



# IMPERIAL COUNTY 2007 TRANSPORTATION PLAN HIGHWAY ELEMENT

PREPARED FOR THE IMPERIAL VALLEY ASSOCIATION OF GOVERNMENTS BY KOA CORPORATION



**IMPERIAL COUNTY  
2007 TRANSPORTATION PLAN  
FINAL REPORT  
MAY 2008**

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## EXECUTIVE SUMMARY

### Introduction

This report consists of an introduction describing the background of the report and the regional setting (Chapter 1), a description of the process methodology (Chapter 2), an evaluation of existing conditions (Chapter 3), an assessment of future conditions (Chapter 4), a discussion of potential funding and an estimation of the costs for improvements (Chapter 5) and a presentation of the prioritized list of improvement projects (Chapter 6) for the near term (2007 to 2015), mid term (2015 to 2025) and long term (2025 and beyond).

KOA Corporation would like to thank the staff of the Southern California Association of Governments (SCAG), the Imperial Valley Association of Governments (IVAG), the California Department of Transportation (Caltrans) District 11 (D-11), and all of the members of the Technical Review Committee (TRC) for their time, expertise, and dedication to the process of determining the priorities for improvements to Imperial County's regional roadways.

### Summary

The Imperial County Long Range Transportation Plan Update is being prepared by the SCAG, IVAG, and Caltrans (D-11). This report develops a prioritized list of highway facility and roadway improvement projects to be used as the basis for the highway element in the Imperial County Long Range Transportation Plan Update.

An update to the 2002 Highway Element Report, necessary due to increases in population, housing, trade, and changes in land use developments was prepared by assembling the most current information regarding existing conditions, reviewing the most recent results of traffic modeling to predict future conditions, by obtaining critical input from the general public through a series of workshops, and by achieving the consensus of the TRC through a series of technical review sessions. The TRC used the following criteria to evaluate potential projects, and as a basis for discussion while reaching consensus.

Project Evaluation Criteria
Project Cost
Plan or Program Status / Deliverability
Environmental and Physical Constraints
Social and Community Equity
Consistent with Local Plans
Existing LOS and ADT
Future LOS and ADT
Safety
Benefit to Region and/or Goods Movement
Additional Funds Available

The Imperial County region is characterized by sustained agricultural production ranging in value from \$1.02 billion in 1990, to \$1.27 billion in 2006 (source: Imperial County Agricultural Commissioner). While the agricultural industry is important in Imperial County, the growth in this industry has been relatively flat compared with the growth in development of residential properties. Population growth in Imperial County has been increasing due to the availability of affordable housing.

### **Regional Setting**

The regional roadway network consists of one interstate route (I-8), seven state routes, and several important regional and city arterials. Additionally, there are three international Ports of Entry (POEs) between Baja California and California within the Imperial County limits.

### **Existing Conditions**

Existing conditions were ascertained through a comprehensive review of existing data (see Appendix A for a bibliography of information sources). The primary sources of data for existing conditions include the Imperial County Circulation Element, the Imperial County Circulation and Scenic Highway Element, the IVAG Transportation Impact Fee, the Imperial County Air Pollution Control District's Operational Development Schedule Fee (Rule 310), and the City of Calexico's C.M. Ranch Traffic Impact Study. Existing conditions are graphically depicted in the report in Figure 3-1, which shows Average Daily Traffic (ADT) on area roadway segments, and Figure 3-2, which shows segments that operate at or below a Level of Service (LOS) of D.

### **Future Conditions**

Substantial growth in population is anticipated for the County. Development activity for residential and industrial uses has been fairly active, and appears to be driven by land availability. The California Department of Finance estimated the rate of growth in Imperial County to be 3.1% in 2005. If that rate of growth continues, the population will more than double in the next 25 years. Future conditions could also include potential developments such as the expansion of the Calexico POE, the Silicon Border Development, a cargo airport, and a Calexico casino.

### **Funding**

Funding for transportation projects and improvements may be obtained from a variety of sources, including federal, state and local sources, as well as traffic impact fee programs. Imperial County developer fee programs would include, if adopted the draft Central Imperial County Traffic Impact Fee Program (TIF), the County Wide Developer Fee Program (DIF), and the El Centro Traffic Impact Fee Program. These developer impact fee programs are being implemented to obtain fees that are more consistent with the need for new facilities than the earlier, traditional method of exacting fees from developers in connection with the issuance of building permits. The programs provide for a comprehensive and uniform approach to generate funding for the improvements that are needed to maintain adequate levels of service on regional roadways due to new development.

A prioritized list of improvement projects was developed by the TRC through a consensus building process that is described in more detail within this report. The list includes three time horizons for project implementation: Near Term (2007 to 2015), Mid Term (2015 to 2025), and Long Term (2025 and beyond). Near Term projects would be implemented from 2007 to 2015, Mid Term Projects would be implemented from 2015 to 2025, and Long Term Projects would be implemented beyond 2025. Detailed information about the projects is presented in Chapter 6 and Appendix E of this

report. The following is a list of the projects with brief project descriptions, grouped according to time horizon.

### **Near Term Projects:**

#### **Project 1 – SR-78 / SR-111 Expressway (Brawley Bypass – Stage Three) - \$56.0 million**

The project will provide a four lane divided expressway over an eight mile distance from SR-86 and SR-78 north of Brawley to a location 1.5 miles south of the eastern junction of SR-111 and SR-78. The project consists of 3 Stages.

#### **Project 2 - Dogwood Road / I-8 – full interchange - \$30.0 million**

This project will provide a full interchange at Dogwood Road and I-8. The existing facility consists of a two lane bridge over I-8, and access to and from I-8 via single lane at-grade ramps. The project will provide a four lane bridge and expanded width ramps according to modern standards. This project will also accommodate the future expansion of Dogwood Road to a four lane prime arterial (4PA).

#### **Project 3 - Imperial Avenue / I-8 – full interchange - \$30.0 million**

This project will provide a full interchange at Imperial Avenue and I-8. The existing facility consists of a two lane bridge over I-8, and single lane at-grade access ramps. This project will provide access to the segment of Imperial Avenue south of I-8, where there is currently no access. The project will provide a four lane bridge and expanded width ramps according to modern standards. This project will also accommodate the Imperial Avenue connection to the north.

#### **Project 4 - SR-98 West (Dogwood Road to SR-111) - \$46.7 million**

This project will widen and/or realign SR-98 over a length of approximately two miles from Dogwood Road to SR-111. The route will be widened from two to four lanes with improvements to intersections and improved motorist and pedestrian safety.

#### **Project 5 - SR-98 East (SR-111 to SR-7) - \$66.8 million**

This project will widen and/or realign SR-98 over a length of approximately eight miles from SR-111 to SR-7. The route will be widened from two to four lanes (and to six lanes in some locations).

#### **Project 6 - SR-111 (SR-98 to I-8) widen - \$456.0 million**

This project will widen SR-111 to a six lane freeway over a length of approximately six and a half miles. The route will be widened from four lanes (two lanes in each direction separated by a wide median) to a six lane freeway. Interchanges will be provided at Jasper Road, McCabe Road and Heber Road. An over-crossing will be provided at Chick Road.

#### **Project 7 - SR-115 (I-8 to Evan Hewes Highway) – construct expressway - \$115.3 million**

This project will provide a new facility that will connect the interchange at SR-7 and I-8 to the junction of Evan Hewes Highway and SR-115 just south of Holtville. The facility will be constructed as a four lane expressway, covering a length of approximately 2.6 miles.

#### **Project 8 - Jasper Road (SR-111 to SR-7) – improve to six lane expressway (6E or 6PA) – \$480.0 million**

This project will widen and/or realign Jasper Road over a length of approximately 6.8 miles from SR-111 to SR-7. The route will be constructed as a six lane expressway or prime arterial (depending on jurisdiction) with limited access. The roadway travels parallel to irrigation canals along certain segments, and crosses over irrigation canals in certain locations. The roadway alignment will need to



be straightened in several locations in the eastern portion near existing junctions with north-south roadways. Jasper Road is presently constructed as a two lane roadway.

### **Mid Term Projects:**

#### **Project 9 - Austin Road / I-8 – construct full interchange - \$30.0 million**

This project will provide a full interchange at Austin Road and I-8. Currently, there is no access to I-8 at Austin Road. The Austin Road existing facility consists of a two lane roadway passing under I-8, immediately west of the I-8 bridges that cross over an irrigation canal.

#### **Project 10 - POE / Cesar Chavez (City of Calexico) – operational improvements - \$372.5 million**

This project consists of several components that taken together provide for improved operations in the vicinity of the Calexico POE. The major components include: grade separated railroad crossings; a new segment from Cesar Chavez (at Grant Street) to Imperial Avenue (at Jasper Road), and an extension of Cesar Chavez (from SR-98 to Dogwood Road); as well as other improvements such as intersection signalization and roadway geometry improvements.

#### **Project 11 – Imperial Avenue (McCabe Road to I-8) – improve to six lane prime arterial (6PA) - \$28.2 million**

This project will improve Imperial Avenue over a length of approximately 1.5 miles from McCabe Road to I-8. The roadway will be constructed as a six lane prime arterial. This planned extension of Imperial Avenue is currently not constructed.

#### **Project 12 - Forrester Road (SR-98 to SR-78/86) – improve/construct north-south corridor (6PA) - \$440.3 million**

This project will provide a new north-south corridor in the western portion of the region over a length of approximately 25.5 miles from SR-98 to SR-78/86. The corridor will most likely be generally aligned with the existing Forrester Road, and will be constructed as a six lane prime arterial. Forrester Road is presently constructed as a two lane roadway.

#### **Project 13 - Dogwood Road (SR-98 to Mead Road) – improve to four lane prime arterial (4PA) - \$182.4 million**

This project will improve Dogwood Road over a length of approximately 20.5 miles from SR-98 to Mead Road. The roadway will be improved to a four lane prime arterial (4PA). Dogwood Road is presently constructed as a two lane roadway for the majority of its length.

#### **Project 14 - SR-115 North (Evan Hewes Highway to SR-78) – improve to four lane expressway (4E) - \$146.8 million**

This project will improve SR-115 over a length of approximately 11.5 miles from Evan Hewes Highway to SR-78. The roadway will be upgraded from the existing two lane conventional highway to a four lane expressway (4E).

#### **Project 15 - Westmorland Bypass (SR-78/SR-86) – construct four lane expressway (4E) - \$167.8 million**

This project will provide a new facility that will allow through traffic on SR-78/86 to bypass the City of Westmorland. The facility will be constructed as a four lane expressway with an alignment to the south of Westmorland over a distance of approximately four miles.

**Project 16 - McCabe Road (Austin Road to SR-111) – improve to six lane prime arterial (6PA) - \$28.2 million**

This project will improve McCabe Road over a length of approximately 2.5 miles from Austin Road to SR-111. The roadway will be improved to a six lane prime arterial. This segment of McCabe Road is presently constructed as a two lane roadway.

**Project 17 - SR-111 (Shank Road to SR-115) – upgrade to four lane conventional highway - \$56.0 million**

This project will improve SR-111 over a length of approximately 8.5 miles from Shank Road (which runs east-west along the northern edge of Brawley) to SR-115. The roadway will be upgraded from the existing two lane conventional highway to a four lane conventional highway.

**Project 18 - New east/west corridor (Keystone Road) from Forrester Road to SR-115 – six lane prime arterial (6PA) - \$251.6 million**

This project will provide a new east-west corridor in the central portion of the region (south of Brawley). The corridor will cover a length of approximately 13.5 miles from Forrester Road to SR-115. The corridor will be generally aligned with the existing Keystone Road, and will be constructed as six lane prime arterial (6PA). Keystone Road is presently constructed as a two lane roadway.

**Project 19 - Bowker Road / I-8 – improve interchange - \$30.0 million**

This project will provide improvements to the interchange at Bowker Road and I-8. The existing facility consists of a two lane bridge over I-8, and single lane at-grade access ramps.

**Long Term Projects:****Project 20 - SR-186 / I-8 – interchange improvements - \$7.3 million (funded through the Fort Yuma Quechan Indian Reservation – Quechan Indian Casino Project)**

This project will provide improvements to the interchange at SR-186 and I-8. The existing facility consists of a two lane bridge over I-8, and single lane at-grade access ramps.

**Project 21 - Austin Road (McCabe Road to SR-86) – improve to six lane prime arterial (6PA) - \$52.6 million**

This project will improve Austin Road over a length of approximately 18 miles from McCabe Road to SR-78/86. The roadway will be improved to a six lane prime arterial (6PA). This segment of Austin Road is presently constructed as a two lane roadway.

**Project 22 - SR-111 (I-8 to SR-78) – widen to six lanes and construct interchanges - \$500.0 million**

This project will improve SR-111 over a length of approximately 14.5 miles from I-8 to SR-78. The roadway will be improved to a six lane freeway with interchanges at Aten, Worthington, Keystone and SR-78. This segment of SR-111 is presently constructed as a four lane expressway (4E).

**Project 23 - SR-115 (SR-111 to SR-78) – improve to four lane expressway (4E) - \$146.8 million**

This project will improve SR-115 over a length of approximately 14.2 miles from SR-78 to SR-111. The conventional highway will be improved to a four lane expressway. This segment of SR-115 is presently constructed as a two lane conventional highway.



**Project 24 - SR-78/115 (SR-78 to Brawley Bypass) – construct four lane conventional highway - \$74.5 million**

This project will improve SR-78/115 over a length of approximately 5.6 miles from the Brawley Bypass to the junction of SR-78 and SR-115. The roadway will be improved to a four lane conventional highway.

**Project 25 - Rail Road Crossings (ten crossings) – construct roadway grade separations - \$300.0 million**

This project will construct 10 grade separated rail road crossings at various locations along the length of the Union Pacific Rail Road line that runs in a north-south orientation through the central portion of the region.

**Project 26 - SR-78 (SR-115 to Riverside County Line) – operational improvements - \$55.6 million**

This project will provide operational improvements such as intersection improvements and roadway profile corrections to SR-78 over a length of approximately 60.5 miles from SR-115 to the Riverside County line. This segment of SR-78 is presently constructed as a two lane conventional highway.

**Project 27 - I-8 (Forrester Road to SR-111) – improve to six lane freeway (6F) - \$188.7 million**

This project will improve I-8 over a length of approximately eight miles from Forrester Road to SR-111. The roadway will be improved to a six lane freeway. This segment of I-8 is presently constructed as a four lane freeway.

**Project 28 - SR-7 Airport Interchange - construct new interchange - \$30.0 million**

This project will provide a full interchange on SR-7 to accommodate an access road that will serve the future airport. The project will provide a four lane bridge and expanded width ramps according to modern standards.

**Project 29 - SR-111 (Young Road to Riverside County Line) – upgrade to four lane conventional highway (4C) - \$253.6 million**

This project will improve SR-111 over a length of approximately 32.5 miles from Young Road (just north of Calipatria) to the Riverside County line. The roadway will be widened from the existing two lane conventional highway to a four lane conventional highway (4C).

**Project 30 - Imperial Avenue (I-8 to Aten Road) – improve to six lane prime arterial (6PA) - \$26.2 million**

This project will improve Imperial Avenue over a length of approximately 3.5 miles from I-8 to Aten Road. The roadway will be improved to a six lane prime arterial. This segment of Imperial Avenue is presently constructed as a four lane roadway.

**Project 31 - 8th Street Overpass (Overpass I-8 at 8th Street) – widen to four lanes \$4.0 million**

This project will expand the overpass that crosses over I-8 to four lanes. The existing facility consists of a two lane bridge over I-8.

**Project 32 - 8th Street (Wake Avenue to Centinela) – widen to four lanes - \$8.0 million**

This project will improve 8th Street over a length of approximately one half mile from Wake Avenue (south of I-8) to Centinela Avenue (north of I-8). The roadway will be improved to four lanes. This segment of 8th Street is presently constructed as a two lane roadway.

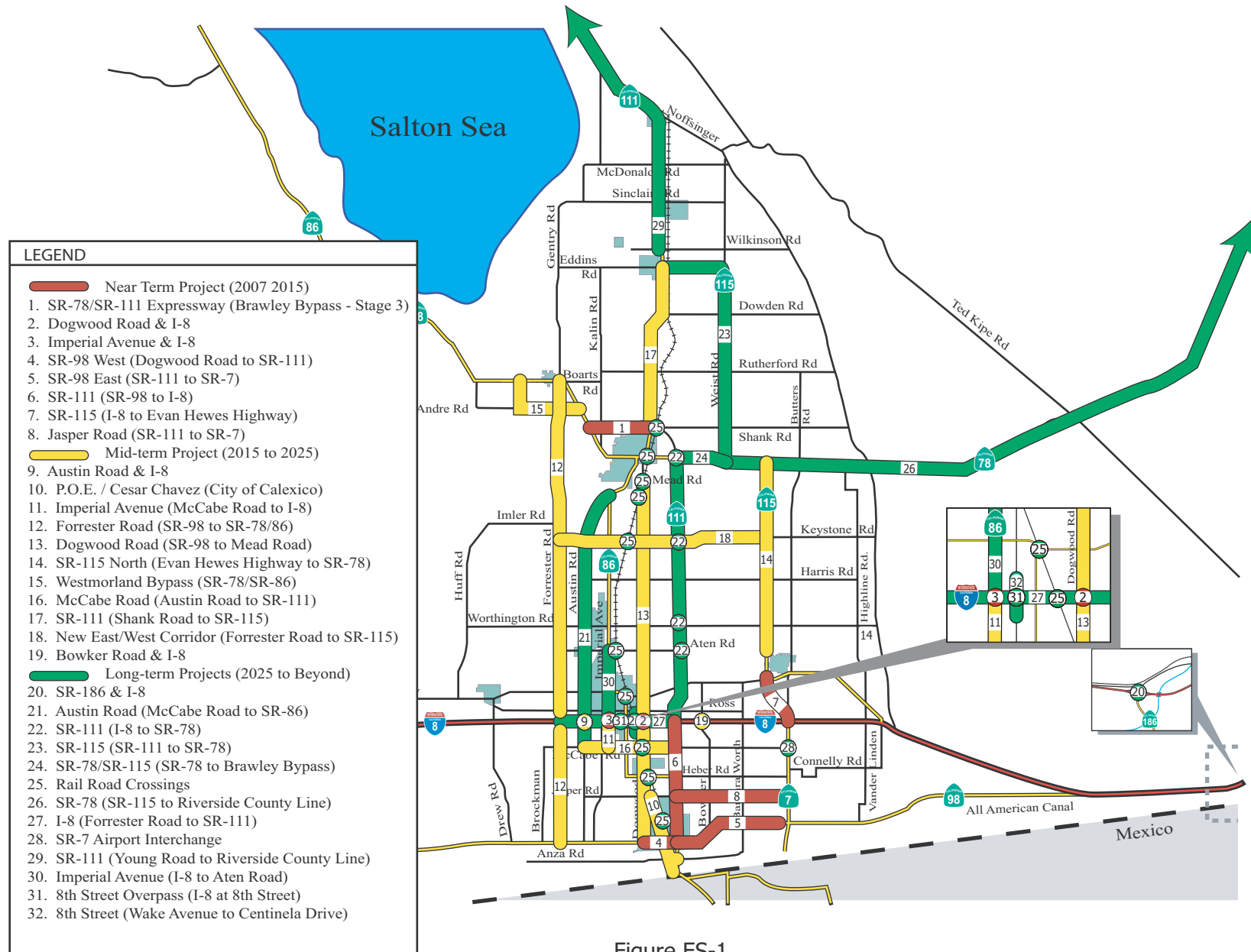


Figure ES-1  
Proposed Projects

## **CHAPTER 1 INTRODUCTION**

### **BACKGROUND**

This 2007 Imperial County Transportation Plan Highway Element (2007 Highway Element Report) develops a prioritized list of highway facility and roadway improvement projects to be used as the basis for the highway element in the Imperial County Long Range Transportation Plan Update. The 2007 Highway Element Report updates the existing 2002 Imperial County Transportation Plan Highway Element (2002 Highway Element Report), and becomes the latest report in a succession of highway element reports that have been prepared in the past, including reports in 1997 and 1990.

This 2007 Highway Element Report has been prepared through a process that developed regional consensus among the Southern California Association of Governments (SCAG), the Imperial Valley Association of Governments (IVAG), the California Department of Transportation (Caltrans) District 11 (D-11), the Technical Review Committee (TRC), local agencies, elected officials, and members of the public.

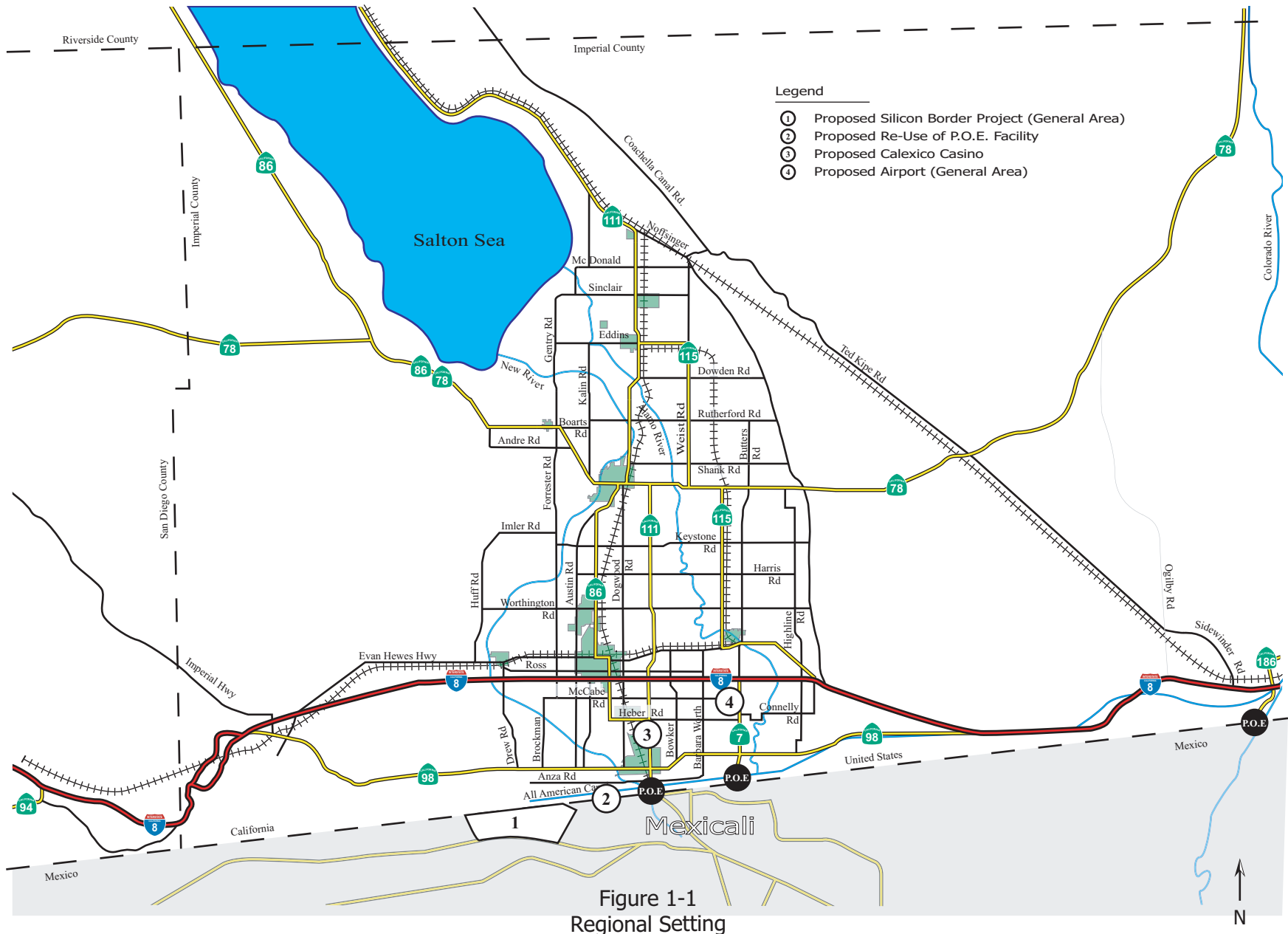
The purpose of this report is to provide a prioritized list of projects to be considered in the Regional Transportation Plan for Imperial County.

