tour of all study locations and share your views and thoughts about each.

Times | choose from one of the following
10:00 am - 11:10 am - General Public*
11:30 am - 12:40 pm - Business Owners*
1:00 pm - 2:10 pm - Transportation Owners/Operators*

*suggested times. You can choose any of the three times provided.

Meeting location | Historic Customs Building
1st Street & Heffernan Avenue - Calexico, CA

RSVP | by Thursday, February 6
Contact: Steve Casañeda
619.955.5177 | Steve@PRMConsult.com

Study Area

1. Southeast corner of E 3rd St & Paulin Ave
2. South of E 3rd St between Rockwood Ave & Heffernan Ave
3. Southwest corner of E 3rd St & Heber Ave
4. Northeast corner of E 1st St & Heber Ave
5. South of E 1st St between Heber Ave & Blair Ave
6. Closing of E 1st St between approximately Paulin Ave & Heffernan Ave for a transit, taxi and pedestrian Promenade
INVITACIÓN PÚBLICA
Caminata Comunitaria
sábado, 8 de febrero de 2014: 10 AM a 1 PM

Estudio Para un Centro de Transporte Intermodal en Calexico

Se invita a la comunidad a participar en un estudio colaborativo para determinar la viabilidad y ubicación ideal para un nuevo centro de transporte intermodal en Calexico. Acompáñenos en una caminata comunitaria en forma interactiva para examinar y discutir cada lugar mencionado en el estudio.

Horarios | Elija uno de los siguientes
10:00 am - 11:10 am - Público en General*
11:30 am - 12:40 pm - Dueños de negocios*
1:00 pm - 2:10 pm - Propietarios/Operadores de Transporte Público*

*Horarios sugeridos. Pueden elegir cualquiera de los tres horarios proporcionados.

Lugar de reunión | Historic Customs Building
Calle Primera y Ave. Heffeman - Calexico, CA

Confirmar Asistencia | jueves, 6 de febrero
Comunicarse con: Steve Castañeda
619.955.5177 | Steve@PFRMConsult.com

Esquina sureste de la Calle 3era y Ave. Paulín
Al sur de la Calle 3era entre Ave. Rockwood y Ave. Heffeman
Esquina sureste de la Calle 3era y Ave. Heber
Esquina noreste de la Calle 1era y Ave. Heber
Al sur de la calle 1era entre Ave. Heber y Ave. Blair
La calle 1era aproximadamente entre Ave. Paulín y Ave. Heffeman para tránsito, taxis y paseo peatonal
Attachment 3: Community Forum Element
On March 8, 2014, representatives from SCAG, ICTC, Calexico, and the project team held a Community Forum at the Camarena Memorial Library in the City of Calexico.

The goal of the exercise was to give community leaders and members of the public an opportunity to comment and make suggestions about each of the candidate sites under consideration. Participants were invited to the event through a number of means, including public notices at bus stops and public spaces, website posts, and email blasts to stakeholders and business groups. Invitations were also mailed to community members that had previously stated an interest in the process and hand distribution at Calexico bus stops and the Imperial Valley College campus.

The event was organized into a series of exhibit stations that participants could visit and learn about the particular site and affix their comments with sticky notes. The following are the comments received at the event corresponding to each site alternative.
Station 1

General Comments
- People walk north and south;
- Sites 2 and 3 have better access for buses;
- Sites 2 and 3 are great;
- Keep it the way it is! If changed, transportation will be confusing;
- Needs to be accessible and closer to everyone;
- E. 3rd Street and Heffernan Avenue is too dangerous (no explanation).

Site Specific Comments
Alternative 1 – E. 3rd Street and Paulin Avenue
- Too small and too congested;
- Doesn’t have good mobility;
- Has been a transportation issue due to the small area creating mobility congestion.

Alternative 2 – E. 3rd Street and Heffernan Avenue
- Closer to business and border;
- Closer to border;
- More access direct connection to border;
- Many individuals come from Mexico;
- Will make it a direct walk to crossing;
- Centrally located; closer to POE;
- People are going to walk;
- Is cost going to increase?

Alternative 3 – E. 3rd Street and Heber Avenue
- Would build u this end of town;
- It looks too small.

Station 2

**General Comments**
- None

**Site Specific Comments**
Alternative 4 – E. 1st Street and Heber Avenue
- This is a better area; it is closer and more accessible from the border;
- Good for terminal;
- Should consider combining sites 4 and 5.

Alternative 5 – E. 1st Street, Between Heber Avenue and Blair Avenue

- Both 4 and 5 combined;
- Don’t agree – too crowded for buses;
- Too far to walk from Port of Entry;
- Easier to walk northbound than eastbound;
- Perfect location will not take away from business parking;
- Discussing Plan 5 with CBP about access along the fence;
- This area becomes more feasible for intermodal mobility.

Station 3

**General Comments**

- Possible consideration of Greyhound station as potential terminal;
- Buses could access the northeast alley of Greyhound Station, if cleared;
- Create a Pedestrian Plaza on E. 1st Street between Paulin Avenue and Heffernan Avenue;
Don’t take parking from E. 1st Street;
Good idea to close Greyhound terminal;
Too crowded from pedestrian traffic;
Further away from the border is best, because of immigration;
Consider options west of Imperial Avenue due to shifting transportation and concentration from new Port of Entry;
Parking should be much closer, important aspect that residents shopping can walk to stores.

Site Specific Comments
Alternative 6 – E. 1st Street and Heber Avenue, including historic Customs Building
- Closest to the border;
- Consider the impact of the future casino and impact on transportation;
- Lots of problems with immigration;
- Bringing transit here would be too busy for pedestrian traffic.
JOIN US
Community Forum
Thursday, March 6, 2014: 4:30 PM to 6:30 PM

Calexico Intermodal Transportation Center Study
MEET. SEE. SHARE. PLAN.

You are invited to take part in the collaborative study being conducted to determine the feasibility and preferred location for a new Intermodal Transportation Center in downtown Calexico. Join us for an interactive community forum of all study locations and share your views and thoughts about each.

Time: 4:30 PM - 6:30 PM *
*Forum is “open house” format. You are welcome to arrive anytime within this timeframe to provide your input and learn more about the study.

Meeting Location | Camarena Memorial Library
850 Encinas Ave - Calexico, CA

R.S.V.P | Tuesday, March 4, 2014
contact: Steve Castañeda
619.955.5177 | Steve@PRMConsult.com

Study Area

1. Southeast corner of E 3rd St & Paulin Ave
2. South of E 3rd St between Rockwood Ave & Hefferman Ave
3. Southwest corner of E 3rd St & Heber Ave
4. Northeast corner of E 1st St & Heber Ave
5. South of E 1st St between Heber Ave & Blair Ave
6. Closeng of E 1st St between approximately Paulin Ave & Hefferman Ave for a transit, taxi and pedestrian Promenade
INVITACIÓN PÚBLICA
Foro Comunitario
jueves, 6 de marzo de 2014: 4:30 PM a 6:30 PM

Estudio Para un Centro de Transporte Intermodal en Calexico
CONOZCA. VEA. COMPARTA. PLANEÉ.

Se invita a la comunidad a participar en un estudio colaborativo para determinar la viabilidad y ubicación ideal para un nuevo centro de transportación intermodal en Calexico. Acompáñenos en un foro comunitario para compartir, repasar y discutir cada lugar mencionado en el estudio.

Horario: 4:30 pm - 6:30 pm*
* Puede llegar en cualquier momento dentro de este margen de tiempo para compartir y aprender más sobre el estudio.

Lugar de reunión | Camarena Memorial Library
850 Encinas Ave - Calexico, CA

Confirmar Asistencia | martes, 4 de marzo
Comunicarse con: Steve Castañeda
619.955.5177 | Steve@PRMConsult.com

Area de estudio

1. Esquina sureste de la Calle 3era y Ave. Paulín
2. Al sur de la Calle 3era entre Ave. Rockwood y Ave. Helferman
3. Esquina sureste de la Calle 3era y Ave. Heber
4. Esquina noreste de la Calle 1era y Ave. Helber
5. Al sur de la calle 1era entre Ave. Heber y Ave. Blair
6. La calle 1era aproximadamente entre Ave. Paulín y Ave. Helferman para tránsito, taxis y paseo peatonal

Entrada de peatones e punto de intersección
Attachment 4: Transportation Provider Input Element
On December 17, 2013, representatives from SCAG, ICTC, City of Calexico, and the project team held a meeting for transportation providers at the Durazo Arts Center in the City of Calexico.

The goal of the meeting was to give transportation service operators in Calexico an opportunity to comment and make suggestions about the concept of an intermodal transportation center and the potential of converting E. 1st Street (Paulin Avenue to Heffernan Avenue) into a pedestrian plaza. Invited participants were identified through the City of Calexico’s operator database and were sent personal invitations to attend.

The following are comments received at the event corresponding to each site alternative.

Background
- 45 taxis operate in the City of Calexico, most taxi riders come from the border area.

Current Areas of Concern
- Safety – Border area is currently hard to navigate – unregulated pedestrian crossing;
- Taxi Bandits – big problem but transportation center may help to control;
- Private drivers are dangerous – too hard to navigate as get closer to the border;
- Private automobiles are at will – creating a dangerous situation;
- Pedestrians and private drivers are currently difficult to control;
- The closer you get to the border the harder maneuver into/trough traffic;
- Bandit cabs (raiteros) – their presence is dangerous and impact taxi sales.

ITC Facility Reactions and Recommendations
- Need to expand “Kiss and Ride” facility for private vehicle drop-offs and pickups;
- There is a need for adequate space for taxis to queue up while waiting for fares;
- There is a need for additional taxi zones around the city but primarily near the POE;
- It was indicated that the taxi industry has different needs than other providers. If a facility is built, it should provide separate accommodations for light vehicles;
- The main purpose of the facility should be to benefit providers and riders;
- Attention should be paid to the impact to traffic, crime and convenience;
- The E. 2nd Street and Heber Avenue site as well as the E. 3rd Street and Heffernan Avenue site were identified as good sites from a location and access perspective;
- It was indicated that locations closer to the border would be better for taxis because of the traffic;
- 1-2 blocks away from the border would benefit the busses because of the ease of access and circulation.

Questions Regarding ITC Study/Facility
- There was a question about the ability of the proposed facility to meet the needs of all of the operators in Calexico. No one should be excluded;
- What if others don’t want to change; What if I don’t want to take part?
- Will this be a mandatory station for all?
• Will private automobiles be segregated from “for hire” vehicles?
• Is facility just pick up and drop off too?
• There are so many of us – how will you fit 45 taxicabs? Will it include both loading and unloading?
• Is this a station where we will have to park our taxis or just drop off?
• Will there be an area for taxi’s to queue up?
• What’s the purpose of putting all the companies in one place?
• What about Greyhound? Their buses are large – will there be enough room? Will it be safe?
• Our current locations and arrangement has worked for years – why so we need to change? Why do you think we need to change?
• Can we still have our taxi zone and we can have another area?

Calexico East POE
• Taxicabs are not allowed to enter;
• The only way is if they (riders) go to the gas station for pick-up;
• Fares have to walk a little bit over a mile to get a taxi;
• They (Calexico East POE) don’t have taxicab waiting;
• The POE isn’t busy – 2 calls (for taxi service) a day is a lot – usually a regular and they feel comfortable to go to the east.

Alternative 2 – E. 3rd Street and Heffernan Avenue
• Heffernan Avenue and E. 3rd Street is only a block and ½ away (from border);
• When they come from Gran Plaza they still want to shop around downtown;
• They come from El Centro and they have the opportunity to walk;
• It’s not too congested to the traffic and it’s right up to the border;
• It’s further than what they are used to;
• Nice size lot. Seems a good size to do everything needed.

Pedestrian Promenade Concept
• Idea of the “Promenade” concept is an idea worth exploring further;
• There may be opposition from businesses along E. 1st Street;
• The concept could provide more accessibility for pedestrians;
• Currently there is a lack of order and consequently dangerous conditions for pedestrians;
• There are also non-permitted cabs (raiteros) operating in the area that could be controlled with better management and enforcement;
• Promenade could help stimulate some concepts for City’s re-development plan;
• Merchants concerned with no parking – for their own vehicles;
• Would create foot traffic, but generate concern about parking.
December 2, 2013

Dear:

Reference: INVITATION - Transportation Provider Stakeholder Meeting

The Imperial County Transportation Commission (ICTC) and the Southern California Association of Governments (SCAG) in cooperation with the City of Calexico has initiated a study to evaluate the feasibility of constructing and operating an intermodal transit center in Calexico near the International Port of Entry. Existing facilities are inadequate to conveniently serve the region’s riders and will become less efficient as traffic at the border increases. ICTC and SCAG have contracted with Hultz-Zollars, Inc. to develop the study that may lead to the development of a facility designed to accommodate riders and transportation providers well into the future.

As a transportation provider serving riders in the south Imperial County region, your thoughts are critical to the success of this analysis. It is the goal of the sponsoring agencies to obtain constructive input from transportation providers so that the consultant team has the information necessary to propose a facility concept that is convenient, safe and accommodates current demand while providing the capacity to meet future growth in ridership and service. We are asking for your attendance at a meeting of local transportation officials, the consultant and other local providers to hear from you on how this facility can be located and designed to better serve our region.

The meeting details:

Where: Carmen Durazo Cultural Arts Center
421 Heffner St.
Calexico, CA 92231
When: Tuesday, December 17th, 2013
Time: 4:00 pm to 6:00 pm

Because we wish to limit the subject matter and discussion to local transportation provider issues, this meeting is only open to transportation provider representatives. That will give us an ample opportunity to hear from you and your colleagues on the issues most directly related to better serving your customers. In the end, our goal is to obtain a wide array of input helpful to our consultant team to enable them to design a facility to meet your needs. Your attendance will help us do just that.

If you have any questions regarding this meeting or the study itself, please do not hesitate to contact me at (760) 592-4494. Hope to see you on the 17th.

Sincerely,

Mark Baza
Executive Director

CITIES OF BRAWLEY, CALEXICO, CALIPATRIA, EL CENTRO, HOLTVILLE, IMPERIAL, WESTMORLAND, IMPERIAL IRRIGATION DISTRICT AND COUNTY OF IMPERIAL.
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<td>Juan Lopez</td>
<td>123 W. Grant St.</td>
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<td>California Cab Company</td>
<td>Jovian Castro</td>
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<td>David Adrian</td>
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<tr>
<td>AM Harvesting</td>
<td></td>
<td>1118 Rockwood Ave.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Attachment 5: Rider/Passenger Survey Element

Survey Background

An important element of the work to determine the feasibility and public acceptance of a co-located transportation center in the downtown area of the City of Calexico is a series of rider/passenger surveys. Participant surveys were administered in a number of transit/transportation services operating in Calexico. Specifically, customers riding busses from Imperial Valley Transit, LA Shuttle, Calexico Transit System and Greyhound Bus Lines were surveyed. For the local transit services, riders were surveyed onboard local busses and for Greyhound passengers, participants were surveyed in the Calexico terminal. All surveys were collected from February 21-26, 2014.

In all, the survey team interviewed 173 (118 transit; 55 Greyhound) riders originating from Calexico public transportation facilities. Though the total sample size is not sufficient to provide a statistically reliable outcome, the findings provide a clear snapshot of riders' experience, perceptions and views on current public transportation services and facilities in the Calexico area.

Based on the fact that there have been discussions with representatives of Greyhound Bus Lines and the study team over the possibility of integrating the long distance carrier's operations into the intermodal facility, a survey tool was developed and administered in the Calexico terminal. The survey asked passengers about trip characteristics, frequency of travel, rationale for selecting Greyhound and views of the current service and facilities available in Calexico.

For local transit riders, a survey tool was developed to probe into factors related to riders' use of public transit. Information related to the way riders get to their transit stop and the distance travelled, frequency of use and transit dependency were also covered. In both surveys a short description of the ITC concept was read to the participant and then queried about their attitudes of the concept. Riders were also asked about their views of important features that they would like to see built into a new terminal.

Other issues covered included, readability of local transit information, most trusted and used sources of public information and general demographic identification questions.

General Survey Results

Overall

While participants in both surveys were generally satisfied with transportation services available in Calexico, the concept of a co-located intermodal facility was overwhelmingly supported. Ninety-three percent of local transit riders and 89% of Greyhound passengers support the concept of a co-located facility. When asked about the most important feature for a transportation center, amenities and cost were the highest priorities among each group. More seating and shaded areas as well as public restrooms were the most desired.

With respect to demographic characteristics of riders and passengers originating in Calexico, riders surveyed are mostly longtime residents (Calexico/Mexicali) and transit dependent. Nearly 85% of respondents have a household annual income of less than $20,000.00. Despite the average age of
respondents being over 50 years old, more than half do not possess a California driver's license. And more than two-thirds of riders come from households that have access to one or fewer automobiles.

Transit Riders

The PRM survey team focused on operation times that were characterized as the busiest for each of the three (IVT, CTS & LA Shuttle) service providers. Data collection days/times were Wednesday through Saturday from 6:00am until 3:30pm. For IVT service, survey work was conducted at various times of the day on the #1 North, #21 North and the #32 Direct to the Imperial Valley College campus. Roughly half of the surveys were taken from the IVC Express and the remainder taken equally for the Brawley and El Centro routes.

For Calexico Transit Service, survey teams collected surveys on the intra-city route during morning hours. LA Shuttle riders were surveyed midday on routes to El Centro.

The vast majority of participants are frequent riders with nearly half of the participants indicating that they ride the bus everyday with another 25% riding up to 3 times per week. Over three-quarters (77%) indicated that the bus is their main mode of public transportation. Twenty-one percent indicated that they most often use shuttle busses while just 6% use taxis regularly.

Eighty-five percent regularly use public transit stops in Calexico with the same percentage (86%) walking to their pick up point. Distances from their origination to their pick up point averaged 3.4 blocks and the distance from their drop-off location to final destination was just less than 2.5 blocks. Destinations were roughly 50% for school trips with an additional 25% shopping and 15% job related.

When queried about suggested improvements to public transportation in their community adding more busses was favored by 43% followed by adding comfort to their regular stop (25%). Overall however, 92% stated that public transportation adequately served their needs. Attributes most appreciated by local riders were convenience (35%), and affordability (31%). Twenty-five percent stated that they had no other transportation available to them.

Greyhound Bus line Terminal (Calexico)

ITC survey teams administered surveys Wednesday through Saturday in the mornings and afternoons at the Calexico Bus Terminal. Several routes were selected and teams were deployed as passengers waited to board. A total of 55 surveys were taken at the Greyhound facility.

Over two-thirds (69%) of passengers indicated that they had crossed into the United States that day to board the bus and that nearly all have used the Calexico terminal prior to their current trip. More than half indicated that they use the service at least once per month and the most common destination is Los Angeles. Three-quarters of participants indicated that there is no particular time of year when they travel out of Calexico. When asked how they arrived at the terminal, responses evenly varied with bus or taxi trips slightly higher than other modes.

Roughly half of the participants indicated that they would return to Calexico with most responding that they would return by bus. Reasons for travel were split with nearly 40% indicating that all of their travel is work related. Conversely, 36% stated that none of their travel was work related. Cost of travel is a prime motivator for bus travel, followed by convenience (24%) and “no other option" (24%).
Most popular elements of bus travel again, are affordability followed by comfort and services at the terminal facility. Least favorite elements of the experience were the terminal itself, with many customers complaining about the restrooms.
Transit Rider Survey Instrument

Imperial County Transportation Commission
Intermodal Transportation Center Transit Riders’ Survey

Date: ____________________ Time: ____________________

Location / Bus service: ______________________________________

Route #: _________________________________________________

Hello my name is ______________ with PRM Consulting, a research and marketing firm and we’re speaking with adults about transportation. Let me start by assuring you that we are not selling anything. The agencies that provide public transportation in your community want to serve you better, and the best way to do that is to hear directly from you. Can we have a few moments of your time for our research? The survey is interesting and all of your answers will be kept strictly confidential. Can you help us provide better transportation?

1. Where do you live (please enter only Street name and Block number)?
   ____________  (if Mexico, enter city, i.e., Mexicali)

2. What is your zip code (ENTER RESPONSE 92222-92283)? ____________
   (if Mexicali, enter Colonia)

3. On average, how often do you typically use public transportation?
   a. Once per week or less
   b. 2-3 times per week
   c. Everyday
   d. Varies

4. What type of transportation, other than a private vehicle, do you use most?
   a. Shuttle bus (medical appointment, shopping, other)
   b. Employer Provided Transportation
   c. Taxi
   d. Bus
   e. Other

5. When using public transportation, where are you normally picked up?
   a. At my Home
   b. Public Transit Stop
   c. Other Public Location (not a transit stop)
   d. School
   e. Other

Attachment 5-C
Imperial County Transportation Commission
Intermodal Transportation Center Transit Riders' Survey

6. How do you typically get to your regular pick-up location?
   a. Walk # of blocks? _______
   b. Bicycle
   c. Drive alone
   d. Carpool (drive or ride)
   e. Taxi

7. How will you get from your last bus to your final destination?
   a. Walk # of blocks? _______
   b. Bicycle
   c. Taxi
   d. Drive alone
   e. Carpool (Get Picked Up)

8. How many transfers will you make on this one-way trip? ______

9. List the bus routes you will use to get to your final destination?

   ![Bus Route Diagram]

10. Will you be making a return trip on this bus route?
    a. No
    b. Yes
    c. Returning by other means
    d. This is your return trip

11. Do you have any small children travelling with you today, how many?
    a. 1
    b. 2
    c. 3
    d. 4 or more
    e. none

12. How far do you travel to reach your typical pick-up location?
    a. 4 or fewer blocks (<1,000 feet)
    b. 5 to 10 blocks (1,000 to 2,500 feet)
    c. ½ mile to 1 mile
    d. 1 to 2 miles
    e. More than 2 miles