This document represents the efforts of the TRC, members of the public and local agencies at the time of writing. This document is a dynamic transportation plan that will continue to be updated on a three to five year basis to meet changes in regional priority, funding situations, and connectivity with local jurisdictional mobility and circulation elements. This document addresses State Highways and local arterials deemed to be of regional significance, but it recognizes that many other transportation enhancing projects exist within the Imperial County Region.

### **REGIONAL SETTING**

Imperial County is located in the southeastern corner of California. It is bounded by Riverside County to the north, Arizona to the east, Mexico to the south and San Diego County to the west. There are seven incorporated cities in Imperial County: Brawley, Calexico, Calipatria, El Centro, Holtville, Imperial and Westmorland. There are three ports of entry (POEs) in the region: Calexico, Calexico East and Andrade. Figure 1-1 shows the regional setting, and indicates the approximate location of the following important potential projects: the Silicon Border Development Project (a proposed high technology manufacturing park), the Calexico Casino, the Proposed Regional Airport, and the re-use of the vacated commercial portion of the downtown Calexico POE facility.

The County is part of a low desert that extends northerly from the Gulf of Mexico further to the south. The availability of water from the Colorado River and the extended growing season have supported an active agriculture industry. Imperial County has sustained agricultural production ranging in value from \$1.02 billion in 1990, to 1.27 billion in 2006 (source: Imperial County Agricultural Commissioner). While the agricultural industry is important in Imperial County, the growth in this industry has been relatively flat compared with the growth in development of residential properties.



Not To Scale

## **Regional Goods Movement**

Imperial County plays an important role in the greater regional goods movement system. The greater regional goods movement system includes three seaports (Los Angeles, Long Beach and Hueneme) and three POEs along the Imperial County border with Mexico, as well as several commercial airports that handle cargo, intermodal railroad yards and a growing array of trucking and distribution centers, warehouses, manufacturing and retailing venues. The Imperial County regional transportation network is a critical element of the land based component of the international goods movement system. Implementation of the transportation projects identified in this report will ensure that the Imperial County regional transportation network will accommodate the increase in demand that is expected in connection with the growth forecasted for the international movement of goods.

Since the inception of NAFTA, trade between the U.S. and Mexico has expanded drastically. In 1999, Mexico surpassed Japan to become California's top export trade market. Caltrans travel forecasts show a dramatic and increasing freight related border crossings through 2030, expanding from 2 million crossings in 2000 to an estimated 5.6 million crossings annually by 2030.

The United States Department of Transportation Bureau of Transportation Statistics reported the following: The surface merchandise trade between California and Mexico in 2005 was valued at \$15.6 billion in exports to Mexico and \$25.8 billion in imports from Mexico, for a total value of \$41.4 billion. Truck transportation accounted for 90% of the surface merchandise imports, with rail transportation accounting for the remaining 10%. From 2000 to 2005 incoming truck crossings from Mexico into California have averaged 1,063,000 crossings per year. Over that same period, there was an average of 32,416,000 incoming passenger vehicle crossings from Mexico into California. The Calexico East POE processed \$10.8 billion dollars in shipments in 2005 and was the 14th largest foreign trade freight gateway operating by land mode.

With the projected increase in truck crossings, the value of transported goods and the impact on the regional economy is also expected to experience a similar increase. It is clear that substantial investment will be needed to provide and maintain the infrastructure to carry goods to and Southern California, other areas in California, various states and international destinations safely, quickly, with minimal local cost and with maximum local economic benefit.

## **Population**

Population growth in Imperial County has been increasing due to the availability of affordable housing. The median home price in Imperial County was \$255,000 in 2006, compared with \$428,000 in Riverside County to the north, and \$506,000 in San Diego County to the west. Population growth in Imperial County has increased from approximately 3,300 new residents per year during the period from 1990 to 2000, to a rate of over 4,000 new residents per year during the period from 2000 to 2006. This represents an increase of 22% in the rate of population growth. The population of Imperial County has grown from approximately 109,000 in 1990 to approximately 167,000 in 2006.

Imperial County is affected by its close proximity to Mexico. The city of Mexicali is located just south of the U.S. – Mexico border. Mexicali is the capital of the State of Baja California Norte, as well as the seat of the municipality of Mexicali. The City of Mexicali had a 2005 census population of 653,046, whereas the municipality's population was 895,962. The population is constantly growing due to continuing successful agricultural activity and the presence of many assembly plants and food processing plants. Mexicali has a critical impact on the retail economy in Imperial County,

as Mexican consumers travel across the border into Imperial County contributing millions of dollars of revenue to local Imperial County retailers each month.

The City of El Centro is the county seat of Imperial County and is the largest city in the Imperial Valley. It is the core urban area and principal city of the “El Centro Metropolitan Statistical Area” which encompasses all of Imperial County. It is home to agriculture, transportation and shipping facilities, and retail and wholesale industry. Population data from the 2000 Census is presented for cities in Imperial County in the following table:

**Table 1-1  
2000 Census Population Data**

City	Population	Households	Families	Population Density (people / square mile)	Housing Units	Housing Unit Density (units / square mile)
Brawley	22,052	6,631	5,265	3,780	7,038	1,200
Calexico	27,109	6,814	5,982	4,350	6,983	1,100
Calipatria	7,289	899	756	2,000	961	260
El Centro	37,835	11,439	8,910	3,950	12,263	1,280
Holtville	5,612	1,564	1,340	4,900	1,617	1,400
Imperial	8,100	2,308	1,911	1,932	2,385	600
Westmorland	2,131	625	501	5,300	677	1,600

### **Transit Program**

IVAG assumed responsibility for the local administration of the State’s Transportation Development Act in 1993. Prior to this date the SCAG had administered the program. Since 1993, the Transit Program has evolved and expanded. The revenue has increased two-fold and transit services have expanded to keep pace with the demand.

The Transit Finance Plan (“TFP”) is developed annually. The TFP provides the policy guidance for the allocation of transit resources. In the development of the TFP, IVAG staff receives input from three primary sources: the general public through the mandated annual Unmet Transit Needs Public Hearing process; a comprehensive review of revenue sources; and the receipt of budget requests (TIP sheets) from member agencies.

The immediate future holds many opportunities as well as challenges. The state and federal budget climates are still uncertain. The program is designed to develop a broad based consensus reflecting the values, needs, and preferred solutions for as many transit passengers as possible. The challenges of providing public transit continue. The Imperial Valley represents a true crossroads of people, history, time, and place. Each is unique but all share the same goal of a better quality of life.

Striking a balance between public need and available funding is at the center of any public transit project or program. The various sources and administrative requirements can be complicated and challenging to understand.

### Mission Statement

The mission of the IVAG public transit system is to improve the quality of life for the residents of the Imperial Valley through a coordinated, accessible, affordable, and efficient countywide transit system.

### Vision Statement

The transit network provides a safe, affordable, and reliable transit system that meets the needs of the transit dependent in communities within the Imperial Valley, by providing access to health care, education, public services, employment, commercial, and recreational activities.

### Transit Projects

In recent years, IVAG staff has been empowered to turn innovative concepts into plans resulting in several projects being initiated.

El Centro Circulator Shuttle - IVAG identified a need to provide increased access to public services within El Centro. The designs for Imperial Valley Transit ("IVT") blue and green lines were approved in 2005. Service began on the IVT-Blue Line in October 2006. The IVT-Green line design is under review and services are expected to begin in 2008.

Alternative Fuels - The California Air Resources Board directed the region to convert the IVT fleet to one using alternative fuel. A policy decision was made in October 2004 incorporating ultra low sulfur diesel into the fixed route fleet operations. The fuel has been introduced and the 40-foot buses were completely retrofitted with emission compliant engines. In January 2007 the smaller cutaway style bus fleet was replaced with emission compliant vehicles.

### Imperial Valley Transit

Imperial Valley Transit is an inter-city fixed route bus system, subsidized by IVAG. It is administered by the County Department of Public Works and operated by Laidlaw Transit Service, Inc., a private for-profit service. The service has ten wheelchair accessible 40-foot transit buses and four wheelchair accessible minibuses. Service is provided from 6:00 a.m. until approximately 11:00 p.m. weekdays, and 6:00 a.m. to 5:00 p.m. on Saturdays, within the areas classified as the Primary Zone: a north-south axis throughout Brawley, Imperial, El Centro, Heber and Calexico. Buses operate from 6:00 a.m. until approximately 6:00 p.m. in the Secondary Zones: the outlying cities and communities of Niland, Calipatria, Westmorland, Seeley, and Holtville. Service is provided once a week, on a lifeline, to Winterhaven and the outlying Remote Zone communities of Desert Shores, Salton City, Salton Sea Beach, and Bombay Beach, that are situated east and west of the Salton Sea. In FY 2005-06 a new website was developed to provide passenger schedule information. In FY 2006-07 the service schedule was increased by 2,400 annual operating hours. This allowed for the introduction of 70 minute headways in the Primary Corridor beginning in July 2006.

### IVT-Blue Line

This transit system is an extension of Imperial Valley Transit. The intra-city system operates utilizing smaller buses and connects to public facilities and services that are not currently served by the larger bus system. There are timed transfer points at 14th and State Streets in El Centro for passengers to



transfer to and from both bus systems. A transfer terminal to facilitate synchronized transfers between modes will be designed and constructed by the City of El Centro in 2008.

### AIM Transit

The Americans with Disabilities Act (ADA) Comparable Complementary Paratransit Service is a federally mandated service requiring equal access to the public fixed route bus system for individuals with disabilities. The service operates five wheelchair accessible mini-buses as a demand response service, in tandem with the fixed route bus system. The service is available to those individuals who are certified as eligible, disabled passengers.

The service area and hours are the same as the fixed route bus system discussed above. The service is subsidized by IVAG, administered by the County Department of Public Works, and operated by a private non-profit transportation carrier.

### MEDEXPRESS

The Med-Express is a non-emergency medical transportation service between communities in Imperial County and the large hospitals and medical facilities in San Diego County. The service is subsidized by IVAG, administered by the County Department of Public Works, and is operated by a private non-profit transportation carrier. Demand response service is provided four days a week, with three pick up spots in Brawley, El Centro, and Calexico. Pick up service is available on a limited basis from the home for an additional fare. The service is designed to provide persons with disabilities, low income residents and transit dependent persons access to medical facilities and services not available within Imperial County, i.e. Rady Children's Hospital in San Diego.

## **Individual Agency Public Transit Services (TDA LTF Article 8C)**

### Brawley Dial-A-Ride

The Brawley Dial-A-Ride program is a demand response transit service within the City of Brawley. The service is subsidized by IVAG, administered by the City of Brawley, and is operated by a private for-profit transportation carrier. Demand response service is available to the general public and provided six days a week.

### Calexico Dial-A-Ride

The Calexico Dial-A-Ride program is a demand response transit service within the City of Calexico. The service is subsidized by IVAG, administered by the City of Calexico, and is operated by a private for-profit transportation carrier. Demand response service is provided seven days a week and is available to seniors and persons with disabilities.

### El Centro Dial-A-Ride

The El Centro Dial-A-Ride program is a demand response transit service within the City of El Centro. The service is subsidized by IVAG, administered by the City of El Centro, and is operated by a private non-profit transportation carrier. Demand response service is provided six days a week and is available to the general public.

### West Shores Dial-A-Ride

The West Shores Roadrunner Dial-A-Ride program is a demand response transit service within the County of Imperial. The service operates in communities on the west side of the Salton Sea. The service is subsidized by IVAG, administered by the County Department of Public Works, and is operated by a private non-profit transportation carrier. Demand response service is provided six days a week and is available to the general public.

### Imperial Dial-A-Ride

The Imperial Dial-A-Ride program is a demand response transit service within the City of Imperial. The service also operates between the Cities of Imperial and El Centro. The service is subsidized by IVAG, administered by the City of Imperial, and is operated by a private non-profit transportation carrier. Demand response service is provided six days a week and is available to the general public.

### Transit Administration, Operations, Plans and Programs

IVAG Staff continues to coordinate various subcommittees, administer transit services contracts, monitor for compliance issues, coordinate various consultant prepared technical documents, provide technical assistance to public and private service providers and coordinate the disability eligibility certification process. There are several new planning projects scheduled for this year. Staff time is dedicated to finalizing the projects and plans currently in progress and getting the new projects under way.

The following list details the planning and technical studies or projects completed to date:

- Continuation of the El Centro Circulator Blue/Green Lines Design Study—Implementation Phase
  - Continuation of the El Centro Transfer Terminal Analysis and Site Location– Implementation Phase
  - The FY 2001-2003 IVAG Performance and Management Audit
  - Update to the 1995 IVAG TDA Guidebook
  - Rideshare Program for Imperial Valley College (IVC) - Phase I only, Phase II on hold per IVC request
  - Conversion of bus route map to GIS format
  - Development of Imperial Valley Transit website ([www.ivtransit.com](http://www.ivtransit.com))
  - Full implementation of retrofits and low emission diesel engines in fixed route transit buses
- Relocation to newly leased facility to provide in-house maintenance and achieve self sufficiency

The following list details the formal planning studies currently underway or scheduled to begin in FY 2007-08:

- Regional Fixed Route Origination/Destination and Demographics survey
- Evaluation/Analysis of Public Transit Fare Pricing
- Emergency Operations/Evacuation Plan
- Social Services Transportation Coordination Plan

- The FY 2005-07 IVAG Performance and Management Audit
- Feasibility of the Reorganization of IVAG as a County Transportation Commission

The following list details the formal planning studies scheduled in future years and not included in current budget figures:

- Brawley—Calexico Circulator Bus Feasibility Design Study
- Update to Short Range Transit Plan
- Cost benefit analysis of a transfer to public agency owned vehicles/equipment versus contractor owned vehicles
- Development of regional bus stop standards and designs handbook

## **CHAPTER 2**

### **METHODOLOGY**

This 2007 Highway Element Report was prepared by assembling the most current information regarding existing conditions, reviewing the most recent results of traffic modeling to predict future conditions, by obtaining critical input from the general public through a series of workshops, and by achieving the consensus of a TRC through a series of technical review sessions.

Current information regarding existing conditions, projections for future conditions, and studies regarding potential improvement projects was obtained from Federal, State, County and Local agencies, as well as from reports prepared by private developers. Documents that were reviewed include community plans, circulation elements, capital improvement plans, corridor studies, private development traffic studies, and other transportation and traffic studies. A bibliography of the prior studies and other documents that were compiled is presented in Appendix A. These documents were reviewed by KOA to characterize the region's existing and future conditions, to identify transportation related issues within the region, and to define the regional transportation system.

All existing information was reviewed to develop a comprehensive list of projects that have been identified in the region. This comprehensive list was then refined by eliminating projects that were considered not to be regionally significant. The projects that were not considered to be appropriate for inclusion in the 2007 Highway Element Report included projects relating to repair and replacement of existing facilities (e.g. pavement repair, roadway lighting projects, etc.) and projects that were inherently associated with private development (e.g. sidewalks, minor intersection improvements, etc.).

The result of the foregoing review process was the development of a preliminary project list that was then presented to the TRC. The TRC for this 2007 Highway Element Report consisted of members from Federal, State, County and Local agencies, local chambers of commerce, local business owners and representatives from the development community. A list of TRC participants is presented in Appendix B.

The TRC refined the preliminary project list to develop the final project list by engaging in a series of meetings to review projects, culminating in consensus among the members of the TRC. The first step in the process was to define the criteria that would be used to evaluate projects. In order to determine the criteria, the TRC considered criteria that are suggested in guidance for preparing regional transportation plans, as well as the criteria that were used in transportation plans for other regions. Furthermore, the TRC considered the relative value of each criterion and assigned a relative weight to each criterion. The relative weights range from one (relatively low importance) to ten (relatively high importance). Finally, the TRC developed guidance for determining the numeric score for each criterion. The following Table 2-1 summarizes the project scoring system that was developed by the TRC by consensus. Appendix C provides additional information regarding the application of the project evaluation criteria.

**Table 2-1  
Project Evaluation Criteria**

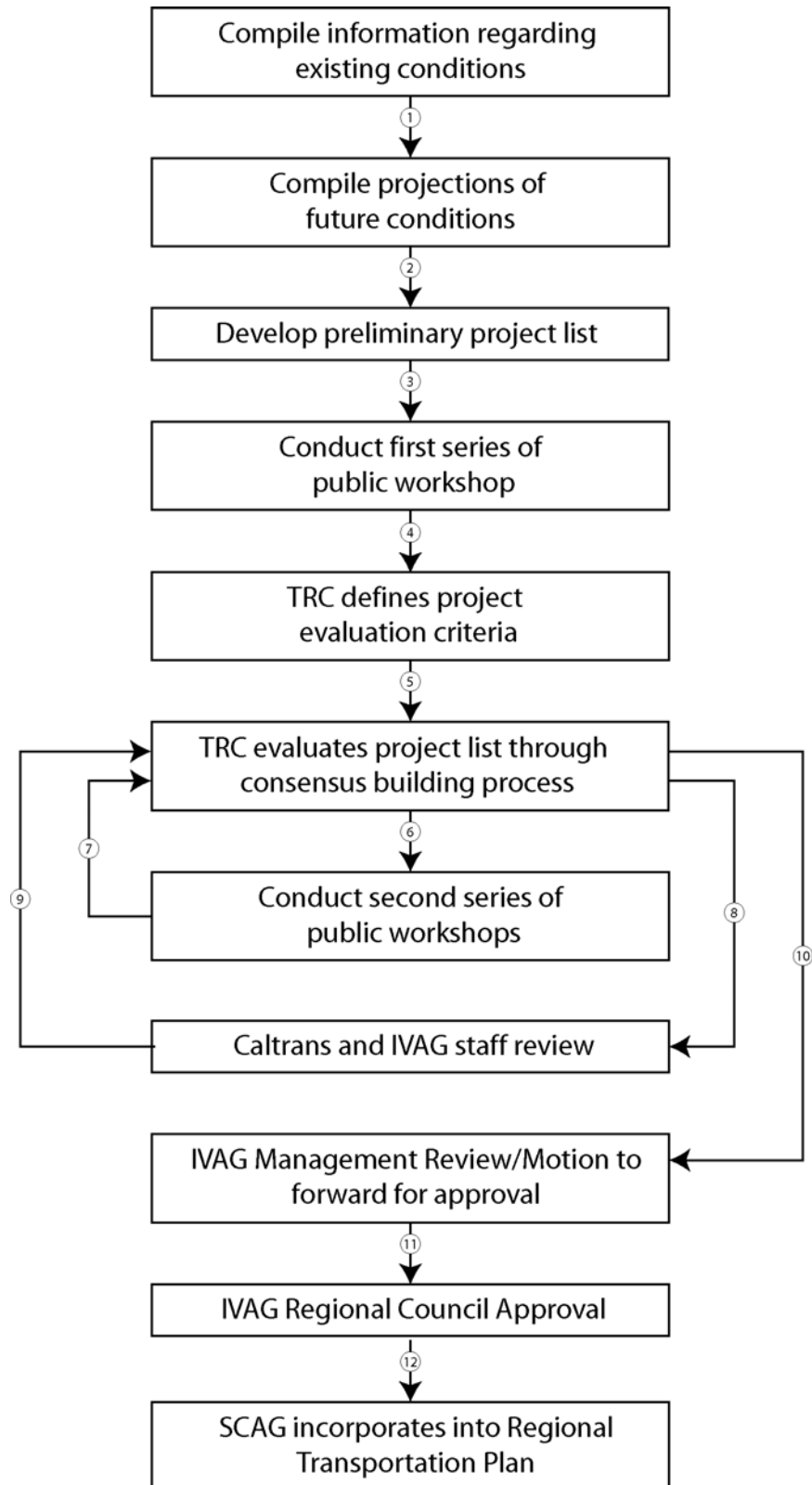
Project Evaluation Criteria	Relative Weight	Score Range
Project Cost	N/A	N/A
Plan or Program Status / Deliverability	10	1 - 5
Environmental and Physical Constraints	5	2 - 4
Social and Community Equity	3	1 - 5
Consistent with Local Plans	6	1 - 5
Existing LOS and ADT	8	1 - 5
Future LOS and ADT	8	1 - 5
Safety	3	2 - 4
Benefit to Region and/or Goods Movement	5	2 - 4
Additional Funds Available	7	1 - 5

The next steps undertaken by the TRC by consensus involved further refinement of the preliminary project list to develop the final project list. This was done by applying engineering judgment to consolidate related projects, and by considering overall regional transportation system objectives. The TRC completed the development of the final project list by determining the appropriate time frame Near Term (2007 to 2015), Mid Term (2015 to 2025) or Long Term (2025 and beyond) for each project. Projects that were previously programmed for funding were prioritized as Near Term projects in order to maintain their funding status.

Public participation in the development of this 2007 Highway Element Report was obtained through three series of public meetings. The first series of meetings informed the public about the process for updating the 2002 Highway Element Report, and gathered information from the public regarding regional transportation issues. The second series of meetings took place later in the process and presented the public with the final project list that was developed by the TRC. Reactions from the public to the prioritized list of projects were compiled for consideration by the TRC in order to complete the evaluation of projects. A third and final outreach effort was undertaken to allow the general public to review the draft document prior to presentation to IVAG management and IVAG Regional Council. A summary of the issues identified at each series of the public workshops is provided in Appendix D, together with information regarding the manner in which the public was informed of the time and location for the workshops.

The following Figure 2-1 presents the process used to develop the final project list. The results of this process (up to the submittal of this draft report to the Regional Council) are summarized in a project evaluation summary table presented in Appendix E. This project evaluation summary table provides information regarding each individual project, including graphics depicting the project location, and a summary of the TRC findings for each of the evaluation criteria used to evaluate projects. The project evaluation summary table includes project cost estimates, which were developed in accordance with the methods described in Chapter 5.

**Figure 2-1  
Study Process**



## CHAPTER 3

### EXISTING CONDITIONS

The regional roadway network consists of one interstate route (I-8), seven state routes, and several important regional and city arterials. Additionally, there are three international ports of entry (POEs) between Baja California and California within the Imperial County limits.

Existing conditions were ascertained through a comprehensive review of existing data. The primary sources of data for existing conditions include the Imperial County Circulation Element, the Imperial County Circulation and Scenic Highway Element, and the City of Calexico's C.M. Ranch Traffic Impact Study.

Roadway operating conditions are typically described in terms of "level of service." Level of Service (LOS) is a report-card scale ranging from LOS A (free flow, little or no congestion) to LOS F (forced flow, extreme congestion). LOS C represents acceptable conditions with stable flow, moderate volumes, and only minimal delays. Existing LOS, average daily traffic (ADT), and LOS C capacity are provided in Table 3-2 for north-south facilities and Table 3-3 for east-west facilities.

Existing conditions are graphically depicted in Figure 3-1, which shows ADT on area roadway segments, and Figure 3-2, which shows segments that operate at or below a LOS of D.

**State Facilities:** I-8 is an east-west interstate highway facility serving Imperial County. I-8 begins in San Diego and the portion of this route that is within Caltrans District 11 extends 172 miles eastward to the California-Arizona State Line near Yuma, Arizona. I-8 continues into Arizona until it intersects with I-10 near Casa Grande, Arizona. Within Imperial County I-8 spans a distance of approximately 79 miles. After it crosses into Imperial County from the west, it connects with the western terminus of SR-98, a parallel facility. In Imperial County, I-8 intersects with SR-86, SR-111 (access to the international POE at Calexico), SR-7 and SR-115. I-8 then reconnects with SR-98 at SR-98's eastern terminus. Finally, it accesses the SR-186 connection to the international border station of Andrade. There are two travel lanes in each direction throughout the Imperial County region. I-8 serves regional, cross border, and interstate traffic, and provides access to desert recreational areas. Daily traffic volumes on I-8 are approximately 19,600 ADT west of Imperial Avenue and 16,600 ADT east of SR-111. In the area of El Centro between Imperial Avenue and SR-111, the volumes reach a maximum of approximately 37,500 ADT.