Attachment 5-C
13. Where are travelling today?
   a. Medical Appointment
   b. Work
   c. College (Student only)
   d. Other School
   e. Shopping
   f. Religious, Personal Business
   e. Other

14. Thinking about the trips you normally take on public transportation, where do you most often go?
   a. Medical Appointments
   b. Work
   c. College (Student only)
   d. Other School
   e. Shopping
   f. Religious, Personal Business
   e. Other

15. The Imperial County Transportation Commission (transportation authority) is considering the development of a transportation center in downtown Calexico that would serve as a hub for buses, shuttles, taxis and private carriers. Riders would be able to access different types of transportation to areas within Calexico as well as throughout the county. Do you generally favor or oppose this idea?
   a. Favor, strongly
   b. Favor, somewhat
   c. Oppose, somewhat
   d. Oppose, strongly
   e. Unsure / No Opinion

16. Thinking about the transit stop(s) you most normally use, please select the statement closest to your personal opinion. (ROTATE)
   a. Needs more Benches / Seating Area
   b. Not Accessible to Disabled Riders
   c. Stop Needs more Shade
   d. My Stop Needs Public Restrooms
   e. Buses Need to be more Frequent

Attachment 5-C
Imperial County Transportation Commission
Intermodal Transportation Center Transit Riders’ Survey

17. Based on your experience and preference what is the most needed improvement
to public transportation in your community? (ROTATE)

   a. More Frequent Buses
   b. Increase Number of Destinations Accessible from my local Stop
   c. Reduce Travel Time to my Final Destination
   d. Improve the Comfort of my local Stop
   e. Move Stop Closer to my Originating Location
   f. Provide More Transportation Choices (buses, shuttles, taxis, etc.) at my stop
   g. Improve / Upgrade Vehicles

18. Please describe your feelings about public transportation in your area?

   a. Public transportation adequately meets my needs
   b. Public transportation meets some of my needs
   c. Public transportation does not serve my area
   d. Public transportation is available, but is not convenient
   e. Public transportation is not available in my area

19. Why did you choose public transportation today? (ROTATE)

   a. Affordable
   b. Convenient
   c. Most dependable
   d. Safest
   e. No other option

20. Which industry do you primarily work in?

   a. Agricultural Industry (Please indicate what type of employment)
      1a. Field worker
      1b. Processing Plant worker
   b. Government/Education
   c. Manufacturing
   d. Retail / Service
   e. Construction
   f. Full-time Student
   g. Other (specify) ____________________________

21. How far travel to work each day (one-way only)?

   a. Less than 5 miles
   b. 5-15 miles
   c. 15-25 miles
   d. 25-50 miles
   e. More than 50 miles

Attachment 5-C
22. Imperial Valley Transit publishes service information and route maps for its riders. Have you seen or used any of these materials?
   a. Yes
   b. No

23. Are you able to easily understand the information contained in the material? (PROBE, if no)
   1. Yes
   2. No

24. Thinking about public service information like the bus system, I am going to name some kinds of media sources and please indicate whether you would be more likely or less likely to receive that information based on the media you regularly view, read or hear.
   (Indicate response by number for each of the 11 questions below in the space provided)

<table>
<thead>
<tr>
<th>Very Likely</th>
<th>Somewhat Likely</th>
<th>Somewhat Unlikely</th>
<th>Very Unlikely</th>
<th>Refused</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>99</td>
</tr>
</tbody>
</table>

   1. Television Advertisements
   2. Radio Announcements
   3. Work Place Notices
   4. Through Local Schools
   5. Internet
   6. Church / Clergy
   7. Written materials distributed by City Government
   8. Community Service Agencies
   9. From Friends or Coworkers
   10. Stores, Such as
   11. Billboards
   12. Mailed Information & discount coupons
   13. Other (specify)

   Thanks. Now I have just a few demographic questions to make sure we have a representative sample . . .

25. Do you have a valid California driver’s license?
   a. Yes
   b. No

Attachment 5-C
26. Do you have children or grandchildren currently attending local schools?
   a. Yes
   b. No

27. How many operating vehicles are owned by individuals within your household?
   a. 0
   b. 1
   c. 2
   d. More than 2

28. How long have you lived at your current residence?
   a. Less than 6 months
   b. 6 months to 2 years
   c. 2 – 5 years
   d. More than 5 years

29. What is your marital status?
   a. Single, never married
   b. Married
   c. Divorced / Separated
   d. Widowed
   999. REFUSED

30. And is your household size is . . .
   a. 1
   b. 2
   c. 3
   d. 4
   e. 5
   f. 5 or more
   999. REFUSED

31. In what year were you born? (ENTER RESPONSE, REFUSED=999) ____________

Attachment 5-C
32. And please stop me when I reach the category closest to your household’s total annual income . . .

   a. Under $20,000
   b. $20 to 40,000
   c. $40 to 60,000
   d. $60 to 80,000
   e. Over $80,000
   999. REFUSED

33. GENDER (BY OBSERVATION)

   a. Male
   b. Female
Greyhound Rider Survey Instrument

Imperial County Transportation Commission
Greyhound Passenger Survey - Intermodal Transportation Center

Date: ________________ Time: ________________

Place / Bus Service: _____________________________________________

Route No: ______________________________________________________

Hello, my name is __________________ with PRM Consulting, a marketing and research firm asking about the subject of transportation. Let's start by saying that we are not selling anything. Transportation provider agencies in your community want to serve you better, and the best way to accomplish this is to hear directly from you. Could I take a few minutes of your time to complete our survey? The questions are interesting and your answers will be kept confidential. Can you help improve transportation in your community?

1. Where do you live? (Just answer with the name of the street and block, eg 700's)
   __________________________________________________________________
   (If you live in Mexico, enter city, example: Mexicali)

2. What is your zip code (enter your answer between 92222-92283)? __________
   (If you live in Mexicali, enter the colonia)

3. Did you cross the U.S. border / Mexico to get to the bus station today?
   a. Yes
   b. No

4. How often, other than today, do you use the bus for travel in the U.S.?
   a. Once a month or more
   b. 5 to 10 times per year
   c. 1-4 times per year
   d. Once or twice in the past five years
   e. Less than once in the last five years or
   f. I've never taken the bus before today?
   g. VARIIES MUCH TO SAY / NOT SURE

5. Do you ever use public transportation to get to places around the County of Imperial?
   a. Yes
   b. No

Attachment 5-C.2
Imperial County Transportation Commission
Greyhound Passenger Survey - Intermodal Transportation Center

5a. [If YES] What kind of transportation do you normally use to reach local destinations?
   a. Bus (medical appointment, shopping, etc.)
   b. Employer will provide transportation
   c. Taxi
   d. Bus
   e. Other

6. What is your final destination of your trip today?
   a. Los Angeles, Southern California
   b. Central California
   c. Northern California
   d. Outside of California

7. Have you ever taken a bus out of Calexico before today?
   a. Yes
   b. No / NOT SURE

7a. [If YES] How often do you use Calexico based (local or long-distance) transportation?
   a. Once a month or more
   b. 5 to 10 times per year
   c. 1-4 times per year
   d. Once or twice in the past five years
   e. Less than once in the last five years
   f. Never used Calexico based transportation
   g. VARIES TOO MUCH TO SAY / NOT SURE

8. What time of year is what we normally travel outside Calexico?
   a. Winter
   b. Spring
   c. Summer
   d. Autumn
   e. Varies

9. What was your final destination in your last bus trip out of Calexico?
   a. Southern California
   b. Central California
   c. Northern California
   d. Outside California

Attachment 5-C-2
Imperial County Transportation Commission
Greyhound Passenger Survey - Intermodal Transportation Center

10. Do you have children accompanying you today, how many?
   a. 1
   b. 2
   c. 3
   d. 4 or more
   e. No

11. How did you get to the bus terminal today?
   a. I drove
   b. We took a bus or taxi
   c. We left for another person
   d. Other (ENTER RESPONSE) __________________________

12. Do you have plans to return to Calexico on this trip?
   a. Yes
   b. No

13. How are you planning to return to Calexico?
   a. Return on Bus
   b. Drive Myself
   c. Take a bus or taxi
   d. Get a ride by another person
   e. Other (ENTER RESPONSE) __________________________

14. Thinking of all long distance travel you take from Calexico, please tell me what percentage of travel is for work, with zero being no time to 100 times. (ENTER RESPONSE, NOT SURE = 888) 

15. Thinking about your decision to ride the bus to Calexico today, what was your decision based on? (ROTATE ANSWERS)
   a. Ticket Cost
   b. Convenience of the Calexico bus terminal
   c. The availability of routes and destinations
   d. There is no other way to my destination
   e. Other (ENTER NAME) __________________________

Attachment 5-C.2
Imperial County Transportation Commission
Greyhound Passenger Survey - Intermodal Transportation Center

16. Thinking about your experience(s) with the bus terminal in Calexico, what about the terminal do you like most?
   a. Facilities and services available at the terminal
   b. Security check and getting to your bus
   c. Ticket cost
   d. Convenient location terminal
   e. Variety of routes and destinations available at the terminal
   f. Other (ENTER RESPONSE) ________________________________

17. What do you like least about the terminal?
   a. Facilities and services available at the terminal
   b. Security check and getting to your bus
   d. Inconvenient location terminal
   e. Lack of routes and destinations available at the terminal
   f. Other (ENTER RESPONSE) ________________________________

18. The Transportation Commission of Imperial County (Transportation Authority) is considering the development of a transportation hub in the center of the city of Calexico to serve as a station for buses, shuttles for short distances, taxis and private transportation providers. Passengers will have the ability to access different types of transport to different areas of Calexico, as throughout the Imperial County.
   In general, you are in favor or against this proposal?
   a. Strongly favor
   b. Somewhat in favor
   c. Somewhat against
   d. Strongly against
   e. Not sure / No opinio.

19. Why have you have chosen to use public transportation today? (Rotate options)
   a. Economical
   b. Convenient
   c. Reliable service
   d. Secure.
   e. No other choice.

Attachment D-C-2
Imperial County Transportation Commission
Greyhound Passenger Survey - Intermodal Transportation Center

20. What industry do you mainly work in?
   a. Agriculture (Please indicate what type of employment)
      1a. Fieldworker  1b. Processing plant
   b. Labor Government / Education
   c. Working Factory / Manufacturing
   d. Job Shop / Customer Service
   e. Construction
   f. Student - Full time
   g. Other: (explain)

21. How far do you travel each day to get to their place of work / job?
   a. Less than 5 miles
   b. 5 to 15 miles
   c. From 15 to 25 miles
   d. From 25 to 50 miles
   e. More than 50 miles

22. Imperial Valley Transit service publishes information on routes and passenger service. Have you seen or used informational materials offered Imperial Valley Transit?
   a. Yes
   b. No

23. Can you easily understand the information contained in this material? (Request more information if the answer is NO).
   a. Yes
   b. Not

Thanks, now I only get to do some demographic questions to obtain a representative sample...