SR-98 is mostly two lane conventional highway, traversing the southern portion of Imperial Valley. The 56.9 mile route follows an east-west alignment through Imperial County parallel to I-8 and the U.S / Mexico International Border. SR-98 begins at I-8 near Ocotillo, intersects SR-111 and SR-7 and terminates at I-8 near Midway Well. SR-98 has four lanes serving portions through the City of Calexico. SR-98 serves as an alternate route to I-8, and provides access to many agricultural areas in the eastern part of the region. It is also an important component for cross border traffic.

SR-78 begins in San Diego County at the junction with I-5. Within Imperial County SR-78 is 81.8 miles in length and extends from the San Diego County line to the north junction of SR-86. At this point, there is a 24 mile route break of SR-78 between the north junction of SR-86 and the south junction of SR-86. Between the north and south junctions, SR-78 and SR-86 share the same roadbed, however, this section is statutorily designated solely as SR-86. After the south junction, SR-78 again utilizes an independent alignment to the Riverside County line. SR-78 then continues an additional 16.2 miles in Riverside County and terminates at I-10 in Blythe, California. SR-78 is typically a two



lane conventional highway, with some portions (in the segment that is co-designated SR-86) upgraded to a four lane expressway or four lane conventional highway.

SR-86 is a north-south State highway facility serving Imperial and Riverside Counties. SR-86 begins at SR-111 near the U.S./Mexico International Border, and extends 90.8 miles northward (roughly parallel to SR-111) along the western shore of the Salton Sea, terminating at Avenue 46 in the City of Indio. SR-86 intersects several State routes along its alignment, including I-8, and SR-78 (east junction SR-78). SR-86 continues north and northwest sharing the SR-78 roadbed for 23 miles before reaching the west junction of SR-78. SR-86 then continues north, crossing the Imperial County/Riverside County line, intersecting SR-195 and SR-111.

SR-111 begins at the U.S. / Mexico International Border in the City of Calexico and continues north 103.8 miles to the City of Indio in Riverside County. SR-111 then turns westerly and extends another 41 miles to its terminus at I-10 north of Palm Springs. There is a 1.2 mile route break near Brawley. Beginning at the Downtown Calexico POE, the route runs for 65.4 miles within Imperial County. From the Calexico POE to SR-98, SR-111 functions primarily as a city street and provides access to many local businesses. It is constructed as a four lane expressway north of SR-98 to the I-8 interchange. North of the I-8 interchange, SR-111 is constructed as a four lane conventional highway. SR-111 includes a segment of approximately one mile within the city of Brawley that shares alignment with SR-78. SR-111 ultimately connects with I-10 in Riverside County which provides access to Los Angeles to the west, and Arizona to the east.

SR-7 runs in a north-south orientation from the Calexico East POE to I-8, covering a distance of approximately 6.7 miles. SR-7 is constructed as a four lane highway with access control at the East Calexico POE, SR-98 and direct access to I-8.

SR-115 is primarily a north-south route covering a distance of 33.6 miles. SR-115 begins at the junction with I-8 east of Holtville, and ends at the junction with SR-111 in Calipatria. SR-115 includes a segment that shares alignment with SR-78. It is typically constructed as a two lane conventional highway.

SR-186 is a 2.1 mile north-south route from the Andrade POE in the easternmost portion of Imperial County to the interchange with I-8. SR-186 is constructed as a two lane conventional highway.

**Regional Arterials:** The regional roadway system also features several important arterials that generally run in either an east-west or north-south orientation. The important north-south arterials (listed from west to east) include: Forrester Road, Austin Road, Imperial Avenue and Dogwood Road. The important east-west arterials (listed from south to north) include: Jasper Road, Heber Road, McCabe Road, Ross Road, Evan Hewes Highway, Aten Road, Worthington Road and Keystone Road.

Forrester Road is a key north-south arterial that runs parallel to SR-111 approximately 7 miles west of SR-111. It covers approximately 30 miles from SR-78 to SR-98. It is presently constructed as a two lane facility, and is classified as a six lane expressway in the Imperial County Circulation Element. ADT on Forrester Road is 8,800 vehicles per day.

Austin Road runs approximately 20 miles from SR-78/86 to SR-98. It is presently constructed as a two lane facility, and is classified as a six lane expressway in the Imperial County Circulation Element. ADT on Austin Road is 3,300 vehicles per day.

Imperial Avenue runs north from I-8 in the City of El Centro for approximately five miles to the City of Imperial. It is presently constructed as a four lane facility, and is classified as a four lane expressway in the Imperial County Circulation Element. ADT on Imperial Avenue can range from 27,800 to 38,400 vehicles per day.

Dogwood road runs approximately 22 miles from SR-78, through the City of Brawley, to SR-98. It is presently constructed as a two lane facility, and is classified as a six lane prime arterial in the Imperial County Circulation Element. ADT on Dogwood Road is 15,000 vehicles per day.

Jasper Road runs east-west approximately 11 miles from Austin Road to Claverie Road. It is presently constructed as a two lane facility, and is classified as a six lane expressway in the Imperial County Circulation Element. ADT on Jasper Road is 500 vehicles per day.

Heber Road runs approximately 12 miles from South La Brucherie Road to Keffey Road. It is presently constructed as a two lane facility, and is classified as a four lane minor arterial in the Imperial County Circulation Element.

McCabe Road runs approximately 15 miles from Brockman Road to east of SR-7 at Towland Road. It is presently constructed as a two lane facility, and is classified as a six lane expressway in the Imperial County Circulation Element. ADT on McCabe Road is 1,500 vehicles per day.

Ross Road runs approximately 16 miles from Brockman Road, through the City of El Centro, to Mets Road, which is west of SR-7. It is presently constructed as a two lane facility, and is classified as a four lane minor arterial in the Imperial County Circulation Element.

Evan Hewes Highway runs approximately 56 miles through Imperial County from the intersection of I-8 at Ocotillo Wells to the intersection of I-8 east of Holtville. It is presently constructed as a four lane facility, and is classified as a four lane major arterial in the Imperial County Circulation Element.

Aten Road runs approximately nine miles from east of Forrester Road to SR-111. It is presently constructed as a four lane facility, and is generally classified as a four lane major arterial in the Imperial County Circulation Element.

Worthington Road runs approximately 20 miles from east of Forrester Road to west of SR-115 at Greaser Road. It is presently constructed as a two lane facility, and is classified as a four lane minor arterial in the Imperial County Circulation Element.

Keystone Road runs approximately 20 miles from east of Forrester road to west of SR-115 at Greaser Road. It is presently constructed as a two lane facility, and is generally classified as a six lane expressway in the Imperial County Circulation Element. ADT on Keystone Road is 3,000 vehicles per day.

Ports of Entry: There are three international POEs between Baja California and California within the Imperial County limits. The largest POE, in terms of daily volume of traffic, is the downtown Calexico POE which provides access to the Municipality of Mexicali, the capital of Baja California Norte. The Municipality of Mexicali had a 2005 census population of 895,962, and the City of Mexicali had a 2005 census population of 653,046. The Calexico POE is the second busiest border crossing across the California border.

The Calexico East POE lies a few miles to the east of the downtown Calexico POE. This border crossing serves both automobile traffic as well as the industrial community in the adjacent area of Mexicali. Commercial trucks are routed to this crossing.

The Andrade POE is further east, near the Arizona state border and provides a smaller entry to Mexico. This border crossing is largely dedicated to serving a visiting US population who enter Mexico as pedestrians to visit the numerous health related facilities in the adjacent community of Algodones. Table 3-1 below summarizes annual northbound crossings at the Andrade, Calexico, and Calexico East international POEs.

**Table 3-1**  
**Port of Entry Annual Crossings**

Port of Entry	Truck Crossings	Passenger Vehicles	Pedestrians
Andrade	1,279	1,367,222	1,709,446
Calexico	NA	11,664,850	4,048,629
Calexico East	307,291	7,771,283	12,893
<b>Total</b>	<b>308,570</b>	<b>20,803,355</b>	<b>5,770,968</b>

\*Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Border Crossing/Entry Data, December 2006; based on data from U.S. Department of Homeland Security, Customs and Border Protection, OMR database.

**Table 3-2**  
**Existing Conditions for North-South Facilities**

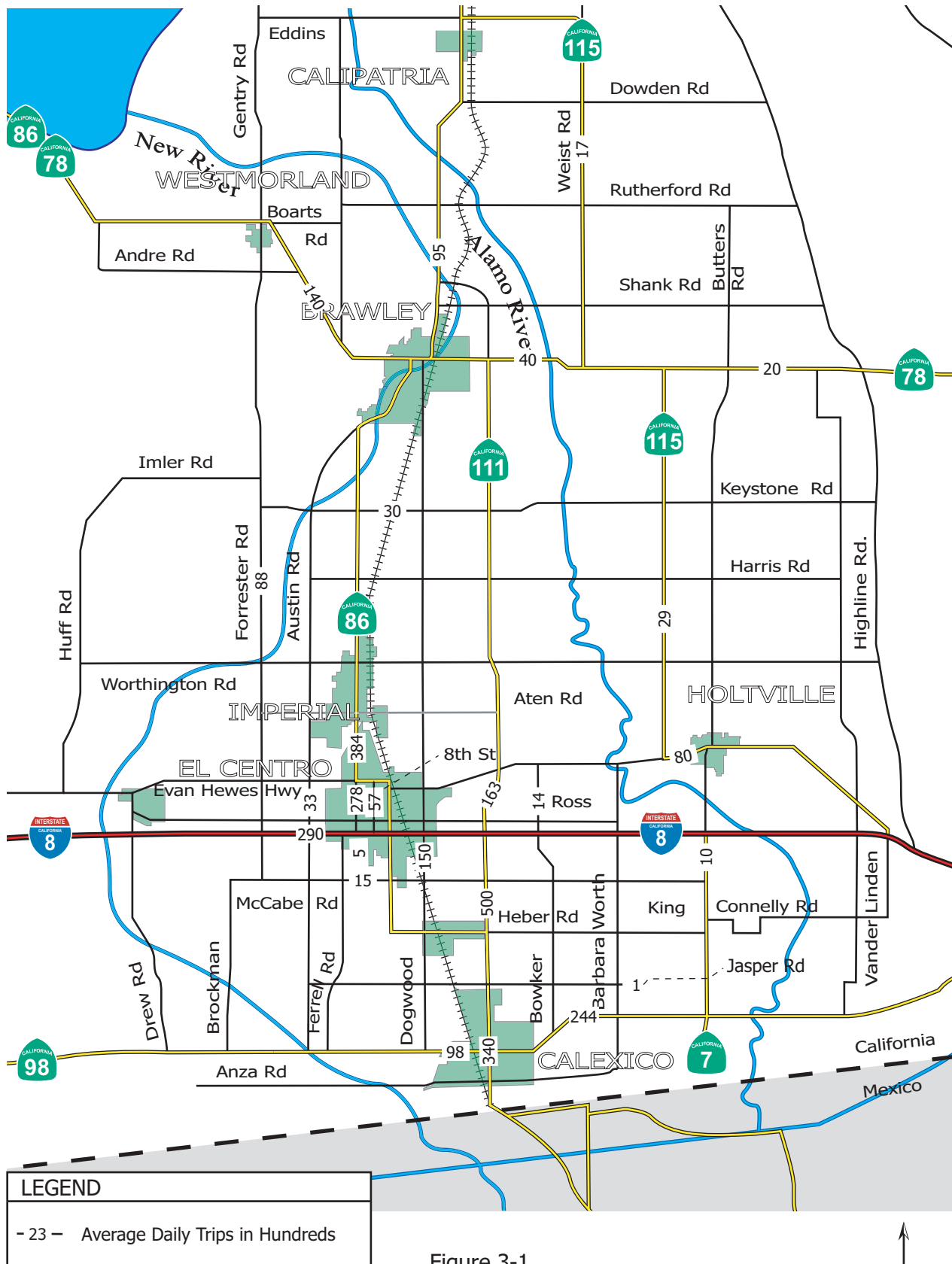
Segment	Limits	Capacity at LOS C	Existing	
			ADT	LOS*
Forrester Road	From SR-78/86 to McCabe Road	7,100	8,800	D
Austin Road	From SR-86 to McCabe Road	7,100	3,300	B
Imperial Avenue	From Adams Avenue to I-8	29,600	27,800	C
Imperial Avenue	From Aten Road to I-8	29,600	38,400	F
8th Street	From Ross Avenue to Wake Avenue	7,100	9,500	D
Dogwood Road	From southern El Centro City Limits to McCabe Road	7,100	15,000	E
Dogwood Road	From Mead Road to SR-98	7,100	15,000	E
SR-111	From northern Calexico City Limits to the International Border	29,600	34,000	E
SR-111	From I-8 to SR-98	40,000	50,000	E
SR-111	From SR-78 to I-8	40,000	16,300	A
SR-111	North of Brawley City Limits	7,100	9,500	D
SR-111	From the Riverside County Line to Wilkinson Road	7,100	5,700	C
Bowker Road	From Evan Hewes Highway to Cole Road	7,100	1,400	A
SR-115	From Evan Hewes Highway to I-8	7,100	8,000	D
SR-115	From SR-78 to Evan Hewes Highway	7,100	2,900	B
SR-115	From SR-111 to SR-78	7,100	1,700	A
SR-7	From I-8 to King Road	40,000	1,000	A
SR-186	From I-8 to the International Border	7,100	5,000	C

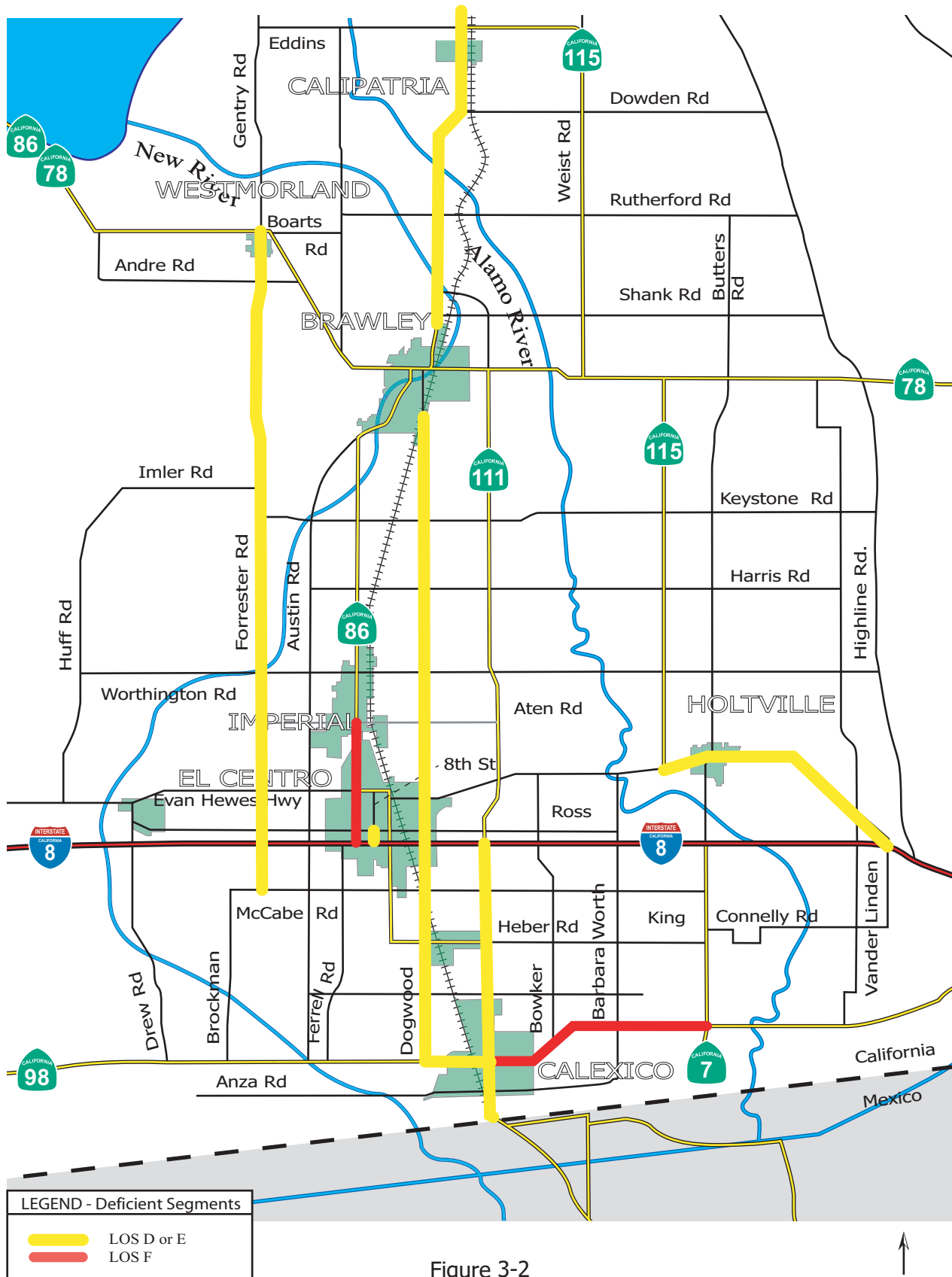
\* LOS "F+" is attained when the ADT exceeds the LOS F capacity by 25% or more.

**Table 3-3**  
**Existing Conditions for East-West Facilities**

Segment	Limits	Capacity at LOS C	Existing	
			ADT	LOS*
SR-78	From the Riverside County Line to SR-115	7,100	2,000	B
SR-78/115	From SR-78 East to SR-111	7,100	4,000	B
SR-78/86	From western Brawley City Limits to Lack Road	29,600	14,000	A
Keystone Road	From SR-115 to Forrester Road	7,100	3,000	B
I-8	From SR-111 to Forrester Road	60,600	29,000	A
McCabe Road	From SR-111 to Austin Road	7,100	1,500	A
Jasper Road	From SR-7 to SR-111	7,100	100	A
SR-98	From SR-7 to SR-111	7,100	24,400	F+
SR-98	From SR-111 to Dogwood Road	7,100	9,800	D

\* LOS "F+" is attained when the ADT exceeds the LOS F capacity by 25% or more.





N  
Not To Scale  
May 2008



## **CHAPTER 4**

### **FUTURE CONDITIONS**

Substantial growth in population is anticipated for the County. Development activity for residential and industrial uses has been fairly active, and appears to be driven by land availability. In contrast to the coastal communities where new subdivision land is effectively unavailable due to policy constraints and community opposition, there is relatively more available development opportunity in Imperial County. The distance to commute to larger employment centers from housing in Imperial County will be a challenge, but home buyers in Imperial County are nevertheless commuting to work in San Diego. Additionally, growth in local employment opportunities is also expected to add to population growth in Imperial County. There are presently over 100,000 new residential units planned for Imperial County, as indicated by permit applications and forecasts based on social-economic data. The California Department of Finance estimated the rate of growth in Imperial County to be 3.1% in 2005. If that rate of growth continues, the population will more than double in the next 25 years. Future conditions could include potential developments such as the Silicon Border Development, a cargo airport, and a Calexico casino.

Added to this development pressure is the General Service Administration's plan for improvements to the Calexico POE and associated changes to traffic circulation. Once a final alternative is selected, both northbound and southbound traffic will be relocated to the west of the existing facility to a location previously used as the commercial gate (adjacent to the New River). Improvements are also expected for pedestrian and bus traffic operations.

To address this potential growth local agencies have been updating their circulation plans to deal with the future demand. The County of Imperial, the City of Calexico and the City of El Centro have all developed new circulation elements within the last two years. In addition, the County and the Cities of El Centro and Brawley are also working on development impact fee programs to pay for the new facilities that will be required to service the new demand.

Future LOS, ADT, and LOS C capacity are provided in Table 4-1 for north-south facilities and Table 4-2 for east-west facilities.

Future conditions are graphically depicted in the following figures. Figure 4-1 shows ADT on area roadway segments. Figure 4-2 shows segments that operate at or below a level of service LOS of D.

**Table 4-1**  
**Future Conditions for North-South Facilities**

(ADT is based on Build Out of Imperial County General Plan. LOS is determined for conditions without roadway improvements.)

Segment	Limits	Capacity at LOS C	Future	
			ADT	LOS*
SR-186	From I-8 to the International Border	7,100	14,000	E
SR-7	From I-8 to King Road	40,000	57,500	F
SR-115	From SR-111 to SR-78	7,100	22,500	F+
SR-115	From SR-78 to Evan Hewes Highway	7,100	32,000	F+
SR-115	From Evan Hewes Highway to I-8	7,100	15,000	E
Bowker Road	From Evan Hewes Highway to Cole Road	7,100	41,500	F+
SR-111	From the Riverside County Line to Wilkinson Road	7,100	26,000	F+
SR-111	North of Brawley City Limits	7,100	30,500	F+
SR-111	From SR-78 to I-8	40,000	68,500	F+
SR-111	From I-8 to SR-98	40,000	112,000	F+
SR-111	From northern Calexico City Limits to the International Border	29,600	93,800	F+
Dogwood Road	From Mead Road to SR-98	7,100	43,500	F+
Dogwood Road	From southern El Centro City Limits to McCabe Road	7,100	34,500	F+
8th Street	From Ross Avenue to Wake Avenue	7,100	31,800	F+
Imperial Avenue	From Aten Road to I-8	29,600	64,400	F+
Imperial Avenue	From Adams Avenue to I-8	29,600	45,200	F
Austin Road	From SR-86 to McCabe Road	7,100	26,000	F+
Forrester Road	From SR-78/86 to SR-98	7,100	30,000	F+

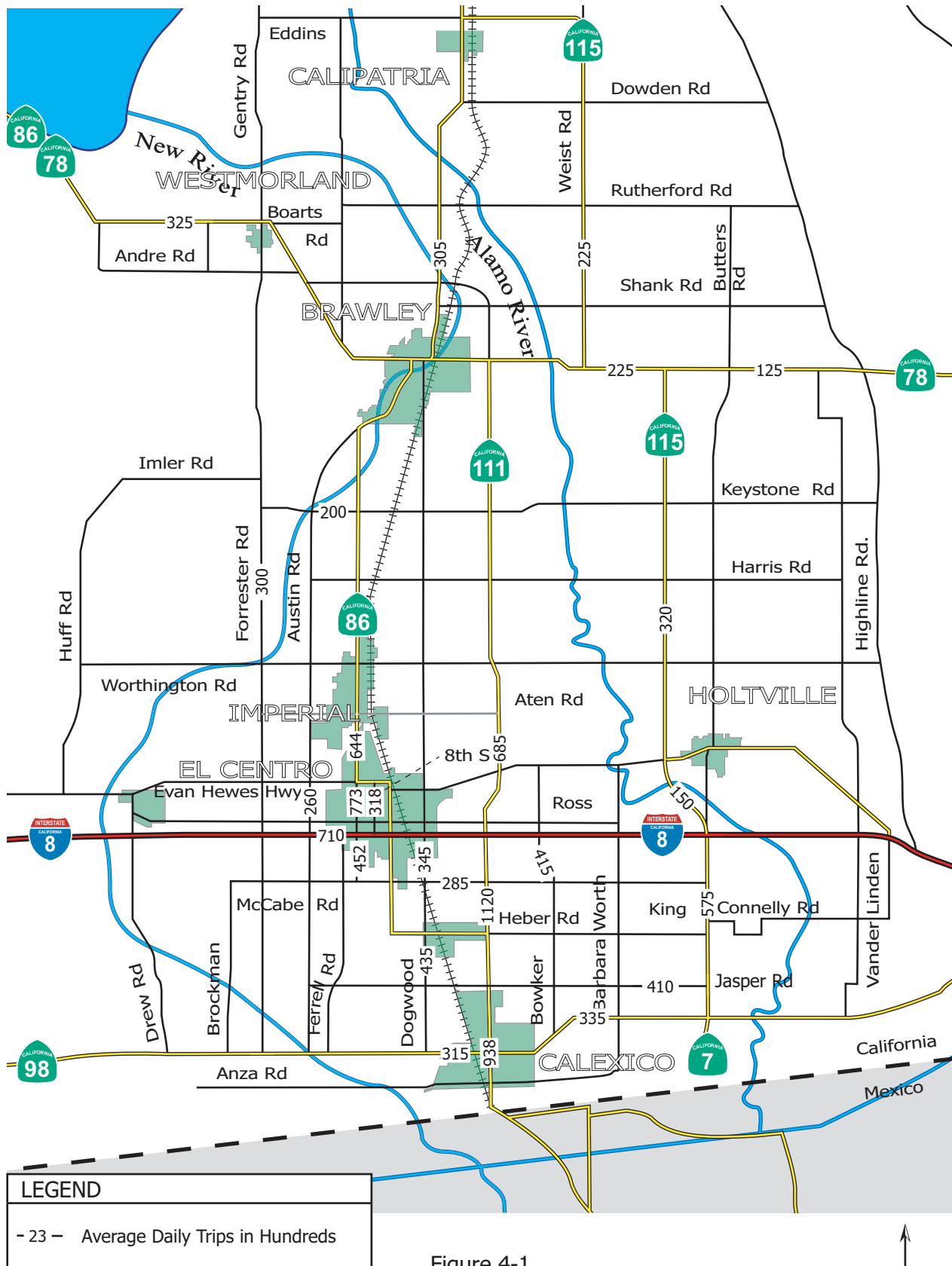
\* LOS "F+" is attained when the ADT exceeds the LOS F capacity by 25% or more.

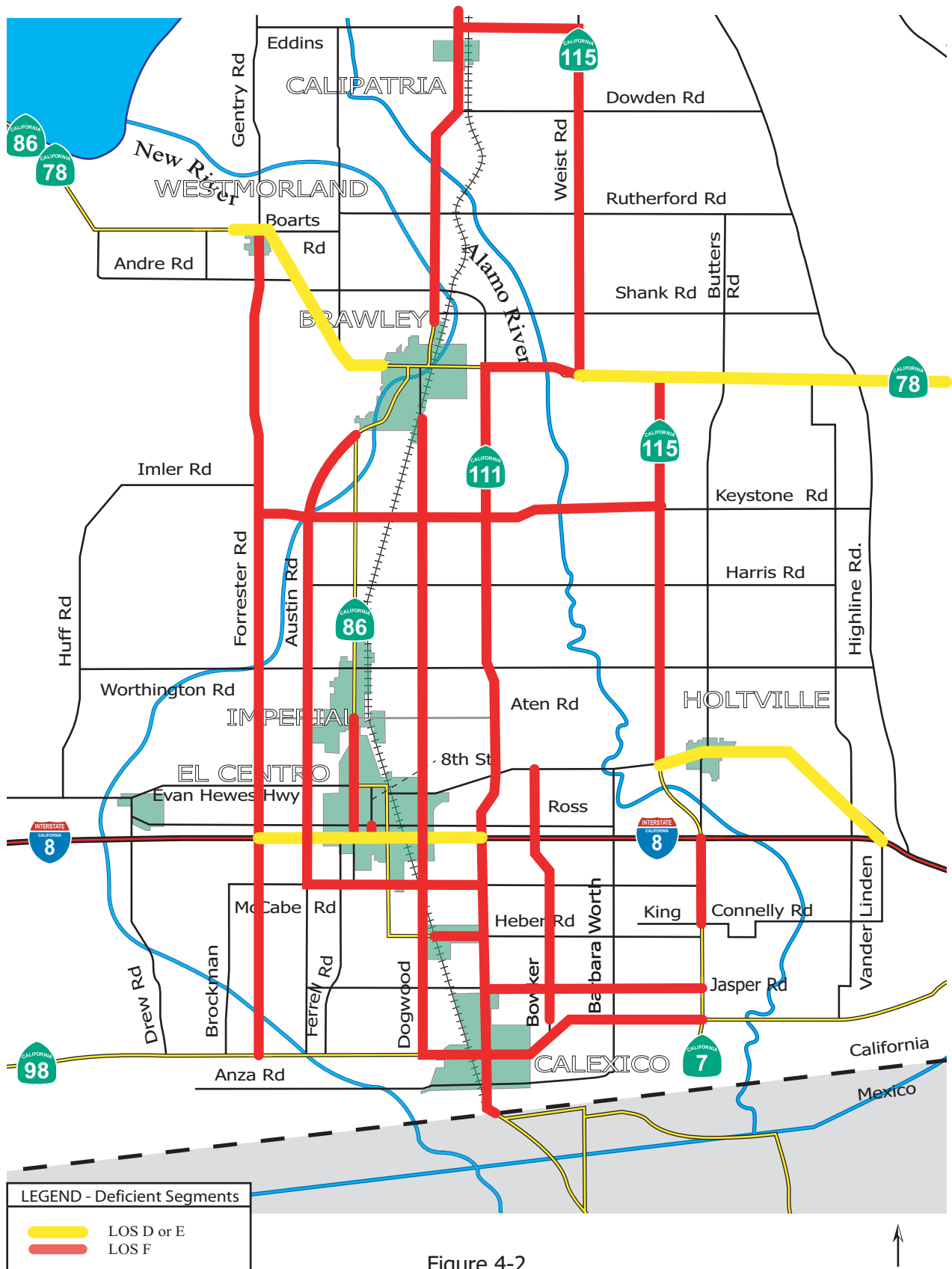
**Table 4-2**  
**Future Conditions for East-West Facilities**

(ADT is based on Build Out of Imperial County General Plan. LOS is determined for conditions without roadway improvements.)

Segment	Limits	Capacity at LOS C	Future	
			ADT	LOS*
SR-78	From the Riverside County Line to SR-115	7,100	12,500	E
SR-78/115	From SR-78 East to SR-111	7,100	22,500	F+
SR-78/86	From western Brawley City Limits to Lack Road	29,600	32,500	D
Keystone Road	From SR-115 to Forrester Road	7,100	20,000	F
I-8	From SR-111 to Forrester Road	60,600	71,000	D
McCabe Road	From SR-111 to Austin Road	7,100	28,500	F+
Jasper Road	From SR-7 to SR-111	7,100	41,000	F
SR-98	From SR-7 to SR-111	7,100	33,500	F+
SR-98	From SR-111 to Dogwood Road	7,100	31,500	F+

\* LOS "F+" is attained when the ADT exceeds the LOS F capacity by 25% or more.





## **CHAPTER 5**

### **FINANCIAL COMPONENT**

This chapter presents a description of the available funding sources for transportation projects and improvements. This chapter was developed using information provided by SCAG, Caltrans D-11 (Program/Project Management) and IVAG. The forecast developed by SCAG for the 2008 Regional Transportation Plan for funding from the major sources available to Imperial County is summarized in Table 5-1. This Chapter concludes with a description of the methodology used to develop cost estimates for the transportation projects proposed in this report for Imperial County.

The forecast for total funding available to Imperial County for the Near Term (2006 – 2015) from all major sources is \$714.3 million (See Table 5-1). The corresponding estimate for the total cost of all Near Term projects is \$1.28 billion, resulting in a shortfall of \$565.7 million. Furthermore, it should be noted that funding available from local sources is not available for the regionally significant projects that are proposed in this report. The forecast for funding available to Imperial County for the Near Term from local sources is \$204.0 million. Considering only State and Federal funding sources, the forecast for funding available to Imperial County for the near term is \$510.3 million, resulting in a shortfall of \$769.7 million.

Two Near Term projects account for \$936.0 million of the total costs of \$1.28 billion for all Near Term projects. Improvements to SR-111 account for \$456.0 million and improvements to Jasper Road account for \$480.0 million. It should be noted that these projects, as well as others, can be implemented in phases to allow for improvements as future funding sources are identified and become available.

### **FUNDING PROGRAMS**

The following is a description of the traditional local, state and federal funding sources for transportation projects and improvements.

#### **Local Funding Sources**

##### Local Transportation Sales Taxes

Funds are derived from a ½ percent sales tax on retail sales in the county. The Imperial County Transportation Sales Tax (Measure D) will expire in the year 2009, unless it is reauthorized by Imperial County voters in the November 2008 election. The projections presented in this report for the “Local Transportation Sales Tax Measure” revenue source (see Table 5-1) assume that Measure D will be reauthorized by Imperial County voters.

##### Transportation Development Act (TDA)

Funds are derived from a ¼ percent sales tax on retail sales in the state. Funds are returned to the county of tax generation.

##### 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.

##### Transit Fares

Funds are derived from fares collected by transit services in the county.

**Local Agency Funds, Developer Impact Fees (DIF) and Traffic Impact Fees (TIF)**

Funds are derived from the Imperial County developer fee programs. These programs include the soon to be adopted Central Imperial County Traffic Impact Fee Program, the County Wide Developer Fee Program, the Imperial County Air Pollution Control District Operational Development Schedule Fee (Rule 310), and the El Centro Traffic Impact Fee Program. These impact fee programs provide for a comprehensive and uniform approach to generate funding for the improvements that are needed to maintain adequate levels of service on regional roadways due to new development. The impact fees charged to developers are directly related to the cost of new transportation facilities that will be needed to serve the increased demand from new development. The projections presented in this report for the "Other Local" revenue source (see Table 5-1) do not include DIF or TIF revenues, and only account for revenues derived from earned interest.

**Other Potential Sources of Local Funds****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.

**Development Permit Fees**

Although Development Impact Fee (DIF) and Traffic Impact Fee (TIF) programs are being implemented, the traditional method of exacting fees from developers in connection with the issuance of building permits has been used to generate funding for transportation projects and improvements. This is typically accomplished by conditioning a building permit on the direct mitigation of impacts resulting from the development project.

**State Funding Sources****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 Highway Operations and Protection Plan (SHOPP) / Operations and Maintenance (O&M)**

This program is a four year program that includes state highway rehabilitation, traffic safety, seismic safety, and traffic operational improvements. This source of funding is typically used for operations and maintenance projects, and may have limited application to new transportation facilities and improvement projects.

**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.



Traffic Congestion Relief Plan (TCRP)

Approximately \$5 billion was originally designated by the state legislature to fund the Governor's Traffic Congestion Relief Plan (TCRP) between 2001 and 2006. Changes in the State Budget delayed funding until fiscal year 2008. Revenues that had been transferred to the TCRP were loaned back to the State's General 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. Proposition 42 is expected to commence in fiscal year 2009, but may experience the same funding problems as the TCRP due to changes to the State Budget.

Proposition 1B

Proposition 1B, also known as the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, was approved by the voters November 7, 2006. The following description of Proposition 1B describes statewide funding amounts. The current forecast for Proposition 1B funding is \$19.925 billion.

Proposition 1B bond proceeds in the amount of \$4.5 billion were deposited into the Corridor Mobility Improvement Account (CMIA). The CMIA allocated funds to performance improvements on the state highway system or major access routes to the state highway system. Proposition 1B proceeds in the amount of \$2 billion will be used for infrastructure improvements along federally designated "Trade Corridors of National Significance" in California or along other corridors in California with a high volume of freight movement. Another \$2 billion of bond proceeds was deposited in the newly created Transportation Facilities Account (TFA) and was allocated to the State Transportation Improvement Program (STIP) to augment funds from other sources. Proceeds in the amount of \$1 billion were deposited into the newly created State-Local Partnership Program Account. These funds will be available for allocation over a five-year period to eligible transportation projects nominated by an applicant transportation agency. A dollar for dollar match of local funds is required for an applicant transportation agency to receive state funds under this program. Finally, bond proceeds in the amount of \$750 million were deposited in the newly created Highway Safety, Rehabilitation, and Preservation Account for highway safety, rehabilitation, and pavement preservation projects, while another \$250 million will be available for traffic light synchronization projects or other technology-based improvements to improve safety operations and the capacity of local streets and roads.

The revenue projections presented in this report (see Table 5-1) are presented in 2007 cost dollars, and assume that Imperial County receives its fair share of funding from Proposition 1B funding categories with established funding formulas.

## **Federal Funding Sources**

### Congestion Mitigation and Air Quality (CMAQ)

This program provides funding for transportation projects in non-attainment or air quality maintenance zones to assist in meeting the requirements of the National Ambient Air Quality Standards (NAAQS) established under the Federal Clean Air Act.

### Regional Surface Transportation Program (RSTP)

This program is a flexible source of funds that can be used for a wide range of projects. Funding is available for roadways (the range includes national highways, city arterials and rural collectors), bridges on public roads, and transit capital projects. TEA-21 expanded the RSTP eligible projects to include environmental provisions, sidewalk modifications to comply with the Americans with Disabilities Act (ADA) requirements, and infrastructure based intelligent transportation system capital improvements.

### Section 5307 (transit) / Section 5309 (transit)

The Federal Transit Administration has many programs under the Urban Mass Transportation Act to assist transit operations. Although this study does not address transit services or potential improvements to transit, the following Federal Transit Administration programs are briefly described here for completeness.

Section 5307 is a block grants program that provides funds to urbanized area transit operators. Section 5309 is a funding program for new rail services, upgrading rail services and bus services.

### Other / Demonstration Programs

This category of funding includes federal programs such as the Highway Bridge Replacement and Rehabilitation Program (HBRR), the Hazard Elimination Safety Program (HES) and the Safe Routes to School Program (SR2S).

The Highway Bridge Replacement and Rehabilitation program provides funds to replace or rehabilitate bridges when Caltrans and Federal Highway Administration (FHWA) determine that a bridge is significantly important and is unsafe. The Hazard Elimination and Safety Program provides funds to eliminate or reduce traffic accidents at locations selected for improvement. A portion of the HES funds received by California are targeted for bicycle, pedestrian and traffic calming projects through the Safe Routes to School Program (SR2S).

The following table shows the forecast for available funding from the major sources available to Imperial County. The forecast was developed by SCAG for the 2008 Regional Transportation Plan. The forecasted amounts for individual years were aggregated into three time frames: Near Term (from 2006 to 2015); Mid Term (from 2016 to 2025) and Long Term (from 2025 to 2035).

**Table 5-1**  
**Summary of SCAG forecast of available funding for Imperial County**

	Near Term	Mid Term	Long Term
Funding Source (2007 cost dollars in millions)			
	2006 - 2015	2016 - 2025	2026 - 2035
Local - Footnote			
<b>Local</b>			
Local Sales Tax Measures	\$120.37	\$152.12	\$192.25
Transportation Development Act	\$55.01	\$69.52	\$87.86
Gas Excise Tax Subvention	\$23.17	\$15.95	\$10.98
Farebox Revenue	\$4.67	\$5.77	\$7.14
Other Local	\$0.82	\$0.82	\$0.82
Local Total	<b>\$204.04</b>	<b>\$244.18</b>	<b>\$299.05</b>
<b>State</b>			
State Transportation Improvement Program (STIP)	\$175.38	\$125.79	\$86.62
State Highway Operation and Protection Program (SHOPP)	\$166.38	\$127.91	\$88.07
State Gasoline Sales Tax (TCRP, Proposition 42, & Proposition 1A)	\$25.19	\$25.19	\$25.19
State Transit Assistance Fund (half of Public Transportation Account)	\$3.49	\$3.49	\$3.49
Hwy Safety, Traffic, Air Quality, and Port Fund (Proposition 1B)	\$100.40	\$0.00	\$0.00
State Total	<b>\$470.84</b>	<b>\$282.38</b>	<b>\$203.37</b>
<b>Federal</b>			
Congestion Mitigation Air Quality (CMAQ)	\$14.95	\$10.55	\$7.53
Regional Surface Transportation Program (RSTP)	\$20.27	\$20.53	\$20.53
FTA Formula (5307, 5310, 5311, 5309a Fixed Guideway)	\$2.00	\$2.00	\$2.00
FTA Discretionary (5309b New Starts, 5309c Bus)	\$1.04	\$1.04	\$1.04
Other Federal (Highway Bridge Program)	\$1.18	\$1.20	\$1.20
Federal Total	<b>\$39.44</b>	<b>\$35.32</b>	<b>\$32.30</b>
<b>TOTAL</b>	<b>\$714.32</b>	<b>\$561.88</b>	<b>\$534.72</b>

\*Footnote: funding available from local sources is not available for the regionally significant projects that are proposed in this report.

## **COST ESTIMATES**

Two basic methods were used to determine the cost estimates for proposed projects. All costs presented in this study reflect year 2007 cost dollars.

The first cost estimation method involved collecting cost estimates from previous studies obtained from State, County and Local agencies, and adapting the information about projects in those studies to the present project descriptions. Project costs were obtained from various prior studies, including, but not limited to the following:

- 2002 Imperial County Transportation Plan Highway Element
- Caltrans Project Study Reports
- City of El Centro Traffic Impact Fee Study (2006)
- Calexico West Border Station Expansion (2003)
- Greater Calexico Area Arterial Needs and Circulation Analysis (2005)
- Northeast Corridor Feasibility Study – SR-78 (2005)
- City of El Centro Service Area Plan (2005)

Costs were adjusted as necessary to reflect 2007 cost dollars using Caltrans construction cost index data. This data was used to determine the appropriate multiplier to inflate prior year dollars to 2007 dollars. Cost estimates that were obtained from prior studies that reported future year dollars were discounted to 2007 dollars. A discount rate of 5.9% was used, which represents the average annual rate (of increase) from 1972 through 2006. For several projects Caltrans staff provided a cost estimate based on their experience building similar facilities. For certain projects Caltrans provided the actual cost estimates that were previously determined for those projects. The Caltrans construction cost index data is presented in Appendix F.

The second cost method involved determining unit costs for roadway improvements and lump sum costs for certain types of improvements, such as interchanges and grade separated railroad crossings. A cost per linear foot was determined for each of several categories of roadway improvements, such as expansion from residential street to collector, and build outs to minor arterials (four and six lanes), prime arterials (six and eight lanes), expressways (six and eight lanes), and freeways (eight lanes). In addition to the linear roadway improvement costs, lump sum costs were developed for certain types of project components, such as grade separations, interchanges and intersection signalization.

The project evaluation summary table presented in Appendix E shows the results of the cost estimation process. Project costs can also be found in the project listing tables presented in the following chapter for each of the relevant time periods.

## **CHAPTER 6**

### **PROJECT LISTINGS**

As a result of the foregoing process, a prioritized list of transportation projects was developed. The list includes three time horizons for project implementation: Near Term, Mid Term, and Long Term. Near Term projects would be implemented from 2007 to 2015, Mid Term Projects would be implemented from 2015 to 2025, and Long Term Projects would be implemented beyond 2025.

Tables 6-1 through 6-3 provide information about projects within each time period. The projects are then graphically depicted according to time frame in Figures 6-1 through 6-3. All projects are then shown in one graphic in Figure 6-4.

Appendix E provides information regarding each individual project, including a graphical depiction of the project location, and detailed information regarding the results of the TRC review of each project using the project evaluation criteria.

**Table 6-1**  
**Near Term (2007 to 2015) Project Listings<sup>1</sup>**

Project Number	Facility	Limits	Action	Project Cost (\$ Millions)	SCORE
1	SR-78/SR-111	Brawley Bypass Phase 3	Construct 4E	\$56.0	211
2	Dogwood Rd	I-8	Construct full interchange	\$30.0	193
3	Imperial Ave	I-8	Construct full interchange	\$30.0	185
4	SR-98 West	Dogwood Road to SR-111	Widen to 4 Lanes	\$46.7	176
5	SR-98 East	SR-111 to SR-7	Widen and/or realign to 4 Lanes (6 Lanes in some locations)	\$66.8	169
6	SR-111	SR-98 to I-8	Improve to 6F with interchanges at Jasper, Heber & McCabe with a overcrossing at Chick Rd	\$456.0	177
7	SR-115	I-8 to Evan Hewes Highway	Construct 4E extension	\$115.3	142
8	Jasper Rd	SR-111 to SR-7	Improve to 6PA or 6E <sup>2</sup>	\$480.0	114

<sup>1</sup> All costs reflect year 2007 cost dollars.

<sup>2</sup> Dependent upon jurisdiction.



Figure 6-1  
Near Term (2007 to 2015) Projects

**Table 6-2**  
**Mid Term (2015 to 2025) Project Listings<sup>1</sup>**

Project Number	Facility	Limits	Action	Project Cost (\$ Millions)	SCORE
9	Austin Rd	I-8	Construct interchange	\$30.0	132
10	P.O.E./Cesar Chavez	City of Calexico	P.O.E./Cesar Chavez improvements, bridge improvements, traffic signals, grade separation, street improvements	\$372.5	162
11	Imperial Ave	McCabe Rd to I-8	Improve to 6PA	\$28.2	149
12	Forrester Rd	SR-98 to SR-78/86	Improve/construct to 6PA north-south corridor	\$440.3	145
13	Dogwood Rd	SR-98 to Mead Rd	Improve to 4PA	\$182.4	150
14	SR-115 North	Evan Hewes Highway to SR-78	Improve to 4E	\$146.8	135
15	Westmorland Bypass	SR-78/SR-86	Construct 4E	\$167.8	98
16	McCabe Rd	Austin Rd to SR-111	Improve to 6PA	\$28.2	132
17	SR-111	Shank Rd to SR-115	Improve to 4 Lane conventional highway	\$56.0	132
18	New east/west corridor	Forrester to SR-115 on Keystone	Construct East-West 6PA Corridor	\$251.6	129
19	Bowker Rd	I-8	Improve interchange	\$30.0	119

<sup>1</sup> All costs reflect year 2007 cost dollars.





Figure 6-2  
Mid Term (2015 to 2025) Projects

**Table 6-3**  
**Long Term (2025 and beyond) Project Listings**

Project Number	Facility	Limits	Action	Project Cost (\$ Millions)	SCORE
20	SR-186	I-8	Improve interchange	\$7.3*	164
21	Austin Rd	McCabe Rd to SR-86	Improve to 6PA	\$52.6	132
22	SR-111	I-8 to SR-78; with interchanges	Upgrade to 6F and Construct 4 new interchanges at SR-78, Keystone, Worthington & Aten	\$500.0	140
23	SR-115	SR-111 to SR-78	Improve to 4E	\$146.8	140
24	SR-78/115	SR-78 to Brawley Bypass	Upgrade to 4 lane conventional highway	\$74.5	135
25	Railroad Crossings	Ten railroad crossings at prime arterials	Construct roadway grade separation	\$300.0	125
26	SR-78	SR-115 to Riverside County Line	Operational Improvements	\$55.6	108
27	I-8	Forrester Rd to SR-111	Upgrade to 6F	\$188.7	116
28	SR-7	Airport Interchange	New Interchange SR-7 to Access New Airport	\$30.0	132
29	SR-111	Young Rd to Riverside County Line	Improve to 4 lane conventional highway	\$253.6	109
30	Imperial Ave	I-8 to Aten	Improve to 6PA	\$26.2	159
31	8th Street El Centro	I-8 Overpass at 8th St.	Widen overpass to 4 lanes	\$4.0	135
32	8th Street El Centro	Wake Ave to Centinela Dr	Widen to 4 Lanes	\$8.0	135

\*Privately Funded Project included for reference only.