24. Do you have a driver’s license?
   a. Yes
   b. Not

25. Do you have children or grandchild attending local schools?
   a. Yes
   b. No

Attachment 5-C 2
Imperial County Transportation Commission
Greyhound Passenger Survey - Intermodal Transportation Center

26. How many vehicles are in your own home or a family member?
   a. 0
   b. 1
   c. 2
   d. More than 2

27. How many years have you lived in your present home?
   a. Less than 6 months.
   b. From 6 months to 2 years.
   c. 2 to 5 years.
   d. Over 5 years.

28. What is your marital status?
   a. Single, never married
   b. Married
   c. Divorced / Separated
   d. Widow(er)
   999. Refused to answer the question.

29. How many members in your family?
   a. 1
   b. 2
   c. 3
   d. 4
   e. 5
   f. More than 5
   999. Refused to answer

30. What year were you born? (Enter the answer, 999 = Refused to answer) __________

31. Please say “stop” when you have reached the closest category to your combined family annual income...
   a. Less than $20,000
   b. Between $20,000 and $40,000
   c. Between $40,000 to $60,000
   d. Between $60,000 and $80,000
   e. More than $80,000
   999. Refused to answer

32. Sex (by observation)  a. Male  b. Female

Attachment 5-C.2
Transit Rider Survey Results

<table>
<thead>
<tr>
<th>Question</th>
<th>Response</th>
<th>f</th>
<th>Q</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Q3</strong> On average, how often do you typically use public transportation?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Once per week or less</td>
<td>21</td>
<td>18%</td>
</tr>
<tr>
<td></td>
<td>2-3 times per week</td>
<td>30</td>
<td>25%</td>
</tr>
<tr>
<td></td>
<td>Everyday</td>
<td>56</td>
<td>47%</td>
</tr>
<tr>
<td></td>
<td>Varies</td>
<td>11</td>
<td>9%</td>
</tr>
<tr>
<td></td>
<td><strong>n=</strong> 118</td>
<td></td>
<td>100%</td>
</tr>
<tr>
<td><strong>Q4</strong> What type of transportation, other than a private vehicle, do you use most?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Shuttle bus (medical appointment, shopping, other)</td>
<td>25</td>
<td>21%</td>
</tr>
<tr>
<td></td>
<td>Employer Provided</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Transportation</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td></td>
<td>Taxi</td>
<td>7</td>
<td>6%</td>
</tr>
<tr>
<td></td>
<td>Bus</td>
<td>77</td>
<td>65%</td>
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<td></td>
<td>Other</td>
<td>9</td>
<td>8%</td>
</tr>
<tr>
<td></td>
<td><strong>n=</strong> 118</td>
<td></td>
<td>100%</td>
</tr>
<tr>
<td><strong>Q5</strong> When using public transportation, where are you normally picked up?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>At my Home</td>
<td>11</td>
<td>9%</td>
</tr>
<tr>
<td></td>
<td>Public Transit Stop</td>
<td>100</td>
<td>85%</td>
</tr>
<tr>
<td></td>
<td>Other Public Location (not a transi)</td>
<td>2</td>
<td>2%</td>
</tr>
<tr>
<td></td>
<td>School</td>
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<td>3%</td>
</tr>
<tr>
<td></td>
<td>Other</td>
<td>1</td>
<td>1%</td>
</tr>
<tr>
<td></td>
<td><strong>n=</strong> 118</td>
<td></td>
<td>100%</td>
</tr>
<tr>
<td><strong>Q6</strong> How do you typically get to your regular pick-up location?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Walk # of blocks? (Avg. 3.4)</td>
<td>101</td>
<td>86%</td>
</tr>
<tr>
<td></td>
<td>Bicycle</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td></td>
<td>Drive alone</td>
<td>2</td>
<td>2%</td>
</tr>
<tr>
<td></td>
<td>Carpool (drive or ride)</td>
<td>13</td>
<td>11%</td>
</tr>
<tr>
<td></td>
<td>Taxi</td>
<td>2</td>
<td>2%</td>
</tr>
<tr>
<td></td>
<td><strong>n=</strong> 118</td>
<td></td>
<td>100%</td>
</tr>
<tr>
<td><strong>Q7</strong> How will you get from your last bus to your final destination?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Walk # of blocks? (Avg 2.49)</td>
<td>110</td>
<td>93%</td>
</tr>
<tr>
<td></td>
<td>Bicycle</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td></td>
<td>Taxi</td>
<td>1</td>
<td>1%</td>
</tr>
<tr>
<td></td>
<td>Drive alone</td>
<td>2</td>
<td>2%</td>
</tr>
<tr>
<td></td>
<td>Carpool (Get Picked Up)</td>
<td>5</td>
<td>4%</td>
</tr>
<tr>
<td></td>
<td><strong>n=</strong> 118</td>
<td></td>
<td>100%</td>
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### How many transfers will you make on this one-way trip?

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<th>Q8</th>
<th>Response</th>
<th>f/Q</th>
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</thead>
<tbody>
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<td></td>
<td>Zero</td>
<td>111</td>
</tr>
<tr>
<td></td>
<td>One</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>Two</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Three</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Four</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>n=</td>
<td>118</td>
</tr>
</tbody>
</table>

### List the bus routes you will use to get to your final destination?

<table>
<thead>
<tr>
<th>Q9</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Bus Routes</td>
</tr>
</tbody>
</table>

### Will you be making a return trip on this bus route?

<table>
<thead>
<tr>
<th>Q10</th>
<th>Response</th>
<th>f/Q</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No</td>
<td>12</td>
</tr>
<tr>
<td></td>
<td>Yes</td>
<td>101</td>
</tr>
<tr>
<td></td>
<td>Returning by other means</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>On return trip</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Refused</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td><strong>n=</strong></td>
<td>118</td>
</tr>
</tbody>
</table>

### Do you have any small children travelling with you today, how many?

<table>
<thead>
<tr>
<th>Q11</th>
<th>Response</th>
<th>f/Q</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>One</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td>Two</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Three</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Four or more</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>None</td>
<td>110</td>
</tr>
<tr>
<td></td>
<td><strong>n=</strong></td>
<td>118</td>
</tr>
</tbody>
</table>

### How far do you travel to reach your typical pick-up location?

<table>
<thead>
<tr>
<th>Q12</th>
<th>Response</th>
<th>f/Q</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>4 or fewer blocks (&lt;1,000 feet)</td>
<td>87</td>
</tr>
<tr>
<td></td>
<td>5 to 10 blocks (1,000’ to 2,500’)</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td>½ mile to 1 mile</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td>1 to 2 miles</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>More than 2 miles</td>
<td>7</td>
</tr>
<tr>
<td></td>
<td><strong>n=</strong></td>
<td>118</td>
</tr>
</tbody>
</table>

---

**Calexico ITC Feasibility Study**  
**Draft Final Report**
### Where are travelling today?

<table>
<thead>
<tr>
<th>Response</th>
<th>f/Q</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Medical Appointment</td>
<td>8</td>
<td>7%</td>
</tr>
<tr>
<td>Work</td>
<td>15</td>
<td>13%</td>
</tr>
<tr>
<td>College (Student only)</td>
<td>53</td>
<td>45%</td>
</tr>
<tr>
<td>Other School</td>
<td>4</td>
<td>3%</td>
</tr>
<tr>
<td>Shopping</td>
<td>31</td>
<td>26%</td>
</tr>
<tr>
<td>Religious, Personal Business</td>
<td>7</td>
<td>6%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td><strong>n=</strong></td>
<td>118</td>
<td>100%</td>
</tr>
</tbody>
</table>

### Thinking about the trips you normally take on public transportation, where do you most often go?

<table>
<thead>
<tr>
<th>Response</th>
<th>f/Q</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Medical Appointments</td>
<td>9</td>
<td>8%</td>
</tr>
<tr>
<td>Work</td>
<td>18</td>
<td>15%</td>
</tr>
<tr>
<td>College (Student only)</td>
<td>53</td>
<td>45%</td>
</tr>
<tr>
<td>Other School</td>
<td>4</td>
<td>3%</td>
</tr>
<tr>
<td>Shopping</td>
<td>26</td>
<td>22%</td>
</tr>
<tr>
<td>Religious, Personal Business</td>
<td>8</td>
<td>7%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td><strong>n=</strong></td>
<td>118</td>
<td>100%</td>
</tr>
</tbody>
</table>

### Transportation Hub Concept Approval

<table>
<thead>
<tr>
<th>Response</th>
<th>f/Q</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Favor, strongly</td>
<td>94</td>
<td>80%</td>
</tr>
<tr>
<td>Favor, somewhat</td>
<td>15</td>
<td>13%</td>
</tr>
<tr>
<td>Oppose, somewhat</td>
<td>5</td>
<td>4%</td>
</tr>
<tr>
<td>Oppose, strongly</td>
<td>1</td>
<td>1%</td>
</tr>
<tr>
<td>Unsure / No Opinion</td>
<td>3</td>
<td>3%</td>
</tr>
<tr>
<td><strong>n=</strong></td>
<td>118</td>
<td>100%</td>
</tr>
</tbody>
</table>

Select the statement closest to your personal opinion.

<table>
<thead>
<tr>
<th>Response</th>
<th>f/Q</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>More Seating Area</td>
<td>37</td>
<td>31%</td>
</tr>
<tr>
<td>Not Accessible to Disabled</td>
<td>8</td>
<td>7%</td>
</tr>
<tr>
<td>Stop Needs more Shade</td>
<td>20</td>
<td>17%</td>
</tr>
<tr>
<td>Needs Public Restrooms</td>
<td>24</td>
<td>20%</td>
</tr>
<tr>
<td>More Frequent Buses</td>
<td>29</td>
<td>25%</td>
</tr>
<tr>
<td><strong>n=</strong></td>
<td>118</td>
<td>100%</td>
</tr>
</tbody>
</table>
### Q17: What is the most needed improvement to public transportation in your community?