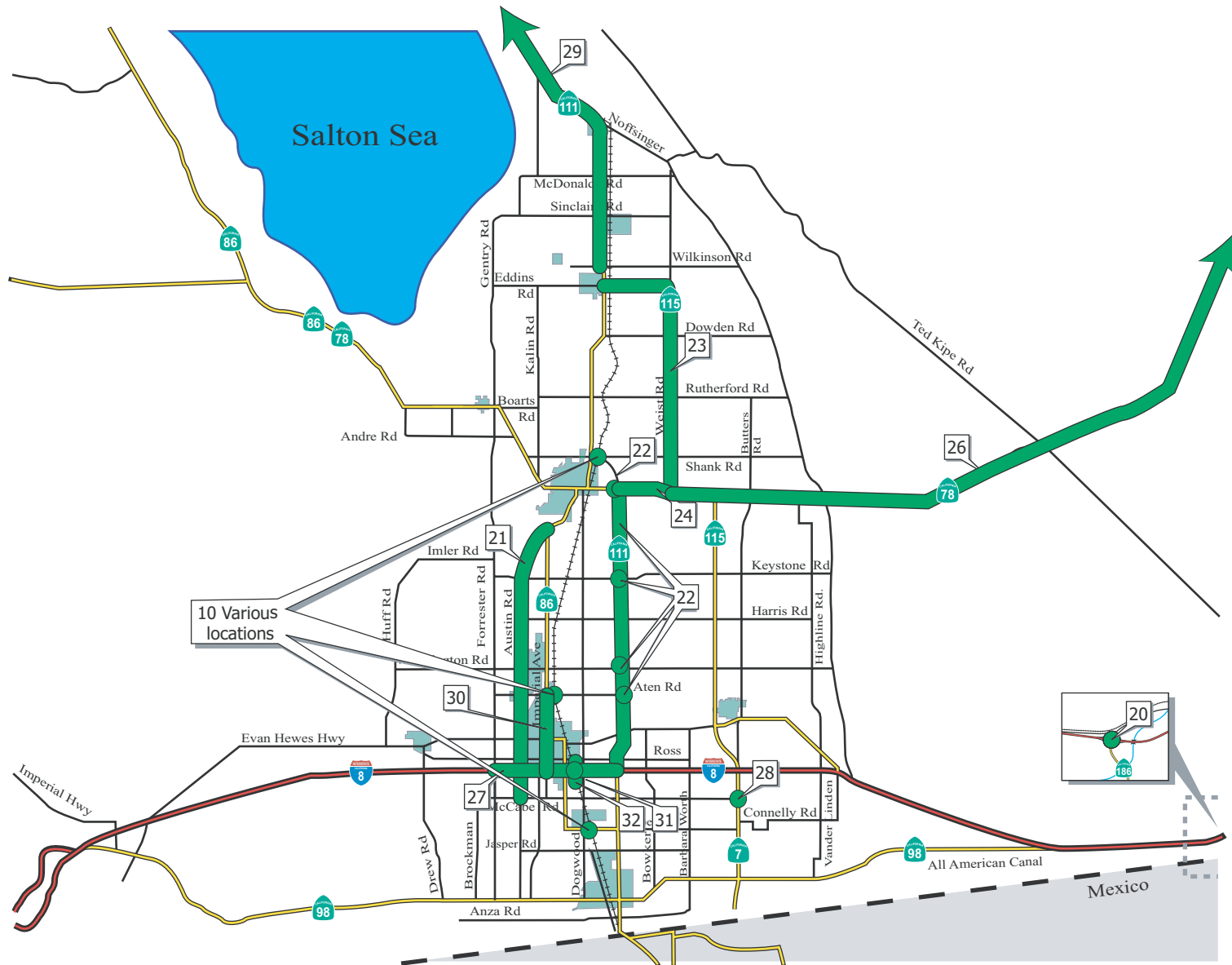


Figure 6-3  
Long Term (2025 and Beyond) Projects



Figure 6-4  
Proposed Projects

## **APPENDIX A**

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**APPENDIX B**  
**TECHNICAL REVIEW COMMITTEE PARTICIPANTS**



**TECHNICAL REVIEW COMMITTEE PARTICIPANTS**

<b><u>Participant Name</u></b>	<b><u>Agency / Affiliation</u></b>
Armstrong, Jacob	Caltrans – District 11
Arbauw, Ernesto	None
Arellano, Yazmin	City of Brawley
Benson, Carolyn	None
Brownyard, James	BIA – Desert Chapter
Brunet, Bill	Imperial County – Department of Public Works
Burns, Roberta	County of Imperial
Campos, Abraham	City of El Centro
Linsey, Dale	Imperial County Farm Bureau
Duran, Ruben	City of El Centro
Eaton, Maurice	Caltrans – District 11
Fabian, Leonard	Imperial County – Planning & Development
Fischer, Laura	City of Holtville
Galvez, Claudia	Senator Ducheny
Gardner, Darrell	Imperial County – Planning & Development
Gaste, Gordon	City of Brawley
Gates, Aida	Senator Ducheny
Gay, John	City of El Centro
Gervacio, Billy Jo	S&V Properties
Gilles, Nicole	Brawley Chamber of Commerce
Greany, Mark	KOA Corporation
Hagen, Terry	City of El Centro
Hamby, Joel	City of Imperial / City of Westmorland
Heuberger, Jurg	Imperial County – Planning & Development
Hogan, Steve	Nolte Associates
Jones, Timothy	JBL Associates
Kelley, Tim	Imperial Valley Economic Development Council
Kennerson, Cathy	El Centro Chamber of Commerce
Kilps, John	Imperial Irrigation District
Kuk, Shawn	Southern California Association of Governments
Landrum, Beth	Caltrans – District 11
Lang, Kathleen	Imperial County Executive Office
Lavelle, Pete	S&V Properties
Lemons, Jason	Dokken Engineering
Lopez, Rosa	Imperial Valley Association of Governments
Meeks, Dallas	BLM
Mellinger, Pete	City of Holtville
Mendoza, Josefatz	IVEDC
Merino, Michelle	Imperial Valley Association of Governments
Orfanos, S. Harry	None
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Peschel, Paul	Imperial Irrigation District
Redfern, Gary	Imperial Chamber of Commerce
Rizzutto, Shawn	Caltrans – District 11
Roberts, Chris	KOA Corporation
Rubio, Robert	None
Shields, Jo	City of Brawley

**Participant Name****Agency / Affiliation**

Smith, Corey	None
Smith, Greg	GSA
Soriano, Jesse	City of Calipatria – Public Works
Torma, Arnold	KOA Corporation
Turner, Sid	California Highway Patrol
Tyler, Allen	El Centro Chamber of Commerce
Valera, Alfredo	Imperial Irrigation District
Vasquez, Leonard	City of Calipatria
Villa, Armando	City of Calexico – Development Services
Wheeler, Mercedes	Horton Knox Carter & Foote, LLC
Williams, Kathi	Imperial Valley Association of Governments
Zellers, Ryan	KOA Corporation

**APPENDIX C**  
**PROJECT EVALUATION CRITERIA EXPLANATION**

## PROJECT EVALUATION CRITERIA EXPLANATION

A set of criteria was developed by the TRC to evaluate and prioritize potential projects. The relative importance of each criterion was determined by the TRC, and a weighting factor was assigned to each criterion. The TRC also collectively scored a prototypical project in order to refine the manner in which each criterion would be applied in order to determine a score.

The following is an explanation of the manner in which a score was determined for each criterion.

### 1. Project Cost

This criterion does not receive a score. The project cost is reported as an informational item to assist in project ranking. The cost that is reported is assumed to include the full cost of the project, including design, construction, and right-of-way acquisition, as appropriate.

### 2. Plan or Program Status / Deliverability (*relative weight = 10*)

The score for this criterion reflects the degree to which a project has progressed through the Caltrans planning process or a parallel City-led process. Accordingly, the scores are as follows:

- 1 = project is the subject of a preliminary study
- 2 = project is the subject of a Project Initiation Document (PID) or Project Study Report (PSR)
- 3 = project is the subject of a Project Approval Environmental Document (PAED), or other environmental documentation, such as an Environmental Impact Report (EIR)
- 4 = Plans Specifications and Estimates (PS&E) are complete
- 5 = project has completed right-of-way (R/W) acquisition or is construction-ready

### 3. Environmental and Physical Constraints (*relative weight = 5*)

This criterion has a compressed range of scores spanning from 2 to 4. The score for this criterion reflects the degree to which a project has progressed through the process of environmental study and documentation. Accordingly, the scores are as follows:

- 1 = N/A (compressed range of scores)
- 2 = no environmental study, or Value Analysis (VA) Study completed
- 3 = EIR in progress or scheduled to be initiated
- 4 = EIR completed
- 5 = N/A (compressed range of scores)

**4. Social and Community Equity (*relative weight = 3*)**

This criterion has been assigned a placeholder score of 3 absent any community input. At the workshops held in April, 2008, the public offered comments that affected three projects in the list. Where a positive comment was received about a project the score was raised by one point to a four. Where a negative comment was received about a project the score was lowered by one point to a two. This is reflected in the final scoring.

**5. Consistent with Local Plans (*relative weight = 6*)**

This criterion reflects a project's importance to regional transportation, and the degree to which a project conforms with local and regional planning documentation. Accordingly, the scores are as follows:

- 1 = project is not the subject of any existing plans
- 2 = project is of nominal importance to regional transportation
- 3 = project is included in an existing circulation element
- 4 = project is included in a Capital Improvement Plan (CIP), Developer or Traffic Impact Fee (DIF or TIF), or the 2002 Regional Transportation Plan (2002 RTP).
- 5 = project is considered to be of great importance to regional transportation

**6. Existing LOS and ADT (*relative weight = 8*)**

This criterion reflects the existing level of service (LOS) at the proposed project location. The level of service is determined on the basis of the Volume to Capacity (V/C) ration of the existing roadway. The Average Daily Traffic (ADT) is also reported for informational purposes to assist in project ranking. Accordingly, the scores are as follows:

- 1 = LOS from A to C
- 2 = LOS D
- 3 = LOS E
- 4 = LOS F
- 5 = LOS F+ (volume is more than 1.25 times capacity)

**7. Future LOS and ADT (*relative weight = 8*)**

This criterion reflects the future level of service (LOS) at the proposed project location without the implementation of the proposed project (without project scenario). The level of service is determined on the basis of the Volume to Capacity (V/C) ration of the roadway. The Average Daily Traffic (ADT) is also reported for informational purposes to assist in project ranking. Accordingly, the scores are as follows:

- 1 = LOS from A to C
- 2 = LOS D
- 3 = LOS E
- 4 = LOS F
- 5 = LOS F+ (volume is more than 1.25 times capacity)

**8. Safety (*relative weight = 3*)**

This criterion has a compressed range of scores spanning from 2 to 4. The score for this criterion reflects the degree to which a project includes design elements that incorporate safety features. Accordingly, the scores are as follows:

- 1 = N/A (compressed range of scores)
- 2 = undivided roadway design
- 3 = divided roadway design
- 4 = grade separated or limited access design (no conflicting movements)
- 5 = N/A (compressed range of scores)

**9. Benefit Region and/or Goods Movement (*relative weight = 5*)**

This criterion has a compressed range of scores spanning from 2 to 4. The score for this criterion reflects the degree to which a project provides a benefit to regional transportation or goods movement. Accordingly, the scores are as follows:

- 1 = N/A (compressed range of scores)
- 2 = low benefit to regional transportation or goods movement
- 3 = moderate benefit to regional transportation or goods movement
- 4 = high benefit to regional transportation or goods movement
- 5 = N/A (compressed range of scores)

**10. Additional Funds Available (*relative weight = 7*)**

This criterion reflects the degree to which a project has funding available from additional sources, such as Developer Impact Fee programs. The score reflects the percentage of project cost that is funded by such sources. Accordingly, the scores are as follows:

- 1 = 0 to 20% of project costs are secured
- 2 = 20 to 40% of project costs are secured
- 3 = 40 to 60% of project costs are secured
- 4 = 60 to 80% of project costs are secured
- 5 = 80 to 100% of project costs are secured

## **APPENDIX D**

### **PUBLIC WORKSHOPS**

## PUBLIC WORKSHOPS

The following is a summary of the regional issues and concerns that were identified during the public workshops. The comments received at the public workshops are documented below, and will also serve as input for the next update to the Imperial County Transportation Plan Highway Element.

### First Series of Public Workshops

#### *Calexico (March 22, 2007)*

- The suitability of corridors identified for the proposed alignment of SR-98, as identified in the corridor study.
- The adequacy of intersection spacing along several major arterials, especially those along SR-98, and the arterials providing access to SR-98.
- The operation of truck routes and access to the port of entry (POE) border crossing serving trucks.
- The adequacy of the Cesar Chavez corridor as access to SR-98.
- Grading and operations at railroad crossings.

#### *Brawley (March 26, 2007)*

- SR-86/78 passing through Westmorland. Building setbacks are considered to be insufficient to allow for road widening or increases in the speed limit.
- Desire was expressed for SR-86/78 to bypass Westmorland to the south along Baughman Road to increase roadway capacity.
- The “Brawley Bypass” was identified as an important issue. Truck traffic in Brawley is said to interfere with passenger vehicles, making it very difficult to make left turns onto Main Street.
- Truck traffic through the city of Brawley is considered to be a cause of pavement deterioration, and excess noise and air pollution.
- Desire was expressed for another east/west arterial to the south of Brawley between SR-86 and SR-111 (such as improvement to Panno Road). It was said that this would reduce the amount of regional traffic that cuts through the city. It was noted that Panno Road could link to an existing interchange on SR-111 serving Wildcat Road.
- Concern was expressed regarding potential expansion of Dogwood Road which would require continuing the roadway through the City of Brawley as an expressway or major arterial. This would require the relocation of many existing public facilities and landmarks and could potentially divide the City. Preference was expressed for improvements to SR-86 and SR-111 with the “Brawley Bypass” to handle regional north/south traffic.



- At-grade railroad crossings in general were said to be inadequate. It was noted that upgraded crossings (such as Ross Road) continue to operate poorly due to the grade offsets that prevent adequate crossing speeds.
- Concern was expressed regarding off-set roadway alignments that require the intermittent use of auxiliary roadways in order to continue along certain roads. Keystone Road was cited as an example, where it is necessary to traverse McConnell Road in order to continue along Keystone Road.
- Concern was expressed regarding driver preference for Barbara Worth Road, rather than Orchard Road / SR-7, for travel from the Mexican Border to northern destinations. Barbara Worth Road is said to be narrow with poor pavement conditions and degenerated pavement markings.
- The current alignment of Orchard Road/SR-7 goes directly into the City of Holtville and comes to a “T” intersection with SR-115. It is hoped that this roadway will align to the west with SR-115 proceeding north, which would—in effect—bypass the City of Holtville and decrease the delay of regional traffic passing through the area.
- Concern was expressed regarding the amount of farm land that would be taken west of Forrester Road where it is proposed that I-8 will connect to SR-86/78.

## **Second Series of Public Workshops**

### *Calexico (June 26, 2007)*

- Need to make better use of East Point of Entry (POE) to alleviate congestion, especially by extending SR-115 through to I-8 to connect with SR-7.
- Improve the way-finding on I-8 and elsewhere to make the SR-7 connection to the East POE easier to find.
- Make the SR-7 to SR-115 connector an earlier action item than the mid-term timeframe which would lessen the burden that Orchard Road is having to carry for traffic to and from the border, especially trucks.
- Dogwood Road extending southerly through Heber needs to be a near-term project and extend Jasper Road to meet it.
- Be aware that the Border Master Plan in Calexico includes Anza Road which extends between Barbara Worth Road and Dogwood Road.
- SR-98 West needs to be a near-term project.
- Having Cesar Chavez Boulevard as a mid-term project is fine.
- There is likely to continue to be significant truck traffic coming to central Calexico using SR-98 and other roads for the foreseeable future.
- Grouping sections of projects into a larger, more comprehensive project affects the ranking and viability of projects and may not be advisable.

*El Centro (June 27, 2007)*

- Make the SR-7 to SR-115 connector an earlier action item than the mid-term timeframe which would lessen the burden that Orchard Road is having to carry for traffic to and from the border, especially trucks.
- Above point reiterated.
- The Imperial Avenue full interchange project does not appear to be a regionally benefiting project.

*Brawley (June 28, 2007)*

- Make the SR-7 to SR-115 connector an earlier action item than the mid-term timeframe which would lessen the burden that Orchard Road is having to carry for traffic to and from the border, especially trucks.
- Above point reiterated.
- Ideas about making some operational improvements in and around Westmorland were discussed along with potential finding that would deal with trucks. Roads involved Bauman Road in the near-term and Andre Road in the long-term.
- The Imperial Avenue full interchange project does not appear to be a regionally-benefiting project.
- SR-111 north of Calipatria may need improvement to serve northbound truck traffic better.
- Instead of having the railroad line through the center of the County, consider moving it out to the east mesa, out of the way, and avoid the expense of all the potential railroad grade crossings.
- Should the plan better anticipate the possibility of the Silicon Border project?
- Why is Austin Road showing in the near-term ahead of Forrester Road?
- Keep SR-111 improvements on the near mid-term list of projects as it was in the 2002 Regional Transportation Plan update.
- SR-86 needs operational/safety improvements north and west of Westmorland.

**Third Series Public Workshops***Brawley (April 16, 2008)*

- Dogwood Road north past Keystone Road will dump too much traffic onto Imperial Avenue in the City of Brawley. This part of Brawley is an historic residential area and city center. The expansion of Dogwood Road is not satisfactory without an east-west improvement to Mead Road. The expansion of Dogwood Road should be limited to the portion of Dogwood south of Keystone Road.

- The improvements will take many acres of productive farmland out of production. Consideration needs to be given to the value of food production as a necessity for our country. We need to be able to feed our country and our allies when necessary. We should not grow dependant on importing our food, when the countries we import from need the food for their residents.
- Add TIF funds and SAFETEA-LU funds under the financial component as several projects were funded by these sources.
- Please consider extending Imperial Avenue (SR-86) improvements from Aten Road to the connection with Austin Road (south of Brawley). Also make improvements on Aten Road between Dogwood Road and SR-111.
- The bridge railings at SR-86 and Kalin Road obstruct the view of traffic on SR-86 and make it difficult to access SR-86 from Kalin Road.

*El Centro (April 17, 2008)*

- Consideration should be given to making project 10 – POE/Cesar Chavez a Near Term project (it is presently the second highest Mid Term project). It was also suggested that this project should be ranked higher than Project 8 – Jasper Road (SR-111 to SR-7) because of the plans for expanding the POE.
- It was suggested that McCabe Road be opened to access SR-111. McCabe Road was described as an important road for agricultural vehicles. It was also suggested that McCabe Road and Dogwood Road be realigned to better accommodate agricultural vehicles.
- Projected increases for cargo through the new POE may overcrowd traffic on SR-7.
- Will the regional transportation plan provide a fast connection to I-10?

## **PUBLIC WORKSHOP NOTICE**

In an effort to notify Imperial County residents and stakeholders regarding both phases of public workshops conducted for this project, KOA sent press releases and public notices, as was appropriate, to the following media outlets and County entities. KOA also publicized the third series of public workshops by sending out a mass mailing of postcards, sending out emails to public officials to be forwarded to constituent lists, sending out emails to a list of recipients provided by IVAG, and by placing advertisements in the Imperial Valley Press and Adelante on several dates leading up to the workshops.

### **Print Media**

Adelante del Valle (en español)  
Calexico Chronicle  
El Sol de Valle (en español)  
Holtville Tribune

Imperial Valley Press  
Imperial Valley Weekly  
La Cronica de Mexicali (en español)

### **Broadcast Media**

AZTECA Canal 66/55 Cable (en español)  
KAMP AM  
KEYC TV  
KGBA FM 100  
KICO AM (en español)  
KQVO FM (en español)  
KROP AM  
KRCK FM 97.7  
KSIQ FM Q96

KSSB FM Radio  
KSWT Channel 13 (CBS)  
KUBQ FM 89  
KVEY TV Univision 7 (en español)  
KWST FM  
KXO AM & FM Radio  
KYMA TV Channel 11 (NBC)  
TELEVISA Canal 3 (en español)  
XECL AM 990 (en español)

### **Local Entities**

Brawley Chamber of Commerce  
Brawley City Hall  
Calexico Chamber of Commerce  
Calexico City Hall  
Calipatria Chamber of Commerce  
Calipatria City Hall  
El Centro Chamber of Commerce  
El Centro City Hall

Holtville Chamber of Commerce  
Holtville City Hall  
Imperial Chamber of Commerce  
Imperial City Hall  
Imperial Irrigation District  
Imperial Valley Association of Governments  
Westmorland City Hall

**IVAG LONG RANGE TRANSPORTATION PLAN UPDATE PUBLIC WORKSHOP  
JUNE 26, 2007 | CALEXICO, CALIFORNIA**

PRESENT	NAME / ORGANIZATION	ADDRESS	PHONE / FAX NO.	E-MAIL ADDRESS
<input type="checkbox"/>	Leonard Fabian Imperial Co. Planning / Development Serv.	801 Main St. El Centro	(760) 762-4236 (760) 353-8338	leonardfabian@imperialcounty.net
<input type="checkbox"/>	Pete Mellinger Holtville City Council	629 Maple Ave Holtville, CA	(760) 356-2270 ( )	
<input type="checkbox"/>	Eve Mellinger	629 Maple Ave Holtville, CA	(760) 356-2296 ( )	
<input type="checkbox"/>	Julia Osuna	City of Calexico	( ) 768-2127	
<input type="checkbox"/>	GERRY PEACHER	CITY OF HOLTVILLE	(760) 356-2632 (760) 356-1863	gpeacher@holtville.ca.gov
<input type="checkbox"/>	Rosa Lopez	IUAG	( )	
<input type="checkbox"/>	Ramona Chavez	City of Holtville	( ) 768-3110	cdurazo@calexico.ca.gov
<input type="checkbox"/>	Diana Garcia-Ruiz	HPUD	(760) 353-6355	dianagarcia@hpud.com
<input type="checkbox"/>	Patsy Beerra	HPUD	(760) 353-4198 ( ) 804-0030	patsybeerra@hotmail.com
<input type="checkbox"/>	Armand Vira	City of CA	(760) 768-2105 ( )	
<input type="checkbox"/>	Tony Wong	City of Calexico	(760) 768-2100 (760) 768-2834	engineering@calexico.ca.gov
<input checked="" type="checkbox"/>	Pat Wong	"	( ) "	"
<input type="checkbox"/>			( )	
<input type="checkbox"/>			( )	

**IVAG LONG RANGE TRANSPORTATION PLAN UPDATE PUBLIC WORKSHOP**  
**JUNE 27, 2007 | EL CENTRO, CALIFORNIA**

PRESENT	NAME / ORGANIZATION	ADDRESS	PHONE / FAX NO.	E-MAIL ADDRESS
<input type="checkbox"/>	Gordy Reacher / City of Holtville	121 W. Fifth St.	(760) 356-7632 (760) 356-1813	greacher@holtville.ca.gov
<input type="checkbox"/>	John R. Johnson / HEBER	1078 Poplar Rd Ste 103	(760) 482-2442	
<input type="checkbox"/>	Leonard Fabian / I.C. Planners	801 Main St El Centro	(760) 353-5551 (760) 482-4234 F (760) 353-5338	ljohnson@hebra.ca.gov leonardfabian@imperialcounty.net
<input type="checkbox"/>	Matt Dessart / ICAPCO	150 S. 9th St El Centro CA 92243	(760) 482-4606 ( )	mattdessart@imperialcounty.net
<input type="checkbox"/>	Mary Ward / Imperial Air Pollution Control Board	1902 Orchard Rd - Holtville	( ) ( )	
<input type="checkbox"/>	Pete Mellinger / Holtville City Council	CA 92250 629 Maple Ave Holtville, CA	(760) 356-2323 ( ) ( )	Murmeltire@aol.com
<input type="checkbox"/>	Arnold Son Miguel Southern Calif Assoc of Govts	3600 Lime St, Ste 216 Riverside CA 92501	(951) 784-3526 ( )	sanmiguel@scag.ca.gov
<input type="checkbox"/>	Allen Tyler	1225 Main St.	( ) (760) 482-2794	
<input type="checkbox"/>	(Bob Ham / IVAG		( ) ( )	
<input type="checkbox"/>	Tim Jones		( ) ( )	
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IVAG LONG RANGE TRANSPORTATION PLAN UPDATE PUBLIC WORKSHOP  
JUNE 28, 2007 | BRAWLEY, CALIFORNIA