<table>
<thead>
<tr>
<th>Response</th>
<th>fQ</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>More Frequent Buses</td>
<td>51</td>
<td>43%</td>
</tr>
<tr>
<td>Increase Number of Destinations</td>
<td>11</td>
<td>9%</td>
</tr>
<tr>
<td>Accessible from my local Stop</td>
<td>13</td>
<td>11%</td>
</tr>
<tr>
<td>Reduce Travel Time to my Final Destination</td>
<td>28</td>
<td>24%</td>
</tr>
<tr>
<td>Improve the Comfort of my local Stop</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Move Stop Closer to my Originating Location</td>
<td>3</td>
<td>3%</td>
</tr>
<tr>
<td>Choices (buses, shuttles, taxis, etc) at my stop</td>
<td>1</td>
<td>1%</td>
</tr>
<tr>
<td>Improve / Upgrade Vehicles</td>
<td>11</td>
<td>9%</td>
</tr>
<tr>
<td><strong>n=</strong></td>
<td>118</td>
<td>100%</td>
</tr>
</tbody>
</table>

### Q18: Feelings about public transportation in your area?

<table>
<thead>
<tr>
<th>Response</th>
<th>fQ</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meets needs</td>
<td>66</td>
<td>56%</td>
</tr>
<tr>
<td>Meets some of my needs</td>
<td>43</td>
<td>36%</td>
</tr>
<tr>
<td>Does not serve my area</td>
<td>8</td>
<td>7%</td>
</tr>
<tr>
<td>Not convenient</td>
<td>1</td>
<td>1%</td>
</tr>
<tr>
<td><strong>n=</strong></td>
<td>118</td>
<td>100%</td>
</tr>
</tbody>
</table>

### Q19: Why did you choose public transportation today?

<table>
<thead>
<tr>
<th>Response</th>
<th>fQ</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Affordable</td>
<td>37</td>
<td>31%</td>
</tr>
<tr>
<td>Convenient</td>
<td>41</td>
<td>35%</td>
</tr>
<tr>
<td>Most dependable</td>
<td>9</td>
<td>8%</td>
</tr>
<tr>
<td>Safest</td>
<td>2</td>
<td>2%</td>
</tr>
<tr>
<td>No other option</td>
<td>29</td>
<td>25%</td>
</tr>
<tr>
<td><strong>n=</strong></td>
<td>118</td>
<td>100%</td>
</tr>
</tbody>
</table>

### Q20: Which industry do you primarily work in?

<table>
<thead>
<tr>
<th>Response</th>
<th>fQ</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agricultural Industry</td>
<td>4</td>
<td>3%</td>
</tr>
<tr>
<td>Field worker</td>
<td>3</td>
<td>3%</td>
</tr>
<tr>
<td>Processing Plant worker</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Government/Education</td>
<td>3</td>
<td>3%</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>5</td>
<td>4%</td>
</tr>
<tr>
<td>Retail / Service</td>
<td>29</td>
<td>25%</td>
</tr>
<tr>
<td>Construction</td>
<td>1</td>
<td>1%</td>
</tr>
<tr>
<td>Full-time Student</td>
<td>52</td>
<td>44%</td>
</tr>
<tr>
<td>Other (specify)</td>
<td>21</td>
<td>18%</td>
</tr>
<tr>
<td><strong>n=</strong></td>
<td>118</td>
<td>100%</td>
</tr>
</tbody>
</table>
### How far travel to work each day (one-way only)?

<table>
<thead>
<tr>
<th>Response</th>
<th>fQ</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 5 miles</td>
<td>59</td>
<td>50%</td>
</tr>
<tr>
<td>5-15 miles</td>
<td>33</td>
<td>28%</td>
</tr>
<tr>
<td>15-25 miles</td>
<td>21</td>
<td>18%</td>
</tr>
<tr>
<td>25-50 miles</td>
<td>2</td>
<td>2%</td>
</tr>
<tr>
<td>More than 50 miles</td>
<td>3</td>
<td>3%</td>
</tr>
<tr>
<td><strong>n=</strong></td>
<td>118</td>
<td>100%</td>
</tr>
</tbody>
</table>

Imperial Valley Transit publishes service information and route maps for its riders. Have you seen or used them?

### Q22

<table>
<thead>
<tr>
<th>Response</th>
<th>fQ</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>78</td>
<td>66%</td>
</tr>
<tr>
<td>No</td>
<td>40</td>
<td>34%</td>
</tr>
<tr>
<td><strong>n=</strong></td>
<td>118</td>
<td>100%</td>
</tr>
</tbody>
</table>

Are you able to easily understand the information contained in the material? (PROBE, if no)

### Q23

<table>
<thead>
<tr>
<th>Response</th>
<th>fQ</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>101</td>
<td>86%</td>
</tr>
<tr>
<td>No</td>
<td>17</td>
<td>14%</td>
</tr>
<tr>
<td><strong>n=</strong></td>
<td>118</td>
<td>100%</td>
</tr>
</tbody>
</table>

Most Effective Communication/Media

### Q24

<table>
<thead>
<tr>
<th>Response</th>
<th>fQ</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Church / Clergy</td>
<td>2.86</td>
<td></td>
</tr>
<tr>
<td>Community Service Agencies</td>
<td>2.84</td>
<td></td>
</tr>
<tr>
<td>Work Place Notices</td>
<td>2.67</td>
<td></td>
</tr>
<tr>
<td>Stores</td>
<td>2.67</td>
<td></td>
</tr>
<tr>
<td>Written materials distributed by City Governn</td>
<td>2.65</td>
<td></td>
</tr>
<tr>
<td>Radio Announcements</td>
<td>2.63</td>
<td></td>
</tr>
<tr>
<td>Internet</td>
<td>2.44</td>
<td></td>
</tr>
<tr>
<td>Television Advertisements</td>
<td>2.39</td>
<td></td>
</tr>
<tr>
<td>Mailed Information &amp; discount coupons</td>
<td>2.39</td>
<td></td>
</tr>
<tr>
<td>Through Local Schools</td>
<td>2.29</td>
<td></td>
</tr>
<tr>
<td>From Friends or Coworkers</td>
<td>2.11</td>
<td></td>
</tr>
<tr>
<td>Billboards</td>
<td>2.10</td>
<td></td>
</tr>
<tr>
<td>Other (specify)</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

California driver's license?

### Q25

<table>
<thead>
<tr>
<th>Response</th>
<th>fQ</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>46</td>
<td>39%</td>
</tr>
<tr>
<td>No</td>
<td>71</td>
<td>60%</td>
</tr>
<tr>
<td>Refused</td>
<td>1</td>
<td>1%</td>
</tr>
<tr>
<td><strong>n=</strong></td>
<td>118</td>
<td>100%</td>
</tr>
</tbody>
</table>
Do you have children or grandchildren currently attending local schools?

<table>
<thead>
<tr>
<th>Response</th>
<th>f/Q</th>
<th>p</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>33</td>
<td>28%</td>
</tr>
<tr>
<td>No</td>
<td>85</td>
<td>72%</td>
</tr>
<tr>
<td>n=</td>
<td>118</td>
<td>100%</td>
</tr>
</tbody>
</table>

How many operating vehicles are owned by individuals within your household?

<table>
<thead>
<tr>
<th>Response</th>
<th>f/Q</th>
<th>p</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zero</td>
<td>29</td>
<td>25%</td>
</tr>
<tr>
<td>One</td>
<td>43</td>
<td>36%</td>
</tr>
<tr>
<td>Two</td>
<td>32</td>
<td>27%</td>
</tr>
<tr>
<td>More than Two</td>
<td>14</td>
<td>12%</td>
</tr>
<tr>
<td>n=</td>
<td>118</td>
<td>100%</td>
</tr>
</tbody>
</table>

How long have you lived at your current residence?

<table>
<thead>
<tr>
<th>Response</th>
<th>f/Q</th>
<th>p</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 6 months</td>
<td>16</td>
<td>14%</td>
</tr>
<tr>
<td>6 months to 2 years</td>
<td>11</td>
<td>9%</td>
</tr>
<tr>
<td>2 – 5 years</td>
<td>20</td>
<td>17%</td>
</tr>
<tr>
<td>More than 5 years</td>
<td>71</td>
<td>60%</td>
</tr>
<tr>
<td>n=</td>
<td>118</td>
<td>100%</td>
</tr>
</tbody>
</table>

What is your marital status?

<table>
<thead>
<tr>
<th>Response</th>
<th>f/Q</th>
<th>p</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single, never married</td>
<td>70</td>
<td>59%</td>
</tr>
<tr>
<td>Married</td>
<td>27</td>
<td>23%</td>
</tr>
<tr>
<td>Divorced / Separated</td>
<td>7</td>
<td>6%</td>
</tr>
<tr>
<td>Widowed</td>
<td>9</td>
<td>8%</td>
</tr>
<tr>
<td>Refused</td>
<td>5</td>
<td>4%</td>
</tr>
<tr>
<td>n=</td>
<td>118</td>
<td>100%</td>
</tr>
</tbody>
</table>

And is your household size is...

<table>
<thead>
<tr>
<th>Response</th>
<th>f/Q</th>
<th>p</th>
</tr>
</thead>
<tbody>
<tr>
<td>One</td>
<td>8</td>
<td>7%</td>
</tr>
<tr>
<td>Two</td>
<td>15</td>
<td>13%</td>
</tr>
<tr>
<td>Three</td>
<td>15</td>
<td>13%</td>
</tr>
<tr>
<td>Four</td>
<td>33</td>
<td>28%</td>
</tr>
<tr>
<td>Five</td>
<td>17</td>
<td>14%</td>
</tr>
<tr>
<td>Five or more</td>
<td>8</td>
<td>7%</td>
</tr>
<tr>
<td>Refused</td>
<td>5</td>
<td>4%</td>
</tr>
<tr>
<td>n=</td>
<td>118</td>
<td>100%</td>
</tr>
</tbody>
</table>
In what year were you born? (ENTER RESPONSE, REFUSED=999)

<table>
<thead>
<tr>
<th>Response</th>
<th>f/Q</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provided Year Born (Average Year 1981)</td>
<td>103</td>
<td></td>
</tr>
<tr>
<td>Refused</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td><strong>n=</strong></td>
<td>118</td>
<td></td>
</tr>
</tbody>
</table>

Family Annual Income

<table>
<thead>
<tr>
<th>Response</th>
<th>f/Q</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>84</td>
<td>71%</td>
</tr>
<tr>
<td>$20 to 40,000</td>
<td>16</td>
<td>14%</td>
</tr>
<tr>
<td>$40 to 60,000</td>
<td>3</td>
<td>3%</td>
</tr>
<tr>
<td>$60 to 80,000</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Over $80,000</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>REFUSED</td>
<td>15</td>
<td>13%</td>
</tr>
<tr>
<td><strong>n=</strong></td>
<td>118</td>
<td>100%</td>
</tr>
</tbody>
</table>

GENDER (BY OBSERVATION)

<table>
<thead>
<tr>
<th>Response</th>
<th>f/Q</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>66</td>
<td>56%</td>
</tr>
<tr>
<td>Female</td>
<td>52</td>
<td>44%</td>
</tr>
<tr>
<td><strong>n=</strong></td>
<td>118</td>
<td>100%</td>
</tr>
</tbody>
</table>
Greyhound Rider Survey Results

<table>
<thead>
<tr>
<th>Question</th>
<th>Response</th>
<th>FQ</th>
</tr>
</thead>
<tbody>
<tr>
<td>Did you cross the U.S. / Mexico border to get to the bus station today?</td>
<td>Yes</td>
<td>38</td>
</tr>
<tr>
<td></td>
<td>No</td>
<td>16</td>
</tr>
<tr>
<td></td>
<td>Refused</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td><strong>n=</strong></td>
<td><strong>55</strong></td>
</tr>
<tr>
<td>How often, other than today, do you use the bus for travel in the U.S.?</td>
<td>Once a month or more</td>
<td>30</td>
</tr>
<tr>
<td></td>
<td>5 to 10 times per year</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td>1 to 4 times per year</td>
<td>11</td>
</tr>
<tr>
<td></td>
<td>Once or twice in the past years</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Less than once in the last years</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>Never</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Not Sure</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td><strong>n=</strong></td>
<td><strong>55</strong></td>
</tr>
<tr>
<td>Do you ever use public transportation to get to places around the County of Imperial?</td>
<td>Yes</td>
<td>33</td>
</tr>
<tr>
<td></td>
<td>No</td>
<td>22</td>
</tr>
<tr>
<td></td>
<td><strong>n=</strong></td>
<td><strong>55</strong></td>
</tr>
<tr>
<td>What is your final destination of your trip today?</td>
<td>Los Angeles, Southern California</td>
<td>34</td>
</tr>
<tr>
<td></td>
<td>Central California</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td>Northern California</td>
<td>7</td>
</tr>
<tr>
<td></td>
<td>Outside of California</td>
<td>8</td>
</tr>
<tr>
<td></td>
<td><strong>n=</strong></td>
<td><strong>55</strong></td>
</tr>
<tr>
<td>Have you ever taken a bus out of Calexico before today?</td>
<td>Yes</td>
<td>48</td>
</tr>
<tr>
<td></td>
<td>No</td>
<td>7</td>
</tr>
<tr>
<td></td>
<td><strong>n=</strong></td>
<td><strong>55</strong></td>
</tr>
<tr>
<td>Q7a</td>
<td>Response</td>
<td>fQ</td>
</tr>
<tr>
<td>-----</td>
<td>----------</td>
<td>----</td>
</tr>
<tr>
<td></td>
<td>Once a month or more</td>
<td>25</td>
</tr>
<tr>
<td></td>
<td>5 to 10 times per year</td>
<td>12</td>
</tr>
<tr>
<td></td>
<td>1-4 times per year</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>Once or twice in the past five years</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>Less than once in the last five years</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Never used Calexico based transportation</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>VARIES TOO MUCH TO SAY / NOT SURE</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>Refused</td>
<td>1</td>
</tr>
<tr>
<td>n=</td>
<td>55</td>
<td>100%</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Q8</th>
<th>Response</th>
<th>fQ</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Winter</td>
<td>6</td>
<td>11%</td>
</tr>
<tr>
<td></td>
<td>Spring</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td></td>
<td>Summer</td>
<td>8</td>
<td>15%</td>
</tr>
<tr>
<td></td>
<td>Autumn</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td></td>
<td>Varies</td>
<td>41</td>
<td>75%</td>
</tr>
<tr>
<td>n=</td>
<td>55</td>
<td>100%</td>
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</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Q9</th>
<th>Response</th>
<th>fQ</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Southern California</td>
<td>34</td>
<td>62%</td>
</tr>
<tr>
<td></td>
<td>Central California</td>
<td>4</td>
<td>7%</td>
</tr>
<tr>
<td></td>
<td>Northern California</td>
<td>9</td>
<td>16%</td>
</tr>
<tr>
<td></td>
<td>Outside California</td>
<td>7</td>
<td>13%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1</td>
<td>2%</td>
</tr>
<tr>
<td>n=</td>
<td>55</td>
<td>100%</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Q10</th>
<th>Response</th>
<th>fQ</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>One</td>
<td>6</td>
<td>11%</td>
</tr>
<tr>
<td></td>
<td>Two</td>
<td>3</td>
<td>5%</td>
</tr>
<tr>
<td></td>
<td>Three</td>
<td>1</td>
<td>2%</td>
</tr>
<tr>
<td></td>
<td>&gt; Three</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td></td>
<td>None</td>
<td>45</td>
<td>82%</td>
</tr>
<tr>
<td>n=</td>
<td>55</td>
<td>100%</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Q11</th>
<th>Response</th>
<th>fQ</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>a</td>
<td>Drove Alone</td>
<td>12</td>
</tr>
<tr>
<td></td>
<td>b</td>
<td>Bus or Taxi</td>
<td>19</td>
</tr>
<tr>
<td></td>
<td>c</td>
<td>Dropped Off</td>
<td>12</td>
</tr>
<tr>
<td></td>
<td>d</td>
<td>Other - Walking</td>
<td>12</td>
</tr>
<tr>
<td>n=</td>
<td>55</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>Q7a</td>
<td>Response</td>
<td>fQ</td>
<td>%</td>
</tr>
<tr>
<td>-----</td>
<td>-------------------------------</td>
<td>----</td>
<td>----</td>
</tr>
<tr>
<td></td>
<td>Once a month or more</td>
<td>25</td>
<td>45</td>
</tr>
<tr>
<td></td>
<td>5 to 10 times per year</td>
<td>12</td>
<td>22</td>
</tr>
<tr>
<td></td>
<td>1-4 times per year</td>
<td>5</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td>Once or twice in the past five years</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>Less than once in the last five years</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Never used Calexico based transportation</td>
<td>4</td>
<td>7</td>
</tr>
<tr>
<td></td>
<td>VARIES TOO MUCH TO SAY / NOT SURE</td>
<td>5</td>
<td>7</td>
</tr>
<tr>
<td></td>
<td>Refused</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>n=</td>
<td></td>
<td>55</td>
<td>100</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>What time of year do you normally travel outside Calexico?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q8</td>
</tr>
<tr>
<td>-----</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>n=</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>What was your final destination in your last bus trip out of Calexico?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q9</td>
</tr>
<tr>
<td>----</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>n=</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Children on Trip</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q10</td>
</tr>
<tr>
<td>-----</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>n=</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>How did you get to the bus terminal today?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q11</td>
</tr>
<tr>
<td>-----</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>n=</td>
</tr>
</tbody>
</table>
### Do you have plans to return to Calexico on this trip?

<table>
<thead>
<tr>
<th>Q12</th>
<th>Response</th>
<th>fQ</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>a</td>
<td>Yes</td>
<td>29</td>
<td>53%</td>
</tr>
<tr>
<td>b</td>
<td>No</td>
<td>26</td>
<td>47%</td>
</tr>
</tbody>
</table>

### How are you planning to return to Calexico?

<table>
<thead>
<tr>
<th>Q13</th>
<th>Response</th>
<th>fQ</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>a</td>
<td>Return on Bus</td>
<td>42</td>
<td>76%</td>
</tr>
<tr>
<td>b</td>
<td>Drive Myself</td>
<td>1</td>
<td>2%</td>
</tr>
<tr>
<td>c</td>
<td>Taxi</td>
<td>3</td>
<td>5%</td>
</tr>
<tr>
<td>d</td>
<td>Get a ride by another person</td>
<td>2</td>
<td>4%</td>
</tr>
<tr>
<td>e</td>
<td>Other Walking Not Returning</td>
<td>3</td>
<td>5%</td>
</tr>
<tr>
<td></td>
<td>Transfer</td>
<td>1</td>
<td>2%</td>
</tr>
</tbody>
</table>

### What percentage of travel is for work, with zero being no time to 100 being every time?

<table>
<thead>
<tr>
<th>Q14</th>
<th>Response</th>
<th>fQ</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>100%</td>
<td></td>
<td>21</td>
<td>38%</td>
</tr>
<tr>
<td>75%-80%</td>
<td></td>
<td>2</td>
<td>4%</td>
</tr>
<tr>
<td>50%</td>
<td></td>
<td>3</td>
<td>5%</td>
</tr>
<tr>
<td>20%-25%</td>
<td></td>
<td>2</td>
<td>4%</td>
</tr>
<tr>
<td>10%</td>
<td></td>
<td>1</td>
<td>2%</td>
</tr>
<tr>
<td>0%</td>
<td></td>
<td>20</td>
<td>36%</td>
</tr>
<tr>
<td>Not sure</td>
<td></td>
<td>6</td>
<td>11%</td>
</tr>
</tbody>
</table>

### Travel Decision Basis

<table>
<thead>
<tr>
<th>Q15</th>
<th>Response</th>
<th>fQ</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ticket Cost</td>
<td></td>
<td>22</td>
<td>40%</td>
</tr>
<tr>
<td>Convenience</td>
<td></td>
<td>13</td>
<td>24%</td>
</tr>
<tr>
<td>Routes and Destinations</td>
<td></td>
<td>6</td>
<td>11%</td>
</tr>
<tr>
<td>No Other Option</td>
<td></td>
<td>13</td>
<td>24%</td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td>1</td>
<td>2%</td>
</tr>
</tbody>
</table>

### Positive Characteristics

<table>
<thead>
<tr>
<th>Q16</th>
<th>Response</th>
<th>fQ</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Terminal Facilities and Services</td>
<td></td>
<td>14</td>
<td>25%</td>
</tr>
<tr>
<td>Security check and getting to your bus</td>
<td></td>
<td>6</td>
<td>11%</td>
</tr>
<tr>
<td>Ticket cost</td>
<td></td>
<td>16</td>
<td>29%</td>
</tr>
<tr>
<td>Convenient location terminal</td>
<td></td>
<td>11</td>
<td>20%</td>
</tr>
<tr>
<td>Variety of routes and destinations available at the terminal</td>
<td></td>
<td>3</td>
<td>5%</td>
</tr>
<tr>
<td>Other - N/A</td>
<td></td>
<td>5</td>
<td>9%</td>
</tr>
<tr>
<td>Unfavorable Characteristics</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---------------------------------------------</td>
<td>---</td>
<td>---</td>
<td></td>
</tr>
<tr>
<td>Q17</td>
<td>Response</td>
<td>fQ</td>
<td></td>
</tr>
<tr>
<td>Terminal Facilities and Services</td>
<td>29</td>
<td>53%</td>
<td></td>
</tr>
<tr>
<td>Security check and getting to your bus</td>
<td>3</td>
<td>5%</td>
<td></td>
</tr>
<tr>
<td>Ticket cost</td>
<td>3</td>
<td>5%</td>
<td></td>
</tr>
<tr>
<td>Inconvenient location terminal</td>
<td>2</td>
<td>4%</td>
<td></td>
</tr>
<tr>
<td>Lack of routes and destinations available at the terminal</td>
<td>6</td>
<td>11%</td>
<td></td>
</tr>
<tr>
<td>Other - N/A</td>
<td>12</td>
<td>22%</td>
<td></td>
</tr>
<tr>
<td>n=</td>
<td>55</td>
<td>100%</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation Hub Concept Approval</th>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Q18</td>
<td>Response</td>
<td>fQ</td>
</tr>
<tr>
<td>Strongly favor</td>
<td>44</td>
<td>80%</td>
</tr>
<tr>
<td>Somewhat in favor</td>
<td>5</td>
<td>9%</td>
</tr>
<tr>
<td>Somewhat against</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Strongly against</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Not sure / No opinion</td>
<td>6</td>
<td>11%</td>
</tr>
<tr>
<td>n=</td>
<td>55</td>
<td>100%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Why have you chosen to use public transportation today?</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Q19</td>
<td>Response</td>
<td>fQ</td>
</tr>
<tr>
<td>Economical</td>
<td>17</td>
<td>31%</td>
</tr>
<tr>
<td>Convenient</td>
<td>18</td>
<td>33%</td>
</tr>
<tr>
<td>Reliable</td>
<td>1</td>
<td>2%</td>
</tr>
<tr>
<td>Secure</td>
<td>2</td>
<td>4%</td>
</tr>
<tr>
<td>No other choice</td>
<td>17</td>
<td>31%</td>
</tr>
<tr>
<td>n=</td>
<td>55</td>
<td>100%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>What industry do you mainly work in?</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Q20</td>
<td>Response</td>
<td>fQ</td>
</tr>
<tr>
<td>Agricultural</td>
<td>7</td>
<td>13%</td>
</tr>
<tr>
<td>Fieldworker</td>
<td>2</td>
<td>4%</td>
</tr>
<tr>
<td>Processing plant</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Labor Government / Education</td>
<td>2</td>
<td>4%</td>
</tr>
<tr>
<td>Working Factory / Manufacturing</td>
<td>2</td>
<td>4%</td>
</tr>
<tr>
<td>Job Shop / Customer Service</td>
<td>15</td>
<td>27%</td>
</tr>
<tr>
<td>Construction</td>
<td>2</td>
<td>4%</td>
</tr>
<tr>
<td>Student - Full time</td>
<td>5</td>
<td>9%</td>
</tr>
<tr>
<td>Other: (explain)</td>
<td>2</td>
<td>4%</td>
</tr>
<tr>
<td>Retired</td>
<td>13</td>
<td>24%</td>
</tr>
<tr>
<td>Housewife/Homemaker</td>
<td>2</td>
<td>4%</td>
</tr>
<tr>
<td>Refused</td>
<td>3</td>
<td>5%</td>
</tr>
<tr>
<td>n=</td>
<td>55</td>
<td>100%</td>
</tr>
</tbody>
</table>
How far do you travel each day to get to their place of work / job?