PRESENT	NAME / ORGANIZATION	ADDRESS	PHONE / FAX NO.	E-MAIL ADDRESS
<input type="checkbox"/>	Harry S. Burtch Mayor Pro Tem, City of Westminster	Conter ST Westminster, CA 906383	( ) ( )	
<input type="checkbox"/>	Edith Woodward Westminster Resident	Westminster 400 Main ST Brawley 92227	( ) ( )	
<input type="checkbox"/>	Gordon Burtch City of Brawley	629 Maple Ave Holtville, CA	( ) ( )	
<input type="checkbox"/>	Pete Mellinger	11 ( )	( ) ( )	
<input type="checkbox"/>	Eve Mellinger	659 SUNSET DR. BRAWLEY	( ) ( )	
<input type="checkbox"/>	GARY WYATT I.C. Bd. of Supes	420 W Main St Brawley, CA 92227	(760) 350-2632	gwyatt@hltville.ca.gov
<input type="checkbox"/>	40 Shields Mayor Brawley	215 W. Fifth St. Holtville, CA 92250	(760) 350-1865	ekwasa@hltville.ca.gov
<input type="checkbox"/>	GERALD PEACHEE CITY OF HOLTVILLE	383 Main St.	(760) 350-1865	ekwasa@hltville.ca.gov
<input type="checkbox"/>	Steve Vasquez		( ) ( )	
<input type="checkbox"/>	Jacob Armstrong	Caltrans	( ) ( )	
<input type="checkbox"/>	Elizabeth Shampine	383 Countryside Dr El Centro, CA	(760) 350-1151	epshampine@hltville.ca.gov
<input type="checkbox"/>	Beth Landrum	4050 Taylor St SD 92101	(619) 688-6017	beth.landrum@dot.ca.gov
<input type="checkbox"/>	ROSA LOPEZ	940 W MAIN ST. SUITE 108 EL CENTRO	(760) 350-4290	rosalopez@imperialcounty.net
<input type="checkbox"/>	Shawn King	382 E. BRAWLEY BLVD IMPERIAL CA 92213	(760) 350-0450	Shawn_J.Rice@imperialcounty.net

**IVAG LONG RANGE TRANSPORTATION PLAN UPDATE PUBLIC WORKSHOP**  
**JUNE 28, 2007 | BRAWLEY/CALIFORNIA**

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IMPERIAL COUNTY LONG RANGE TRANSPORTATION PLAN UPDATE  
PUBLIC INFORMATION MEETING SIGN-IN SHEET

4-16

NAME	ORGANIZATION	PHONE NUMBER	E-MAIL ADDRESS
Carolyne Benson	Brawley resident	760 344-5591	Carolyne@brawleyonline.com
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Gene Delun	" "	(760) 666-6666	
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IMPERIAL COUNTY LONG RANGE TRANSPORTATION PLAN UPDATE  
PUBLIC INFORMATION MEETING SIGN-IN SHEET

4-16

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IMPERIAL COUNTY LONG RANGE TRANSPORTATION PLAN UPDATE  
PUBLIC INFORMATION MEETING SIGN-IN SHEET

4-17

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IMPERIAL COUNTY LONG RANGE TRANSPORTATION PLAN UPDATE  
PUBLIC INFORMATION MEETING SIGN-IN SHEET

4-17

NAME	ORGANIZATION	PHONE NUMBER	E-MAIL ADDRESS
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Marcia Pedraza	City of El Centro	(760) 337-4543	mpiedra@cityofelcentro.org
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James Santos	Urban Crossroads	(760) 931-0669	jsantos@urbanxroads.com
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Terry Santillan		( )	
Annette Castaneda	Student	(760) 3537159	anannr10@yahoo.com

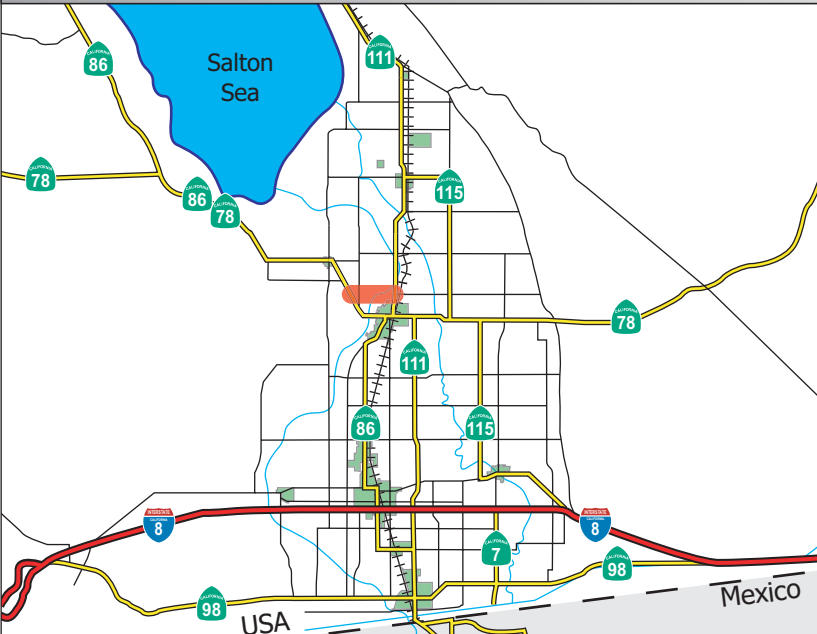
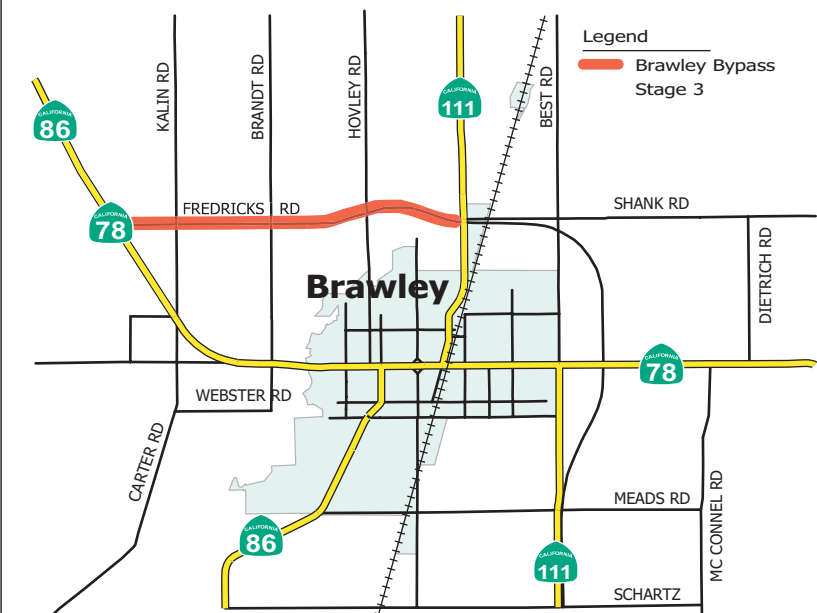
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## **APPENDIX E**

### **INDIVIDUAL PROJECT EVALUATION SUMMARIES**

**Project No. 1 SR-78/SR-111 Expressway (Brawley Bypass - Stage 3)****Near-Term**

The project will provide a four lane divided expressway over an eight mile distance from SR-86 and SR-78 north of Brawley to a location 1.5 miles south of the eastern junction of SR-111 and SR-78. The project consists of 3 Stages.

Regional View		<b>Project Cost (2007 \$ Million)</b>	
		\$56.0	
		Plan or Program Status (Scale: 1-5, Weight: 10)	5
		Environmental & Physical Constraints (Scale: 1-5, Weight: 5)	4
		Social & Community Equity (Scale: 1-5, Weight: 3)	3
		Consistent with Local Plans (Scale: 1-5, Weight: 6)	5
Project View		Existing ADT/LOS (Scale: 1-5, Weight: 8)	2 (9.5/D)
		Future ADT/LOS (Scale: 1-5, Weight: 8)	5 (30.5/F+)
		Safety (Scale: 2-4, Weight: 3)	4
		Benefit Region & Goods Movement (Scale: 2-4, Weight: 5)	4
		Additional Funds Available (Scale: 1-5, Weight: 7)	2
		<b>Calculated Score*</b>	<b>211</b>

\* Calculated score based on relative weight for each criterion

**1: SR-78/SR-111 Expressway (Brawley Bypass – Stage 3)****1. Project Cost (2007 dollars): \$56.0 million**

The estimated cost for the entire project (all 3 Stages) is \$201 million (2007 dollars). \$163 million has been programmed in the State Transportation Improvement Plan (STIP). Stage 2 is fully funded. Stage 3 is funded through the Right of Way acquisition phase only; the construction phase is currently unfunded. Caltrans estimates a cost of \$56.0 million (2007 dollars) for Stage 3 of the project. This project cost estimate includes Environmental Study, Design, Right-of-Way acquisition and Construction. (Update: April 2008, the CTC approved funding for the remainder of the project.)

**2. Plan or Program Status (Relative Weight = 10): 5 (on a scale from 1 to 5)**

A Project Report and Final Environmental Document were approved for this project in February, 2003. Plans, Specifications and Estimates (PS&E) have been completed, and this project is construction ready.

**3. Environmental and Physical Constraints (Relative Weight = 5): 4 (on a scale from 2 to 4)**

A Final Environmental Document was approved for this project in February, 2003. Physical features of the project include structures at the New River and Union Pacific Railroad crossings, an interchange with SR-111 (Stage 3), and accommodation for future expansion of the Brawley Airport. Access to the expressway will be provided at intervals of approximately one mile at signalized and unsignalized intersections.

**4. Social and Community Equity (Relative Weight = 3): 3 - placeholder (on a scale from 1 to 5)**

Assumed to be a score of 3.

A public hearing was held regarding the Draft Environmental Document in July, 2001. The Final Environmental Document was approved in February, 2003. This project has strong support from the community.

**5. Consistent with Local Plans (Relative Weight = 6): 5 (on a scale from 1 to 5)**

The project is included in the City of Brawley's Circulation Element, and was included in the 2002 Regional Transportation Plan Highway Element. The project is considered to be of great importance to regional transportation.

**6. Existing LOS/ADT (Relative Weight = 8): 2 (on a scale from 1 to 5)**

The area to be served by this project is presently operating at LOS D. This level of service is typically characterized by a volume of 9,500 ADT on SR-111 north of the Brawley City Limits. This segment has a capacity of 7,100 ADT at LOS C.

**7. Future LOS/ADT (Relative Weight = 8): 5 (on a scale from 1 to 5)**

The area to be served by this project is projected to operate significantly past the LOS F threshold if no improvements to the existing condition are made. This level of service is typically characterized by a volume of 30,500 ADT on SR-111 north of the Brawley City Limits. This segment has a capacity of 7,100 ADT at LOS C.

**8. Safety (Relative Weight = 3): 4 (on a scale from 2 to 4)**

This project provides a high degree of safety with design features that include limited access design to prevent conflicting movements, and a divided expressway.

**9. Benefit Region and/or Goods Movement (Relative Weight = 5): 4 (on a scale from 2 to 4)**

This project provides a great benefit to regional transportation and goods movement. The project will relieve congestion on SR-78 and SR-111 in the City of Brawley, and will reduce truck volumes. Travel time through Brawley will be reduced. The project provides continuity in the NAFTA series of transportation projects.

**10. Additional Funds Available (Relative Weight = 7): 2 (on a scale from 1 to 5)**

Project funding in the amount of \$17.725 million has been identified.

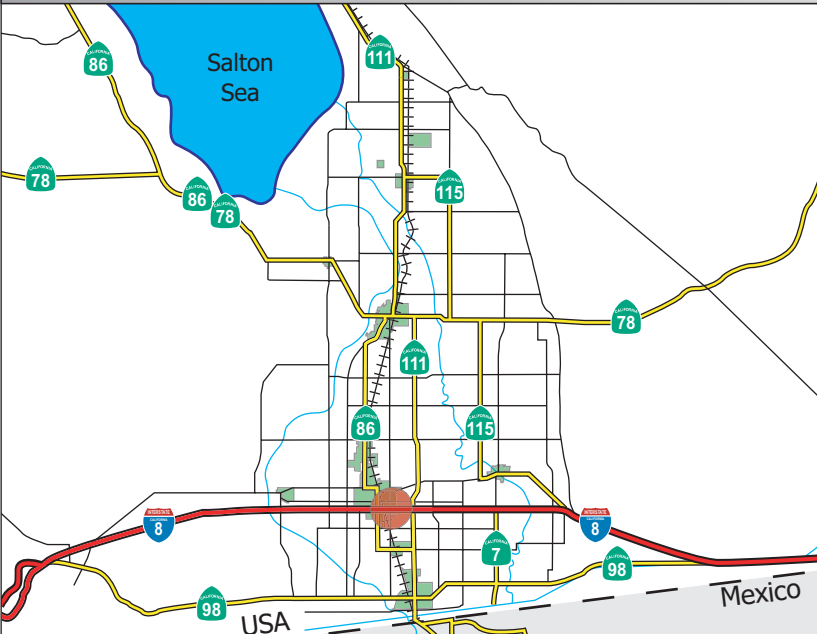
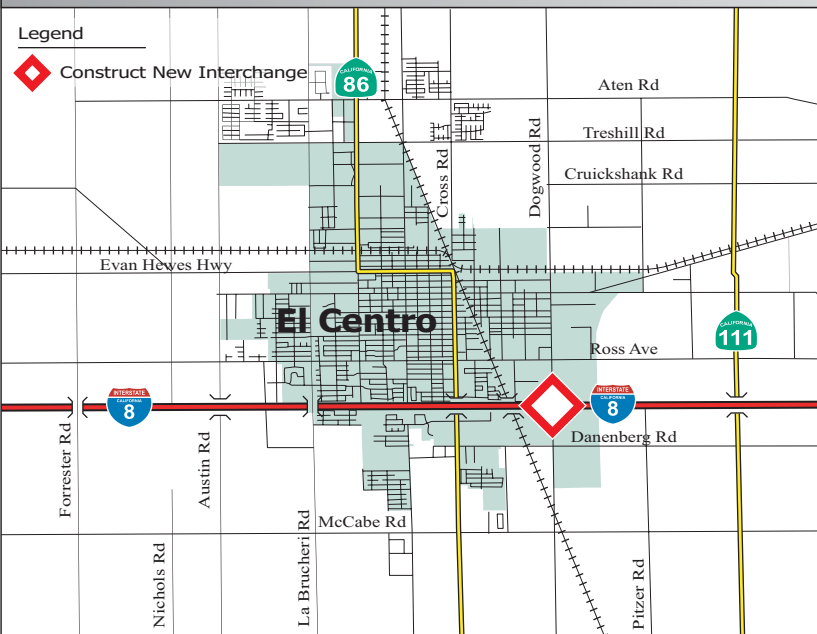


## Project No. 2

## Dogwood Road &amp; I-8

## Near-Term

This project will provide a full interchange at Dogwood Road and I-8. The existing facility consists of a two lane bridge over I-8, and access to and from I-8 via single lane at-grade ramps. The project will provide a four lane bridge and expanded width ramps according to modern standards. This project will also accommodate the future expansion of Dogwood Road to a four lane prime arterial.

Regional View		Project Cost (2007 \$ Million)	
		Plan or Program Status (Scale: 1-5, Weight: 10)	2
		Environmental & Physical Constraints (Scale: 1-5, Weight: 5)	3
		Social & Community Equity (Scale: 1-5, Weight: 3)	3
		Consistent with Local Plans (Scale: 1-5, Weight: 6)	5
		Existing ADT/LOS (Scale: 1-5, Weight: 8)	5 (15/F+)
Project View		Future ADT/LOS (Scale: 1-5, Weight: 8)	5 (34.5/F+)
		Safety (Scale: 2-4, Weight: 3)	4
		Benefit Region & Goods Movement (Scale: 2-4, Weight: 5)	4
		Additional Funds Available (Scale: 1-5, Weight: 7)	1
		<b>Calculated Score*</b>	<b>193</b>

\* Calculated score based on relative weight for each criterion

## 2: Dogwood Road / I-8 – Full Interchange

1. Project Cost (2007 dollars): \$30.0 million

Caltrans provided an estimate of \$30.0 million for this project based on experience with other similar interchanges. This project cost estimate includes Environmental Study, Design, Right-of-Way acquisition and Construction.

2. Plan or Program Status (Relative Weight = 10): 2 (on a scale from 1 to 5)

The Project Study Report (PSR) for this project is complete and was expected to be approved in June, 2007. Funding has been allocated for the Project Approval Environmental Document (PAED). The Environmental Impact Report (EIR) is in progress.

3. Environmental and Physical Constraints (Relative Weight = 5): 3 (on a scale from 2 to 4)

The Environmental Impact Report (EIR) for this project is in progress. The construction of the project would not be impeded by any physical constraints, with the possible exception of the proximity of irrigation canals.

4. Social and Community Equity (Relative Weight = 3): 3 - placeholder (on a scale from 1 to 5)

Assumed to be a score of 3.

5. Consistent with Local Plans (Relative Weight = 6): 5 (on a scale from 1 to 5)

The project is included in the City of El Centro's Circulation Element, and was included in the 2002 Regional Transportation Plan Highway Element. The project is considered to be of great importance to regional transportation.

6. Existing LOS/ADT (Relative Weight = 8): 5 (on a scale from 1 to 5)

The area to be served by this project is presently operating significantly past the LOS F threshold. This level of service is typically characterized by the intersection operations at the Dogwood Road and I-8 interchange which have average delays greater than 50 seconds. This interchange is currently unsignalized.

7. Future LOS/ADT (Relative Weight = 8): 5 (on a scale from 1 to 5)

The area to be served by this project is projected to operate significantly past the LOS F threshold if no improvements to the existing condition are made. This level of service is typically characterized by a volume of 34,500 ADT on Dogwood Road from McCabe Road to South El Centro City Limits. This segment has a capacity of 7,100 ADT at LOS C.

8. Safety (Relative Weight = 3): 4 (on a scale from 2 to 4)

This project provides a high degree of safety with design features that include limited access design to prevent conflicting movements.

9. Benefit Region and/or Goods Movement (Relative Weight = 5): 4 (on a scale from 2 to 4)

The project will provide a substantial benefit to regional transportation and goods movement.

10. Additional Funding (Relative Weight = 7): 1 (on a scale from 1 to 5)

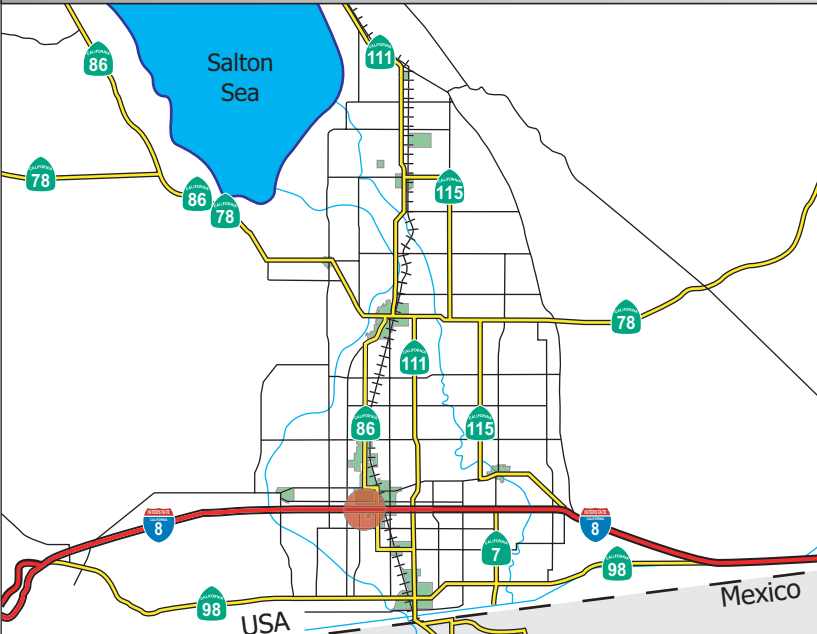

Project funding in the amount of \$1.7 million has been identified.

## Project No. 3

## Imperial Avenue &amp; I-8

## Near-Term

This project will provide a full interchange at Imperial Avenue and I-8. The existing facility consists of a two lane bridge over I-8, and single lane at-grade access ramps. This project will provide access to the segment of Imperial Avenue south of I-8, where there is currently no access. The project will provide a four lane bridge and expanded width ramps according to modern standards. This project will also accommodate the Imperial Avenue connection to SR-86 to the north.

Regional View		Project Cost (2007 \$ Million)	
		Plan or Program Status (Scale: 1-5, Weight: 10)	5
		Environmental & Physical Constraints (Scale: 1-5, Weight: 5)	4
		Social & Community Equity (Scale: 1-5, Weight: 3)	3
		Consistent with Local Plans (Scale: 1-5, Weight: 6)	5
		Existing ADT/LOS (Scale: 1-5, Weight: 8)	1 (27.8/C)
Project View		Future ADT/LOS (Scale: 1-5, Weight: 8)	4 (45.2/F)
		Safety (Scale: 2-4, Weight: 3)	3
		Benefit Region & Goods Movement (Scale: 2-4, Weight: 5)	4
		Additional Funds Available (Scale: 1-5, Weight: 7)	1
		<b>Calculated Score*</b>	<b>185</b>

\* Calculated score based on relative weight for each criterion

### 3: Imperial Avenue / I-8 – Full Interchange

1. Project Cost (2007 dollars): \$30.0 million

Caltrans provided an estimate of \$30.0 million for this project based on experience with other similar interchanges. This project cost estimate includes Environmental Study, Design, Right-of-Way acquisition and Construction.

2. Plan or Program Status (Relative Weight = 10): 5 (on a scale from 1 to 5)

The Environmental Document for this project was approved in June, 2004. The construction of the project would not be impeded by any physical constraints, with the possible exception of the proximity of irrigation canals.

3. Environmental and Physical Constraints (Relative Weight = 5): 4 (on a scale from 2 to 4)

A final Environmental Impact Report (EIR) has been approved for this project.

4. Social and Community Equity (Relative Weight = 3): 3 - placeholder (on a scale from 1 to 5)

Assumed to be a score of 3.

5. Consistent with Local Plans (Relative Weight = 6): 5 (on a scale from 1 to 5)

The project is included in the City of El Centro's Circulation Element, and was included in the 2002 Regional Transportation Plan Highway Element. The project is considered to be of great importance to regional transportation.

6. Existing LOS/ADT (Relative Weight = 8): 1 (on a scale from 1 to 5)

The area to be served by this project is presently operating at LOS C. This level of service is typically characterized by a volume of 27,800 ADT on Imperial Avenue from Adams Avenue to I-8. This segment has a capacity of 29,600 ADT at LOS C.

7. Future LOS/ADT (Relative Weight = 8): 4 (on a scale from 1 to 5)

The area to be served by this project is projected to operate at LOS F if no improvements to the existing condition are made. This level of service is typically characterized by a volume of 45,200 ADT on Imperial Avenue from Adams Avenue to I-8. This segment has a capacity of 29,600 ADT at LOS C.

8. Safety (Relative Weight = 3): 3 (on a scale from 2 to 4)

This project provides a high degree of safety with design features that include limited access design to prevent conflicting movements, and a divided expressway.

9. Benefit Region and/or Goods Movement (Relative Weight = 5): 4 (on a scale from 2 to 4)

The project will provide a substantial benefit to regional transportation or goods movement.

10. Additional Funding (Relative Weight = 7): 1 (on a scale from 1 to 5)

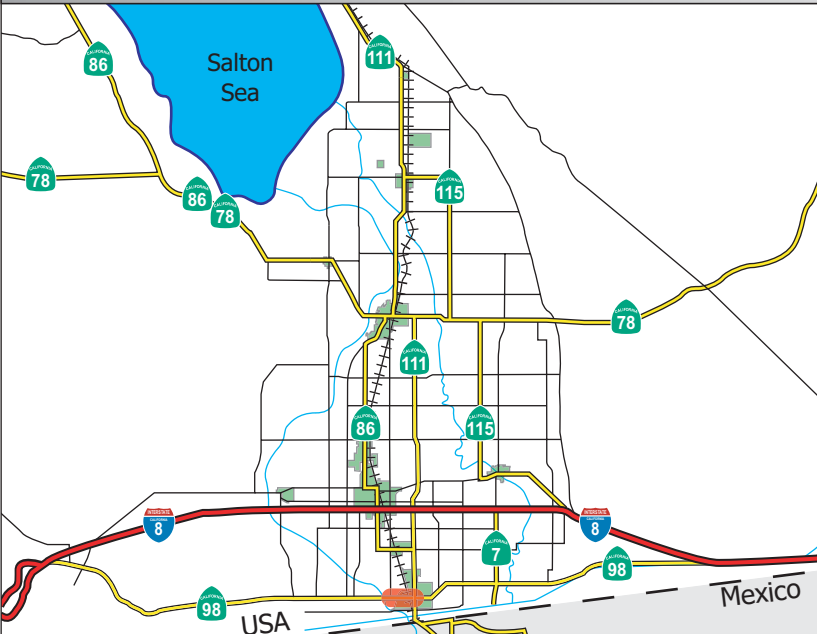
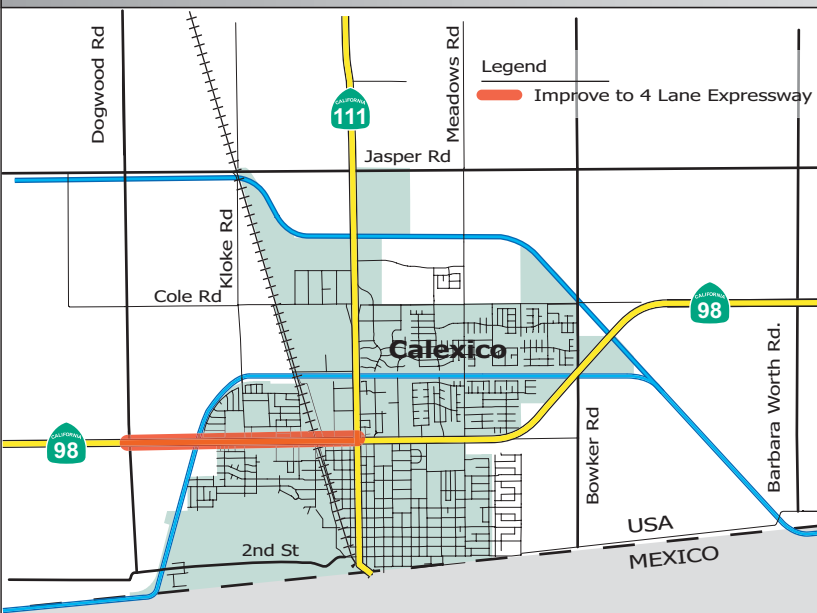
Project funding in the amount of \$7.177 million has been identified.

Project No. 4

SR-98 West (Dogwood Road to SR-111)

Near-Term

This project will widen and/or realign SR-98 over a length of approximately two miles from Dogwood Road to SR-111. The route will be widened from two to four lanes with improvements to intersections and improved motorist and pedestrian safety.

Regional View		Project Cost (2007 \$ Million)	
		Plan or Program Status (Scale: 1-5, Weight: 10)	3
		Environmental & Physical Constraints (Scale: 1-5, Weight: 5)	3
		Social & Community Equity (Scale: 1-5, Weight: 3)	3
		Consistent with Local Plans (Scale: 1-5, Weight: 6)	5
		Existing ADT/LOS (Scale: 1-5, Weight: 8)	2 (9.8/D)
Project View		Future ADT/LOS (Scale: 1-5, Weight: 8)	5 (31.5/F+)
		Safety (Scale: 2-4, Weight: 3)	3
		Benefit Region & Goods Movement (Scale: 2-4, Weight: 5)	4
		Additional Funds Available (Scale: 1-5, Weight: 7)	1
		<b>Calculated Score*</b>	<b>176</b>

\* Calculated score based on relative weight for each criterion

**4: SR-98 West (Dogwood Road to SR-111)**

1. Project Cost (2007 dollars): \$46.7 million

Caltrans provided an estimate of \$46.7 million for this project based on experience with other similar roadway construction projects. This project cost estimate includes Environmental Study, Design, Right-of-Way acquisition and Construction.

2. Plan or Program Status (Relative Weight = 10): 3 (on a scale from 1 to 5)

The project is presently seeking funding to conduct a Project Approval Environmental Document (PAED). The project was considered in a Transportation Concept Report (TCR).

3. Environmental and Physical Constraints (Relative Weight = 5): 3 (on a scale from 2 to 4)

The construction of the project would not be impeded by any physical constraints, with the possible exception of the proximity of irrigation canals and necessity of acquisition of additional right of way.

4. Social and Community Equity (Relative Weight = 3): 3 - placeholder (on a scale from 1 to 5)

Assumed to be a score of 3.

5. Consistent with Local Plans (Relative Weight = 6): 5 (on a scale from 1 to 5)

The project is included in Imperial County's Circulation Element, and was included in the 2002 Regional Transportation Plan Highway Element.

6. Existing LOS/ADT (Relative Weight = 8): 2 (on a scale from 1 to 5)

The area to be served by this project is presently operating at LOS D. This level of service is typically characterized by a volume of 9,800 ADT on SR-98 from Dogwood Road to SR-111. This segment has a capacity of 7,100 ADT at LOS C.

7. Future LOS/ADT (Relative Weight = 8): 5 (on a scale from 1 to 5)

The area to be served by this project is projected to operate significantly past the LOS F threshold if no improvements to the existing condition are made. This level of service is typically characterized by a volume of 31,500 ADT on SR-98 from Dogwood Road to SR-111. This segment has a capacity of 7,100 ADT at LOS C.

8. Safety (Relative Weight = 3): 3 (on a scale from 2 to 4)

This project provides a high degree of safety with design features that include limited access design to prevent conflicting movements, and a divided expressway.

9. Benefit Region and/or Goods Movement (Relative Weight = 5): 4 (on a scale from 2 to 4)

The project will provide a substantial benefit to regional transportation or goods movement.

10. Additional Funding (Relative Weight = 7): 1 (on a scale from 1 to 5)

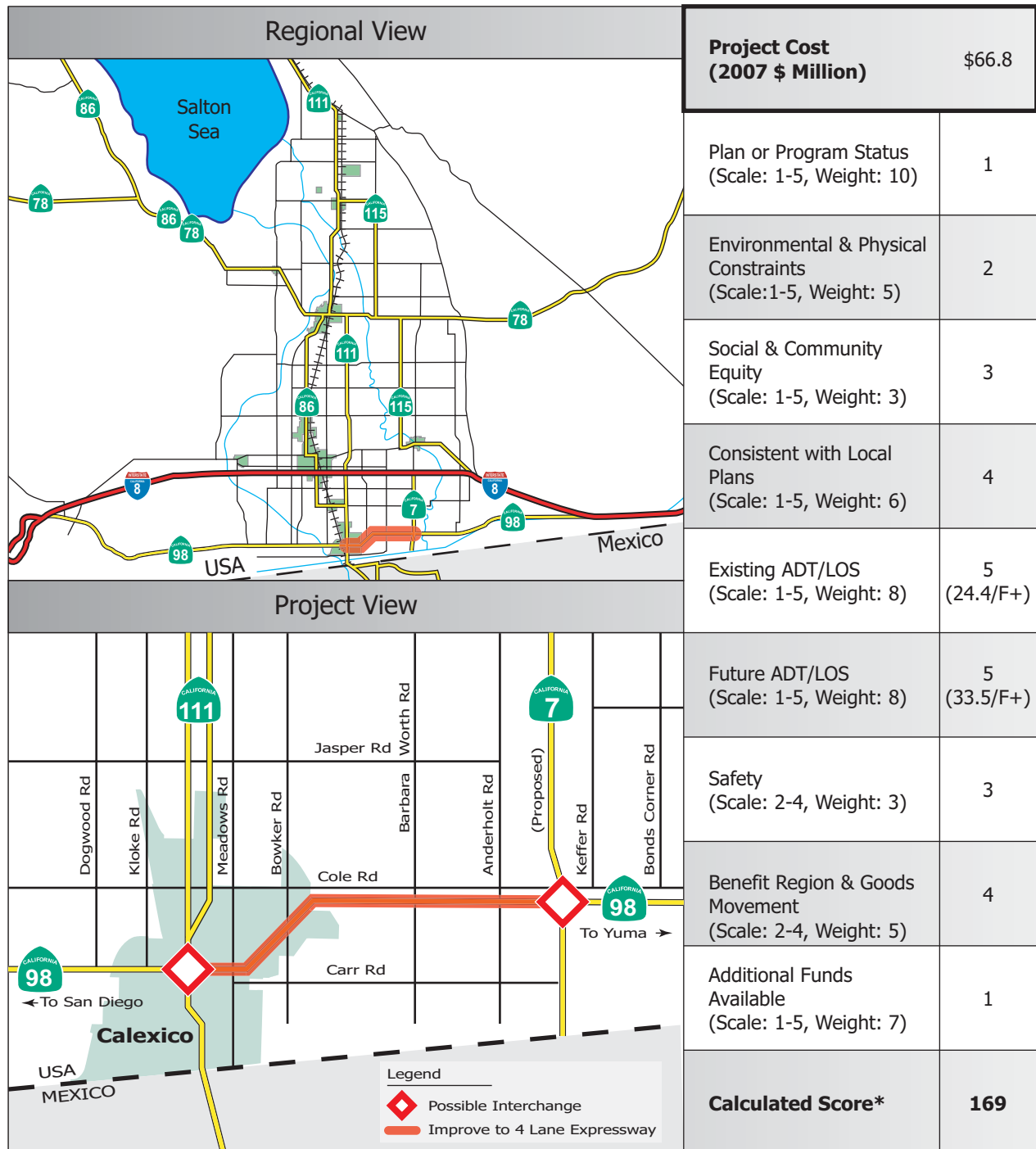
Project funding in the amount of \$3.5 million has been identified.

Project No. 5

SR-98 East (SR-111 to SR-7)

Near-Term

This project will widen and/or realign SR-98 over a length of approximately eight miles from SR-111 to SR-7. The route will be widened from two to four lanes (and to six lanes in some locations).



\* Calculated score based on relative weight for each criterion

**5: SR-98 East (SR-111 to SR-7)**

1. Project Cost (2007 dollars): \$66.8 million

Caltrans provided an estimate of \$66.8 million for this project based on experience with other similar roadway construction projects. This project cost estimate includes Environmental Study, Design, Right-of-Way acquisition and Construction.

2. Plan or Program Status (Relative Weight = 10): 1 (on a scale from 1 to 5)

The project is currently the subject of a Project Approval Environmental Document (PAED). The project was considered in a Transportation Concept Report (TCR).

3. Environmental and Physical Constraints (Relative Weight = 5): 2 (on a scale from 2 to 4)

The project is currently the subject of Project Approval Environmental Document (PAED). The construction of the project would not be impeded by any physical constraints, with the possible exception of the proximity of irrigation canals and necessity of acquisition of additional right of way.

4. Social and Community Equity (Relative Weight = 3): 3 - placeholder (on a scale from 1 to 5)

Assumed to be a score of 3.

5. Consistent with Local Plans (Relative Weight = 6): 4 (on a scale from 1 to 5)

The project is included in Imperial County's Circulation Element, and was included in the 2002 Regional Transportation Program Highway Element.

6. Existing LOS/ADT (Relative Weight = 8): 5 (on a scale from 1 to 5)

The area to be served by this project is presently operating significantly past the LOS F threshold. This level of service is typically characterized by a volume of 24,400 ADT on SR-98 from SR-111 to SR-7. This segment has a capacity of 7,100 ADT at LOS C.

7. Future LOS/ADT (Relative Weight = 8): 5 (on a scale from 1 to 5)

The area to be served by this project is projected to operate significantly past the LOS F threshold if no improvements to the existing condition are made. This level of service is typically characterized by a volume of 33,500 ADT on SR-98 from SR-111 to SR-7. This segment has a capacity of 7,100 ADT at LOS C.

8. Safety (Relative Weight = 3): 3 (on a scale from 2 to 4)

This project provides a high degree of safety with design features that include limited access design to prevent conflicting movements, and a divided expressway.

9. Benefit Region and/or Goods Movement (Relative Weight = 5): 4 (on a scale from 2 to 4)

This project provides great benefit to regional transportation and goods movement.

10. Additional Funding (Relative Weight = 7): 1 (on a scale from 1 to 5)

Project funding in the amount of \$15.4 million (8.9 TCRP, 2.5 STIP-RIP, and 4 Federal Congressional Earmark) has been identified.

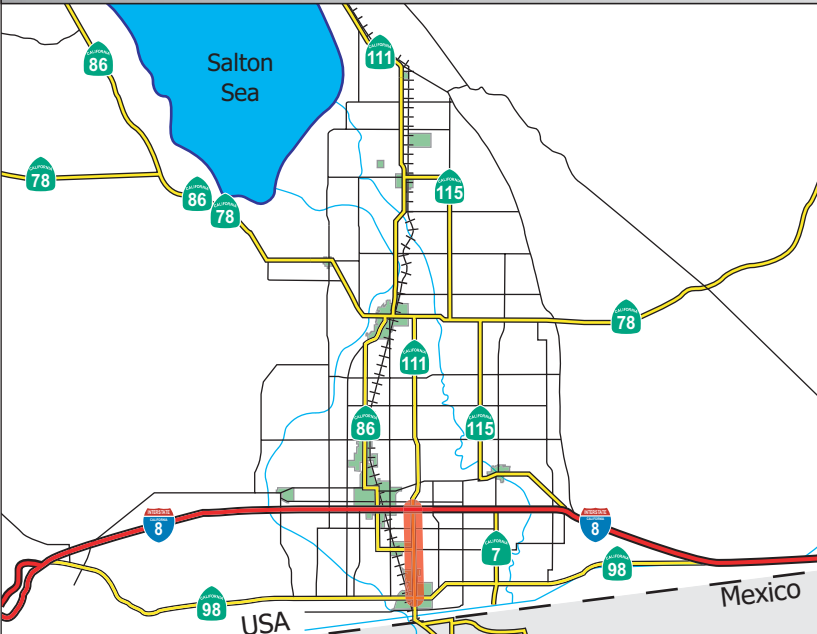
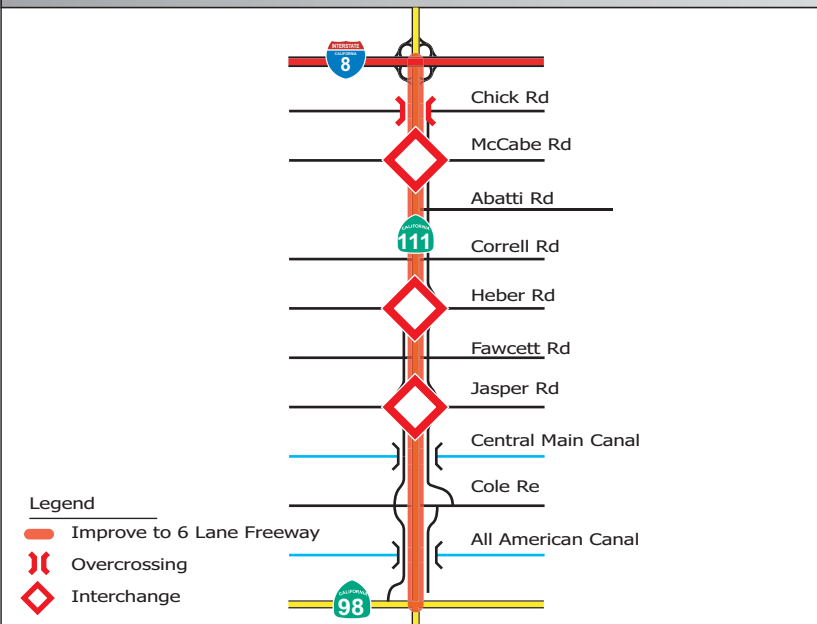


## Project No. 6

## SR-111 (SR-98 to I-8)

## Near-Term

This project will widen SR-111 to a six lane freeway over a length of approximately six and a half miles. The route will be widened from four lanes (two lanes in each direction separated by a wide median) to a six lane freeway. Interchanges will be provided at Jasper Road, McCabe Road and Heber Road. An over-crossing will be provided at Chick Road.

Regional View		Project Cost (2007 \$ Million)	
		\$456.00	
		Plan or Program Status (Scale: 1-5, Weight: 10)	2
		Environmental & Physical Constraints (Scale: 1-5, Weight: 5)	3
		Social & Community Equity (Scale: 1-5, Weight: 3)	3
		Consistent with Local Plans (Scale: 1-5, Weight: 6)	5
Project View		Existing ADT/LOS (Scale: 1-5, Weight: 8)	3 (50/E)
		Future ADT/LOS (Scale: 1-5, Weight: 8)	5 (112/F+)
		Safety (Scale: 2-4, Weight: 3)	4
		Benefit Region & Goods Movement (Scale: 2-4, Weight: 5)	4
		Additional Funds Available (Scale: 1-5, Weight: 7)	1
		<b>Calculated Score*</b>	<b>177</b>

\* Calculated score based on relative weight for each criterion

**6: State Route 111 (SR-98 to I-8)**

1. Project Cost (2007 dollars): \$456.0 million

Caltrans provided an estimate of \$456 million for this project based on experience with other similar roadway construction projects. This project cost estimate includes Environmental Study, Design, Right-of-Way acquisition and Construction.

2. Plan or Program Status (Relative Weight = 10): 2 (on a scale from 1 to 5)

The project is presently seeking funding to conduct a Project Approval Environmental Document (PAED). The project was considered in a Transportation Concept Report (TCR).

3. Environmental and Physical Constraints (Relative Weight = 5): 3 (on a scale from 2 to 4)

The construction of the project would not be impeded by any physical constraints, with the possible exception of the proximity of irrigation canals and necessity of acquisition of additional right of way.

4. Social and Community Equity (Relative Weight = 3): 3 - placeholder (on a scale from 1 to 5)

Assumed to be a score of 3.

5. Consistent with Local Plans (Relative Weight = 6): 5 (on a scale from 1 to 5)

The project is included in Imperial County's Circulation Element, and was included in the 2002 Regional Transportation Program Highway Element.

6. Existing LOS/ADT (Relative Weight = 8): 3 (on a scale from 1 to 5)

The area to be served by this project is presently operating at LOS E. This level of service is typically characterized by a volume of 50,000 ADT on SR-111 from SR-98 to I-8. This segment has a capacity of 40,000 ADT at LOS C.

7. Future LOS/ADT (Relative Weight = 8): 5 (on a scale from 1 to 5)

The area to be served by this project is projected to operate significantly past the LOS F threshold if no improvements to the existing condition are made. This level of service is typically characterized by a volume of 112,000 ADT on SR-111 from SR-98 to I-8. This segment has a capacity of 40,000 ADT at LOS C.

8. Safety (Relative Weight = 3): 4 (on a scale from 2 to 4)

This project provides a high degree of safety with design features that include limited access design to prevent conflicting movements and grade separated components.

9. Benefit Region and/or Goods Movement (Relative Weight = 5): 4 (on a scale from 2 to 4)

The project will provide a substantial benefit to regional transportation and goods movement.

10. Additional Funding (Relative Weight = 7): 1 (on a scale from 1 to 5)

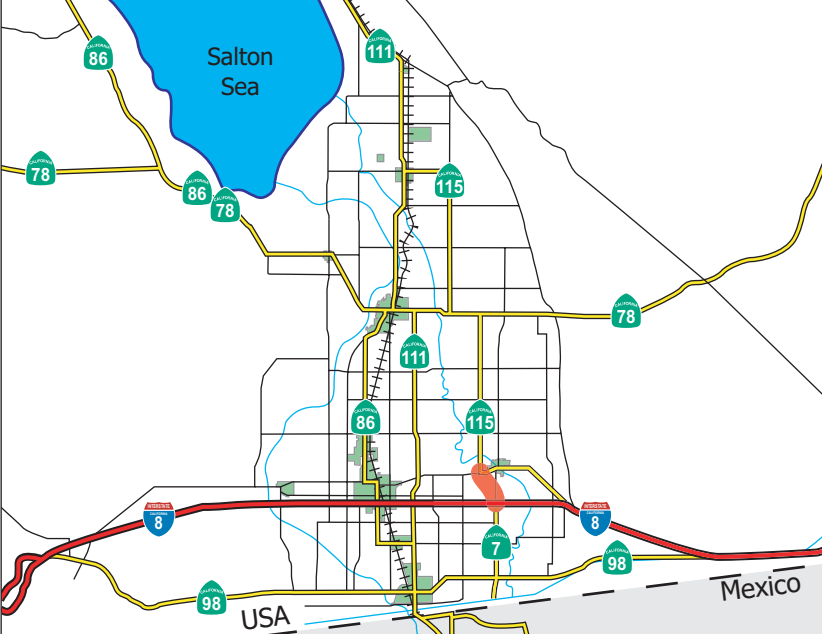

Project funding in the amount of \$1 million has been identified.

## Project No. 7

## SR-115 (I-8 to Evan Hewes Highway)

## Near-Term

This project will provide a new facility that will connect the interchange at SR-7 and I-8 to the junction of Evan Hewes Highway and SR-115 just south of Holtville. The facility will be constructed as a four lane expressway, covering a length of approximately 2.6 miles.

Regional View	Project Cost (2007 \$ Million)	
	Plan or Program Status (Scale: 1-5, Weight: 10)	2
	Environmental & Physical Constraints (Scale: 1-5, Weight: 5)	2
	Social & Community Equity (Scale: 1-5, Weight: 3)	3
	Consistent with Local Plans (Scale: 1-5, Weight: 6)	4
	Existing ADT/LOS (Scale: 1-5, Weight: 8)	2 (8/D)
Project View	Future ADT/LOS (Scale: 1-5, Weight: 8)	
	Safety (Scale: 2-4, Weight: 3)	4
	Benefit Region & Goods Movement (Scale: 2-4, Weight: 5)	4
	Additional Funds Available (Scale: 1-5, Weight: 7)	1
	<b>Calculated Score*</b>	
	<b>142</b>	

\* Calculated score based on relative weight for each criterion

**7: State Route 115 (I-8 to Evan Hewes Highway)**

1. Project Cost (2007 dollars): \$115.3 million

An original cost was extracted from the 2002 Regional Transportation Plan Highway Element of \$55 million and projected to a 2007 cost of \$115.3 million using an adjustment factor based on the Caltrans Construction Cost Index Data (see Appendix F). This project cost estimate includes Environmental Study, Design, Right-of-Way acquisition and Construction.

2. Plan or Program Status (Relative Weight = 10): 2 (on a scale from 1 to 5)

The project is presently seeking funding to conduct a Project Approval Environmental Document (PAED). The project was considered in a Transportation Concept Report (TCR).

3. Environmental and Physical Constraints (Relative Weight = 5): 2 (on a scale from 2 to 4)

The construction of the project would not be impeded by any physical constraints, with the possible exception of the proximity of irrigation canals and necessity of acquisition of additional right of way.

4. Social and Community Equity (Relative Weight = 3): 3 - placeholder (on a scale from 1 to 5)

Assumed to be a score of 3.

5. Consistent with Local Plans (Relative Weight = 6): 4 (on a scale from 1 to 5)

The project is included in Imperial County's Circulation Element, and was included in the 2002 Regional Transportation Program Highway Element.