<table>
<thead>
<tr>
<th>Q21</th>
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<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>&lt; 5 miles</td>
<td>27</td>
<td>49%</td>
</tr>
<tr>
<td></td>
<td>5 to 15 miles</td>
<td>12</td>
<td>22%</td>
</tr>
<tr>
<td></td>
<td>15 to 25 miles</td>
<td>6</td>
<td>11%</td>
</tr>
<tr>
<td></td>
<td>25 to 50 miles</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td></td>
<td>&gt; 50 miles</td>
<td>10</td>
<td>18%</td>
</tr>
<tr>
<td></td>
<td><strong>n=</strong></td>
<td>55</td>
<td>100%</td>
</tr>
</tbody>
</table>

Have you seen or used informational materials offered Imperial Valley Transit?

<table>
<thead>
<tr>
<th>Q22</th>
<th>Response</th>
<th>fQ</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes</td>
<td>16</td>
<td>29%</td>
</tr>
<tr>
<td></td>
<td>No</td>
<td>39</td>
<td>71%</td>
</tr>
<tr>
<td></td>
<td><strong>n=</strong></td>
<td>55</td>
<td>100%</td>
</tr>
</tbody>
</table>

Can you easily understand the information contained in this material (offered)?

<table>
<thead>
<tr>
<th>Q23</th>
<th>Response</th>
<th>fQ</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes</td>
<td>42</td>
<td>76%</td>
</tr>
<tr>
<td></td>
<td>No</td>
<td>13</td>
<td>24%</td>
</tr>
<tr>
<td></td>
<td><strong>n=</strong></td>
<td>55</td>
<td>100%</td>
</tr>
</tbody>
</table>

Driver’s License?

<table>
<thead>
<tr>
<th>Q24</th>
<th>Response</th>
<th>fQ</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes</td>
<td>28</td>
<td>51%</td>
</tr>
<tr>
<td></td>
<td>No</td>
<td>27</td>
<td>49%</td>
</tr>
<tr>
<td></td>
<td><strong>n=</strong></td>
<td>55</td>
<td>100%</td>
</tr>
</tbody>
</table>

Children / grandchild in local schools?

<table>
<thead>
<tr>
<th>Q25</th>
<th>Response</th>
<th>fQ</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes</td>
<td>21</td>
<td>38%</td>
</tr>
<tr>
<td></td>
<td>No</td>
<td>34</td>
<td>62%</td>
</tr>
<tr>
<td></td>
<td><strong>n=</strong></td>
<td>55</td>
<td>100%</td>
</tr>
</tbody>
</table>

How many vehicles in family?

<table>
<thead>
<tr>
<th>Q26</th>
<th>Response</th>
<th>fQ</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Zero</td>
<td>21</td>
<td>38%</td>
</tr>
<tr>
<td></td>
<td>One</td>
<td>20</td>
<td>36%</td>
</tr>
<tr>
<td></td>
<td>Two</td>
<td>11</td>
<td>20%</td>
</tr>
<tr>
<td></td>
<td>More than 2</td>
<td>3</td>
<td>5%</td>
</tr>
<tr>
<td></td>
<td><strong>n=</strong></td>
<td>55</td>
<td>100%</td>
</tr>
</tbody>
</table>
### How many years have you lived in your present home?

<table>
<thead>
<tr>
<th>Q27</th>
<th>Response</th>
<th>fQ</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>&lt; 6 months</td>
<td>3</td>
<td>5%</td>
</tr>
<tr>
<td></td>
<td>6 months to 2 years</td>
<td>5</td>
<td>9%</td>
</tr>
<tr>
<td></td>
<td>2 to 5 years</td>
<td>7</td>
<td>13%</td>
</tr>
<tr>
<td></td>
<td>&gt; 5 years</td>
<td>40</td>
<td>73%</td>
</tr>
<tr>
<td>n=</td>
<td>55</td>
<td>100%</td>
<td></td>
</tr>
</tbody>
</table>

### What is your marital status?

<table>
<thead>
<tr>
<th>Q28</th>
<th>Response</th>
<th>fQ</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Single, never married</td>
<td>16</td>
<td>29%</td>
</tr>
<tr>
<td></td>
<td>Married</td>
<td>25</td>
<td>45%</td>
</tr>
<tr>
<td></td>
<td>Divorced / Separated</td>
<td>5</td>
<td>9%</td>
</tr>
<tr>
<td></td>
<td>Widow(er)</td>
<td>4</td>
<td>7%</td>
</tr>
<tr>
<td></td>
<td>Refused</td>
<td>5</td>
<td>9%</td>
</tr>
<tr>
<td>n=</td>
<td>55</td>
<td>100%</td>
<td></td>
</tr>
</tbody>
</table>

### How many members in your family?

<table>
<thead>
<tr>
<th>Q29</th>
<th>Response</th>
<th>fQ</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>One</td>
<td>4</td>
<td>7%</td>
</tr>
<tr>
<td></td>
<td>Two</td>
<td>10</td>
<td>18%</td>
</tr>
<tr>
<td></td>
<td>Three</td>
<td>10</td>
<td>18%</td>
</tr>
<tr>
<td></td>
<td>Four</td>
<td>16</td>
<td>29%</td>
</tr>
<tr>
<td></td>
<td>Five</td>
<td>1</td>
<td>2%</td>
</tr>
<tr>
<td></td>
<td>More than 5</td>
<td>5</td>
<td>9%</td>
</tr>
<tr>
<td></td>
<td>Refused</td>
<td>9</td>
<td>16%</td>
</tr>
<tr>
<td>n=</td>
<td>55</td>
<td>100%</td>
<td></td>
</tr>
</tbody>
</table>

What year were you born? (Enter the answer, 399 = Refused to answer)

<table>
<thead>
<tr>
<th>Q30</th>
<th>Response</th>
<th>fQ</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Year Born (Average Year 1964)</td>
<td>45</td>
<td>82%</td>
</tr>
<tr>
<td></td>
<td>Refused</td>
<td>10</td>
<td>18%</td>
</tr>
<tr>
<td>n=</td>
<td>55</td>
<td>100%</td>
<td></td>
</tr>
</tbody>
</table>

### Family Annual Income

<table>
<thead>
<tr>
<th>Q31</th>
<th>Response</th>
<th>fQ</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Less than $ 20,000</td>
<td>39</td>
<td>71%</td>
</tr>
<tr>
<td></td>
<td>Between $ 20,000 and $ 40,000</td>
<td>7</td>
<td>13%</td>
</tr>
<tr>
<td></td>
<td>Between $ 40,000 to $ 60,000</td>
<td>2</td>
<td>4%</td>
</tr>
<tr>
<td></td>
<td>Between $ 60,000 and $ 80,000</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td></td>
<td>More than $ 80,000</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td></td>
<td>Refused</td>
<td>7</td>
<td>13%</td>
</tr>
<tr>
<td>n=</td>
<td>55</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>Sex</td>
<td>Response</td>
<td>( f/Q )</td>
<td>%</td>
</tr>
<tr>
<td>-------</td>
<td>----------</td>
<td>------------</td>
<td>----</td>
</tr>
<tr>
<td>Male</td>
<td>26</td>
<td>47%</td>
<td></td>
</tr>
<tr>
<td>Female</td>
<td>29</td>
<td>53%</td>
<td></td>
</tr>
<tr>
<td>( n )=55</td>
<td></td>
<td>100%</td>
<td></td>
</tr>
</tbody>
</table>
Attachment 6: Public Information Element

FACT SHEET
Calexico Intermodal Transportation Center Study

Southern California Association of Governments (SCAG), Imperial County Transportation Commission (ICTC), Caltrans and the City of Calexico are conducting a collaborative study to determine the feasibility and preferred location for a new Intermodal Transportation Center in downtown Calexico.

Calexico's Downtown Port of Entry (POE) is one of the three busiest ports in the nation. Almost 20,000 pedestrians cross the border daily from Mexico to work, shop, visit family and for business. That number is expected to increase and the planned POE improvements to vehicular and pedestrian facilities are proposed to alleviate traffic congestion and wait times. The goal of this analysis is to determine the most convenient and efficient approach to co-locate multiple transportation providers in one location near the border. Currently, transportation providers are dispersed across downtown Calexico which has created traffic and safety impacts.

The Study
In addition to evaluating the feasibility, the study will examine alternate locations that can potentially serve multi-transportation services to accommodate the region's unique needs. The study will also review designs and locations that compliment and leverage investments in the new POE planned by U.S. General Services Administration and U.S. Department of Homeland Security as well as reviewing traffic circulation, passenger security, comfort and amenities, environment and economic impacts. Crucial to the study will be the community's input.

Together, We Move Forward
COMMUNITY PARTICIPATION
Engaging community and providing opportunity for input is a priority of the study. The community will have opportunities through various mediums to provide input, review, comment and ask questions. Provided both in English and Spanish, traditional and nontraditional tools will be utilized including but not limited to surveys, community forums, community walk, social media, interactive website and online comment forms.

UPCOMING EVENTS:
>> Community Walk - February 8, 2014
Walk, See, Share, Plan.
Community will be invited to take an interactive walking tour and discussion of all study locations.

>> Community Forum - March 6, 2014
Meet, See, Share, Plan.
Community will be invited share, review and discuss all study locations.

For more information on community participation opportunities visit: WWW.IMPERIALCTC.ORG

Project Contact:
Gregory A Walker, AICP
Vice President | Huitt-Zollars
602.952.9123
The Study Area includes a range of alternative sites that will provide the basis for initial comparison and evaluation and will lead to selection of a maximum of three alternatives for a detailed evaluation. The community will be invited to take part in reviewing and providing comment for each site through a community walk, a community forum and a survey. The detailed evaluation will include developing a site plan for the final selected alternatives to determine the level of accommodation that can be achieved in providing a safe, comfortable, and convenient organization of transportation services and customer amenities.
HOJA INFORMATIVA

Estudio: Centro de Transporte Intermodal de Calexico

La Asociación de Gobiernos Sur de California (SCAG), La Comisión de Transporte del Condado de Imperial (ICTC), Departamento de Transporte del Estado de California (Caltrans) y la Ciudad de Calexico están haciendo un estudio en conjunto para determinar la viabilidad y ubicación ideal para un nuevo centro de transporte intermodal en Calexico. El cruce fronterizo en el centro de la ciudad de Calexico es una de las tres garitas más transitadas en todo los Estados Unidos con casi 20,000 personas cruzando la frontera a diario de México para trabajar, ir de compras, visitar familia o para asuntos de negocio. Se espera que esa cifra incremente. Las mejoras planeadas al cruce fronterizo y a sus instalaciones vehiculares-pedestriales proponen aliviar la congestión de tráfico y el tiempo de espera. La meta final de este estudio colaborativo será determinar la forma más conveniente y eficiente de encontrar múltiples proveedores de transporte en un solo lugar cerca de la frontera. Actualmente los proveedores de transporte se encuentran localizados en varios lugares del centro de la ciudad y por lo tanto esto a creado un impacto al tráfico y seguridad.

El Estudio
Aparte de evaluar la viabilidad el estudio examinará lugares alternativos que puedan ofrecer servicios de transporte múltiple para satisfacer las necesidades únicas para esta región. Dicho estudio volverá a examinar diseños y lugares que puedan complementar y obtengan ventaja al nuevo cruce fronterizo planeado por la Administración de Servicios Generales de los E.U. y el Departamento de Seguridad Nacional, al igual de volver a examinar la circulación de tráfico, seguridad al pasajero, confort y comodidades e impactos económicos y al medio ambiente. Decisivamente importante serán las opiniones y contribuciones de la comunidad.

Avanzamos el Futuro Juntos

PARTICIPACIÓN DE LA COMUNIDAD
Creando enlaces en la comunidad y ofreciendo oportunidades para diálogo se una de las prioridades en este estudio. La comunidad tendrá la oportunidad por varios medios para dar su opinión, puntos de vista, comentarios y hacer preguntas. Métodos tradicionales y no tradicionales se utilizarán en inglés y español como cuestionarios, juntas comunitarias, sitios de internet sociales e interactivos y formas electrónicas para comentarios en línea (por internet).

PRÓXIMOS EVENTOS:

>> Caminata Comunitaria - 8 de febrero de 2014
Se invita a la comunidad a caminar en forma interactiva para examinar y discutir cada lugar mencionado en el estudio.

>> Foro Comunitario - 6 de marzo de 2014
Se invita a la comunidad a compartir, repasar y discutir cada lugar mencionado en el estudio.

Para mas información sobre oportunidades para participar visite: WWW.IMPERIALCITC.ORG

Contacto del Proyecto:
Gregory A Walker, AICP
Vice President | Huitt-Zollars
802.952.9123
El área de estudio incluye una variedad de sitios alternativos. Este estudio inicial proporcionará la base para comparación y evaluación de estos sitios. De aquí se conducirá la selección de un máximo de tres alternativas para una evaluación detallada. La comunidad tendrá la oportunidad para dar su opinión, puntos de vista, comentarios o hacer preguntas sobre cada sitio por parte de una caminata comunitaria, un foro comunitario y una encuesta. La evaluación detallada incluirá el desarrollo de un plan para los sitios alternativos que sean finalmente seleccionados. Esta evaluación se usará para determinar el nivel de alojamiento que se puede lograr en proporcionar servicios de transporte múltiples que sean seguros, cómodos y convenientes para los clientes.
CALEXICO — As the city of Calexico begins to make preparations for the replacement of its current transportation hub, citizens were invited Thursday evening to share their thoughts and give their input on the proposed sites.

The Calexico Intermodal Transportation Center Study, held inside Camarena Memorial Library, brought together residents with representatives from various county agencies involved in the project in an attempt to gather as much community input as possible.

“We’re trying to understand what kind of obstacles we face in relocating the facility,” said Steve Castaneda, a consultant with PRM Consulting.

He explained that for the past five months, his firm, along with local agencies such as the Imperial County Transportation Commission and Southern California Associations of Governments, has been investigating options available for the new hub.

With maps of the city and the proposed sites laid out, citizens left notes explaining their thoughts on what would be best.

Some of the issues brought up the size of sites, their proximity to the port of entry and how they would affect the flow of traffic.

“In order to successfully do this project, we want the community to have a say and give thoughts on what’s important,” said Mark Baza, ICTC executive director. “This helps to address what’s the least bit impactive to traffic.”

Calexico resident John Romo was on hand for Thursday’s study partly due to a sense of civic duty.

“In my opinion, it is a necessity to come and see what is being developed,” he said. “Because we have a growing community, I think it is important to be looking at the future.”

Romo stated that of the five options, he saw two that he felt would work best and one that could be worked with.

“I think we’re heading in the right direction, but it’s going to take a lot of planning,” Romo stated. “In order for this to work, everybody needs to work together.”

Staff Writer Heric Rubio can be reached at 760-337-3442 or hrubio@ivpressonline.com
Attachment 8: Website Content

Calexico's Intermodal Transportation Center Study

1/10/2014

Southern California Association of Governments (SCAG). Imperial County Transportation Commission (ICTC). Calexico and the City of Calexico are conducting a collaborative study to determine the feasibility and preferred location for a new intermodal transportation center with proximity to Calexico's West Port of Entry (POE) pedestrian crossing. Calexico's West Port of Entry is one of the busiest ports in the nation with an estimated 20,000 pedestrians crossing the border daily from Mexico to work or business into Imperial Valley. This number is projected to increase with the planned POE expansion project. Currently, transportation providers are dispersed across downtown Calexico. Crucial to developing a successful study will be community's input.

For more information on the study and how you can participate, please click on the following links or contact Virginia Mendoza, Regional Transportation Planner, Imperial County Transportation Commission.

virginiamendoza@imperialcito.org
760-532-4454

OVERVIEW

FACT SHEET

English Spanish

COMMUNITY FORUM: MARCH 6, 2014

English Spanish

COMMUNITY WALK INVITATION: FEBRUARY 8, 2014

English Spanish
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B. ICTC OVERALL WORK PROGRAM (OWP) AND BUDGET FY 2014-15, AMENDMENT #2
October 17, 2014

Lawrence D. Ritchie, Chair
Imperial County Transportation Commission
1405 N. Imperial Ave Suite 1
El Centro, CA 92243

SUBJECT: IVT RIDE Vehicle Acquisition Schedule and Budget Amendment #2

Dear Commission Members:

As a result of prior direction from the Commission, ICTC recently completed a competitive bid focused on the consolidation of the participating public dial-a-ride services in Brawley, Calexico Imperial and the West Shores communities. The Commission executed the contract with First Transit in September 2014.

Start up tasks completed to date include:

1. Target Start Dates
   a. Brawley - January 2, 2015
   b. Calexico - October 1, 2014
   c. Imperial - October 1, 2014
   d. West Shores - December 1, 2014
2. Selection of consultant team (Spectrum) for public outreach, brand and logo development
3. Procurement started for the preferred vehicle for operations
4. Logo and brand development and public outreach plan
5. Initial contact by First Transit with incumbent staffing for recruitment of incumbent operator staffing
6. Execution of the IVT RIDE contract including insurances and performance measures

ICTC staff, in consultation with First Transit staff, identified the preferred vehicle for operations. The vehicles are manufactured by Champion Bus in Missouri and available through the Caltrans Statewide competitive bid through Creative Bus Sales in California. The vehicles are low floor, cutaway style with ramps. Staff recommended these vehicles due to the ramp feature which minimizes load/unload time for wheelchairs, and eliminates maintenance costs for wheelchair lifts.

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

T:/projects/ictc/IVT Ride 2015-2019  2 COM
Upon the direction from the Commission to complete the procurement process, the new vehicle delivery schedule is now available. However, in order to maintain the start dates of service in Brawley and the West Shores areas, it is necessary to acquire cutaway buses on a short-term lease. The recommended vehicles are the same vehicle type currently in use on the IVT Blue, Green and Gold lines.

In consultation with Creative Bus Sales and First Transit staff, ICTC staff has developed a lease start and end date schedule with associated costs, for four vehicles for a total of 307 days. As of the date of this letter, we are awaiting the final insurance pricing for the use of the vehicles.

Funding for IVT RIDE is derived from the State’s Transportation Development Act (TDA) Fund, Local Transportation Authority, as well as, future grants from the Federal Transit Administration (FTA).

Therefore, ICTC Staff are requesting that the ICTC Commission take the following actions after the receipt of public comment.

1. Authorize the Executive Director to proceed with all of the arrangements for the lease of four (4) Starcraft Allstar lift equipped cutaway paratransit vehicles from Creative Bus Sales, for the fee of $33,156.00.
2. Approve an ICTC Overall Work Program and Budget Amendment #2 to increase the revenue and expense appropriation levels in an amount of $48,156.00 for the IVT RIDE service (7416001-526045) for insurance and contingency.

Sincerely,

MARK BAZA
Executive Director

BY

Kathi Williams
Senior Transit Planner

Attachment

MB/kw/el
### Imperial Valley Transportation Commission IVT RIDE Bus Production Schedule

<table>
<thead>
<tr>
<th>Bus Number</th>
<th>Start Date at Champion</th>
<th>Completion Date at Champion</th>
<th>Delivery to Creative</th>
<th>Delivery to ICTC</th>
<th>Anticipated Rollout</th>
<th>Service Location</th>
<th>Lease Start</th>
<th>Lease End</th>
<th>Rental Days</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>12/1/2014</td>
<td>1/5/2015</td>
<td>1/12/2015</td>
<td>1/19/2015</td>
<td>2/1/2015</td>
<td>Calexico</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>12/1/2014</td>
<td>1/5/2015</td>
<td>1/12/2015</td>
<td>1/19/2015</td>
<td>2/1/2015</td>
<td>Calexico</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>12/8/2014</td>
<td>1/12/2015</td>
<td>1/19/2015</td>
<td>1/26/2015</td>
<td>2/11/2015</td>
<td>Imperial</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>1/5/2015</td>
<td>2/9/2015</td>
<td>2/16/2015</td>
<td>2/23/2015</td>
<td>3/15/2015</td>
<td>Spare</td>
<td></td>
<td></td>
<td></td>
<td>$33,156.00</td>
</tr>
</tbody>
</table>

### Rental Rates

<table>
<thead>
<tr>
<th>Rate</th>
<th>Taxes @ 9.5%</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monthly</td>
<td>$3,000.00</td>
<td>$3,285.00</td>
</tr>
<tr>
<td>Daily</td>
<td>$98.63</td>
<td>$108.00</td>
</tr>
</tbody>
</table>

$1,000 discount per leased bus approximate and no pick up and delivery fees
$65,000 value of each leased bus
ICTC will be billed monthly by Creative and proof of insurance is required