6. Existing LOS/ADT (Relative Weight = 8): 2 (on a scale from 1 to 5)

The area to be served by this project is presently operating at LOS D. This level of service is typically characterized by a volume of 8,000 ADT on SR-115 from I-8 to Evan Hewes Highway. This segment has a capacity of 7,100 ADT at LOS C.

7. Future LOS/ADT (Relative Weight = 8): 3 (on a scale from 1 to 5)

The area to be served by this project is projected to operate at LOS E if no improvements to the existing condition are made. This level of service is typically characterized by a volume of 15,000 ADT on SR-115 from I-8 to Evan Hewes Highway. This segment has a capacity of 7,100 ADT at LOS C.

8. Safety (Relative Weight = 3): 4 (on a scale from 2 to 4)

This project provides a high degree of safety with design features that include limited access design to prevent conflicting movements and grade separated components.

9. Benefit Region and/or Goods Movement (Relative Weight = 5): 4 (on a scale from 2 to 4)

The project will provide a substantial benefit to regional transportation and goods movement. The project will provide capacity to serve traffic from the planned expansion of the Calexico East POE at the southern terminus of State Route 7.

10. Additional Funding (Relative Weight = 7): 1 (on a scale from 1 to 5)

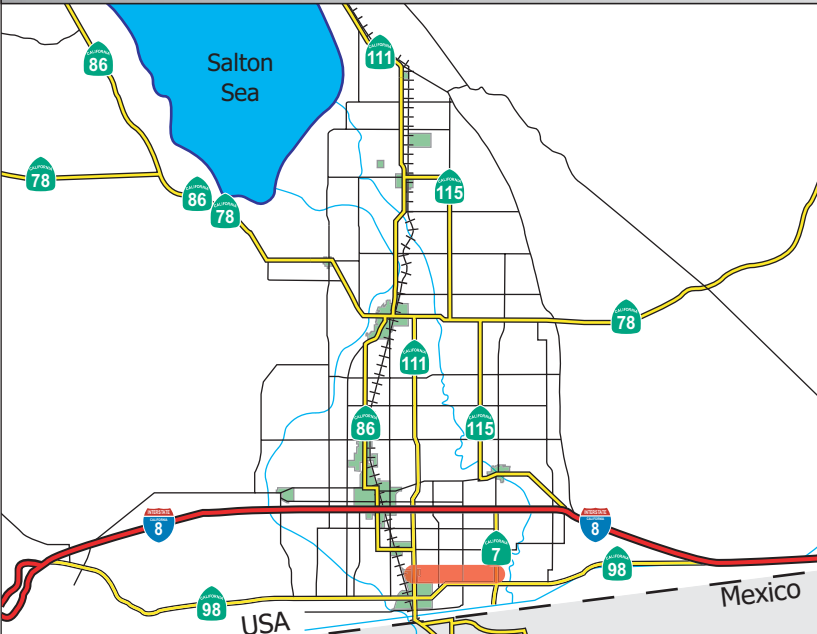
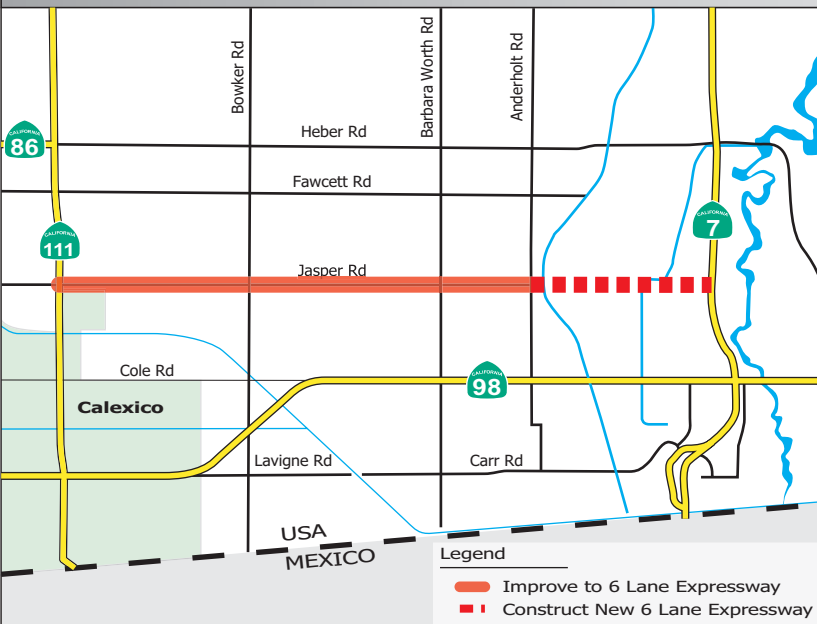
Project Funding in the amount of \$1 million (pending Federal Congressional Earmark modification) has been identified.

## Project No. 8

## Jasper Road (SR-111 to SR-7)

## Near-Term

This project will widen and/or realign Jasper Road over a length of approximately 6.8 miles from SR-111 to SR-7. The route will be constructed as a six lane expressway or prime arterial (depending on jurisdiction) with limited access. The roadway travels parallel to irrigation canals along certain segments, and crosses over irrigation canals in certain locations. The roadway alignment will need to be straightened in several locations in the eastern portion near existing junctions with north-south roadways. Jasper Road is presently constructed as a two lane roadway.

Regional View		Project Cost (2007 \$ Million)	
		Plan or Program Status (Scale: 1-5, Weight: 10)	1
		Environmental & Physical Constraints (Scale: 1-5, Weight: 5)	2
		Social & Community Equity (Scale: 1-5, Weight: 3)	3
		Consistent with Local Plans (Scale: 1-5, Weight: 6)	1
		Existing ADT/LOS (Scale: 1-5, Weight: 8)	1 (0.1/A)
Project View		Future ADT/LOS (Scale: 1-5, Weight: 8)	5 (41/F+)
		Safety (Scale: 2-4, Weight: 3)	3
		Benefit Region & Goods Movement (Scale: 2-4, Weight: 5)	3
		Additional Funds Available (Scale: 1-5, Weight: 7)	1
		<b>Calculated Score*</b>	<b>114</b>

\* Calculated score based on relative weight for each criterion

**8. Jasper Road (SR-111 to SR-7) – improve to 6E**

1. Project Cost (2007 dollars): \$480.0 million

Caltrans provided an estimate of \$480 million for this project based on experience with other similar roadway construction projects. This project cost estimate includes Environmental Study, Design, Right-of-Way acquisition and Construction.

2. Plan or Program Status (Relative Weight = 10): 1 (on a scale from 1 to 5)

This project is the subject of a preliminary study.

3. Environmental and Physical Constraints (Relative Weight = 5): 2 (on a scale from 2 to 4)

No environmental study has been performed for this project.

4. Social and Community Equity (Relative Weight = 3): 3 - placeholder (on a scale from 1 to 5)

Assumed to be a score of 3.

5. Consistent with Local Plans (Relative Weight = 6): 1 (on a scale from 1 to 5)

This project is not the subject of any existing planning document.

6. Existing LOS/ADT (Relative Weight = 8): 1 (on a scale from 1 to 5)

The area to be served by this project is presently operating at LOS A. This level of service is typically characterized by a volume of 100 ADT on Jasper Road from SR-111 to SR-7. This segment has a capacity of 7,100 ADT at LOS C.

7. Future LOS/ADT (Relative Weight = 8): 5 (on a scale from 1 to 5)

The area to be served by this project is projected to operate significantly past the LOS F threshold if no improvements to the existing condition are made. This level of service is typically characterized by a volume of 41,000 ADT on Jasper Road from SR-111 to SR-7. This segment has a capacity of 7,100 ADT at LOS C.

8. Safety (Relative Weight = 3): 3 (on a scale from 2 to 4)

This project provides safety by incorporating a divided roadway design.

9. Benefit Region and/or Goods Movement (Relative Weight = 5): 3 (on a scale from 2 to 4)

The project will provide a moderate benefit to regional transportation or goods movement.

10. Additional Funds Available (Relative Weight = 7): 1 (on a scale from 1 to 5)

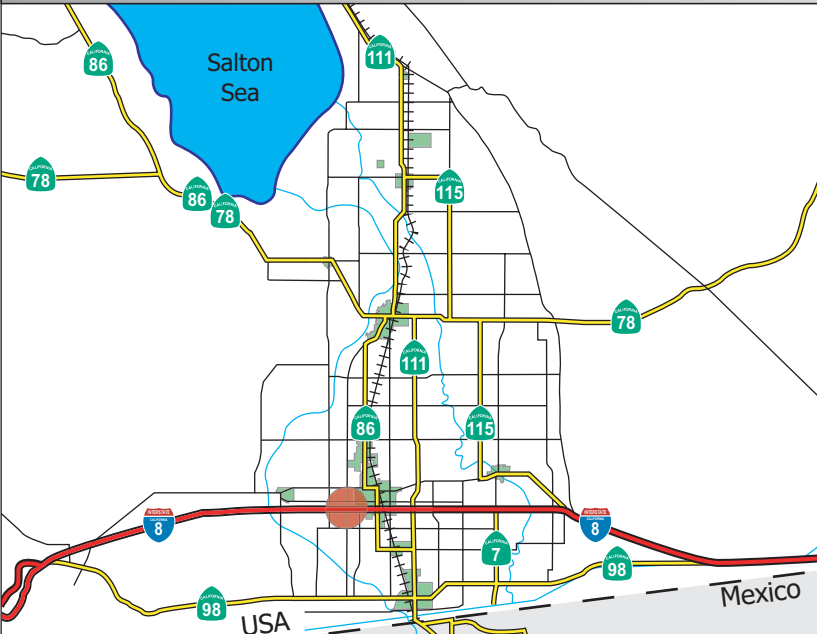

This project will be partially funded by private funds in accordance with development permit conditions.

## Project No. 9

## Austin Road &amp; I-8

## Mid-Term

This project will provide a full interchange at Austin Road and I-8. Currently, there is no access to I-8 at Austin Road. The Austin Road existing facility consists of a two lane roadway passing under I-8, immediately west of the I-8 bridges that cross over an irrigation canal.

Regional View		Project Cost (2007 \$ Million)	
		Plan or Program Status (Scale: 1-5, Weight: 10)	1
		Environmental & Physical Constraints (Scale: 1-5, Weight: 5)	2
		Social & Community Equity (Scale: 1-5, Weight: 3)	3
		Consistent with Local Plans (Scale: 1-5, Weight: 6)	4
		Existing ADT/LOS (Scale: 1-5, Weight: 8)	1 (3.3/B)
Project View		Future ADT/LOS (Scale: 1-5, Weight: 8)	5 (26/F+)
		Safety (Scale: 2-4, Weight: 3)	3
		Benefit Region & Goods Movement (Scale: 2-4, Weight: 5)	3
		Additional Funds Available (Scale: 1-5, Weight: 7)	1
		<b>Calculated Score*</b>	<b>132</b>

\* Calculated score based on relative weight for each criterion

**9: Austin Road / I-8 – Full Interchange**

1. Project Cost (2007 dollars): \$30.0 million

Caltrans provided an estimate of \$30 million for this project based on experience with other similar roadway construction projects. This project cost estimate includes Environmental Study, Design, Right-of-Way acquisition and Construction.

2. Plan or Program Status (Relative Weight = 10): 1 (on a scale from 1 to 5)

This project is the subject of a preliminary study.

3. Environmental and Physical Constraints (Relative Weight = 5): 2 (on a scale from 2 to 4)

No environmental study has been performed for this project.

4. Social and Community Equity (Relative Weight = 3): 3 - placeholder (on a scale from 1 to 5)

Assumed to be a score of 3.

5. Consistent with Local Plans (Relative Weight = 6): 4 (on a scale from 1 to 5)

The project is included in the 2002 Imperial County Transportation Plan Highway Element, a Capital Improvement Plan (CIP), or a Developer or Traffic Impact Fee (DIF or TIF) program.

6. Existing LOS/ADT (Relative Weight = 8): 1 (on a scale from 1 to 5)

The area to be served by this project is presently operating at LOS B. This level of service is typically characterized by a volume of 3,300 ADT on Austin Road from McCabe Road to SR-86. This segment has a capacity of 7,100 ADT at LOS C.

7. Future LOS/ADT (Relative Weight = 8): 5 (on a scale from 1 to 5)

The area to be served by this project is projected to operate significantly past the LOS F threshold if no improvements to the existing condition are made. This level of service is typically characterized by a volume of 26,000 ADT on Austin Road from McCabe Road to SR-86. This segment has a capacity of 7,100 ADT at LOS C.

8. Safety (Relative Weight = 3): 3 (on a scale from 2 to 4)

This project provides safety by incorporating a divided roadway design.

9. Benefit Region and/or Goods Movement (Relative Weight = 5): 3 (on a scale from 2 to 4)

The project will provide a moderate benefit to regional transportation or goods movement.

10. Additional Funding (Relative Weight = 7): 1 (on a scale from 1 to 5)

Project funding in the amount of \$314,000 has been identified.

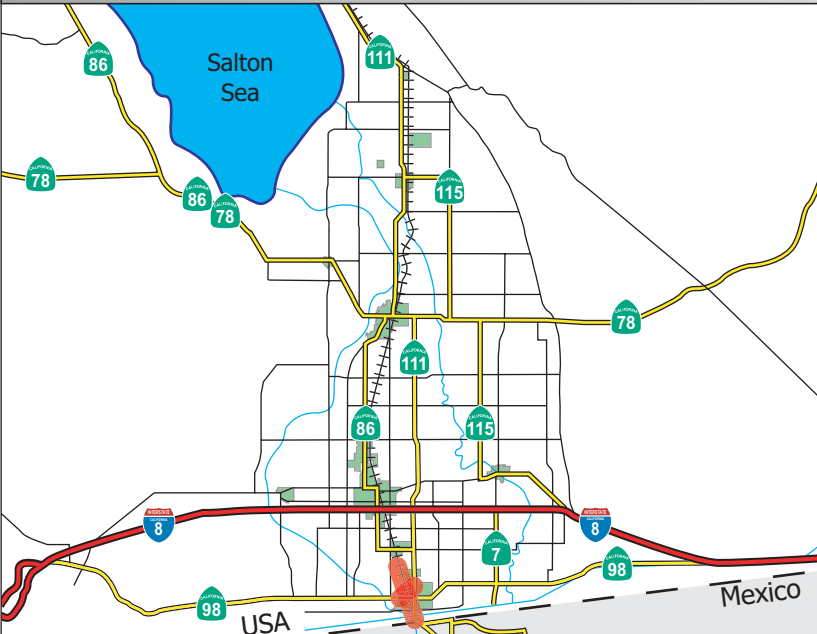
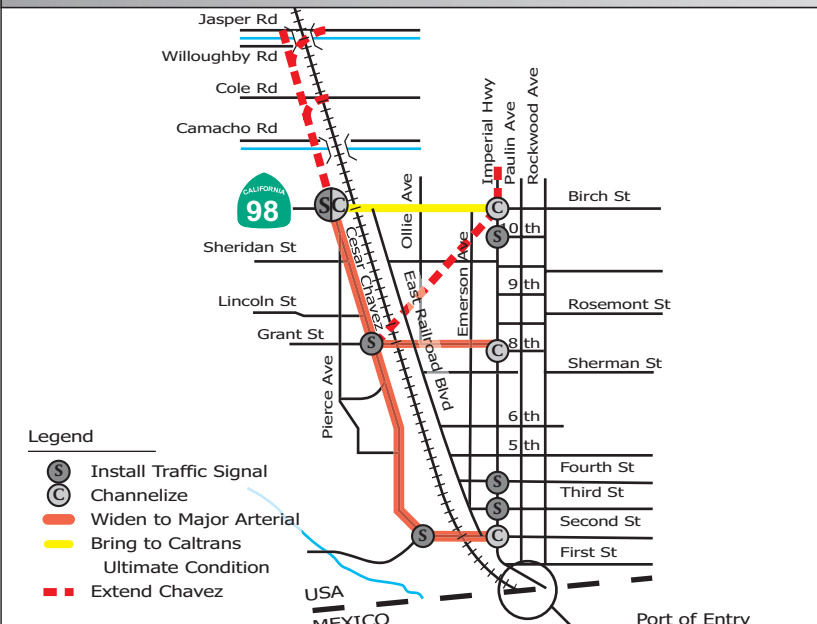


Project No. 10

P.O.E. / Cesar Chavez (City of Calexico)

Mid-Term

This project consists of several components that taken together provide for improved operations in the vicinity of the Calexico POE. The major components include: grade separated railroad crossings; a new segment from Cesar Chavez (at Grant Street) to Imperial Avenue (at Jasper Road), and an extension of Cesar Chavez (from SR-98 to Dogwood Road); as well as other improvements such as intersection signalization and roadway geometry improvements.

Regional View		Project Cost (2007 \$ Million)	
		Plan or Program Status (Scale: 1-5, Weight: 10)	1
		Environmental & Physical Constraints (Scale: 1-5, Weight: 5)	2
		Social & Community Equity (Scale: 1-5, Weight: 3)	4
		Consistent with Local Plans (Scale: 1-5, Weight: 6)	5
		Existing ADT/LOS (Scale: 1-5, Weight: 8)	3 (34/E)
Project View		Future ADT/LOS (Scale: 1-5, Weight: 8)	5 (93.8/F+)
		Safety (Scale: 2-4, Weight: 3)	3
		Benefit Region & Goods Movement (Scale: 2-4, Weight: 5)	4
		Additional Funds Available (Scale: 1-5, Weight: 7)	1
		<b>Calculated Score*</b>	<b>162</b>

\* Calculated score based on relative weight for each criterion

**10. POE / Cesar Chavez (City of Calexico) – improvements****1. Project Cost (2007 dollars): \$372.5 million**

The project cost consists of several components. The cost for signals, street widening, bridge improvements, and other various improvements accounts for \$156.7 million. This component cost is based on a Caltrans estimate that was adjusted using the Caltrans Construction Cost Index Data (see Appendix F). Caltrans provided an estimate of \$50 million for building Cesar Chavez Boulevard as a grade separated facility based on experience with other similar roadway construction projects. The cost for extending Cesar Chavez Boulevard northerly of State Route 98 accounts for \$165.8 million that was linearly adjusted using a Caltrans estimate for a shorter segment. The combined project cost estimates include Environmental Study, Design, Right-of-Way acquisition and Construction.

**2. Plan or Program Status (Relative Weight = 10): 1 (on a scale from 1 to 5)**

This project is the subject of a preliminary study.

**3. Environmental and Physical Constraints (Relative Weight = 5): 2 (on a scale from 2 to 4)**

No environmental study has been performed for this project.

**4. Social and Community Equity (Relative Weight = 3): 3 - placeholder (on a scale from 1 to 5)**

Score of 4 based on positive comment from public..

**5. Consistent with Local Plans (Relative Weight = 6): 5 (on a scale from 1 to 5)**

The project is considered to be of great importance to regional transportation by local planning agencies.

**6. Existing LOS/ADT (Relative Weight = 8): 3 (on a scale from 1 to 5)**

The area to be served by this project is presently operating at LOS E. This level of service is typically characterized by a volume of 34,000 ADT on SR-111 from the International Border to the northern Calexico City Limits. This segment has a capacity of 29,600 ADT at LOS C.

**7. Future LOS/ADT (Relative Weight = 8): 5 (on a scale from 1 to 5)**

The area to be served by this project is projected to operate significantly past the LOS F threshold if no improvements to the existing condition are made. This level of service is typically characterized by a volume of 93,800 ADT on SR-111 from the International Border to the northern Calexico City Limits. This segment has a capacity of 29,600 ADT at LOS C.

**8. Safety (Relative Weight = 3): 3 (on a scale from 2 to 4)**

This project provides safety by incorporating a divided roadway design.

**9. Benefit Region and/or Goods Movement (Relative Weight = 5): 4 (on a scale from 2 to 4)**

The project will provide a substantial benefit to regional transportation or goods movement.

**10. Additional Funds Available (Relative Weight = 7): 1 (on a scale from 1 to 5)**

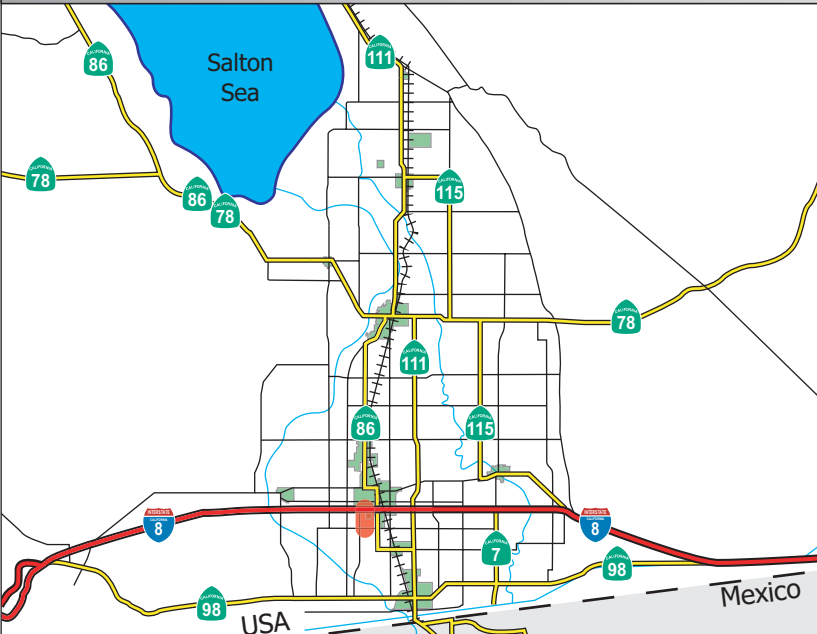

No project funding has been identified.

## Project No. 11

## Imperial Avenue (McCabe Road to I-8)

## Mid-Term

This project will improve Imperial Avenue over a length of approximately 1.5 miles from McCabe Road to I-8. The roadway will be constructed as a six lane prime arterial. This planned extension of Imperial Avenue is currently not constructed.

Regional View		Project Cost (2007 \$ Million)	
		Plan or Program Status (Scale: 1-5, Weight: 10)	3
		Environmental & Physical Constraints (Scale: 1-5, Weight: 5)	3
		Social & Community Equity (Scale: 1-5, Weight: 3)	3
		Consistent with Local Plans (Scale: 1-5, Weight: 6)	4
		Existing ADT/LOS (Scale: 1-5, Weight: 8)	1 (0.5/A)
Project View		Future ADT/LOS (Scale: 1-5, Weight: 8)	4 (45.2/F)
		Safety (Scale: 2-4, Weight: 3)	3
		Benefit Region & Goods Movement (Scale: 2-4, Weight: 5)	3
		Additional Funds Available (Scale: 1-5, Weight: 7)	1
		<b>Calculated Score*</b>	<b>149</b>

\* Calculated score based on relative weight for each criterion

**11. Imperial Avenue (McCabe Road to I-8) – improve to 6PA****1. Project Cost (2007 dollars): \$28.2 million**

An original cost of \$31.5 million in 2006 was projected to a 2007 cost of \$33.5 million using an adjustment factor based on the Caltrans Construction Cost Index Data (see Appendix F). The original project was length was extended and then split into two separate projects. The two projects are Imperial Avenue, I-8 to Aten, and Imperial Avenue, I-8 to McCabe. The partitioning of the cost for this section's limits results in \$28.2 million for the project cost. This project cost estimate includes Environmental Study, Design, Right-of-Way acquisition and Construction.

**2. Plan or Program Status (Relative Weight = 10): 3 (on a scale from 1 to 5)**

The project is the subject of a Project Approval / Environmental Document (PAED) or other environmental documentation such as an Environmental Impact Report (EIR).

**3. Environmental and Physical Constraints (Relative Weight = 5): 3 (on a scale from 2 to 4)**

An Environmental Impact Report (EIR) is in progress or is scheduled to begin for this project.

**4. Social and Community Equity (Relative Weight = 3): 3 - placeholder (on a scale from 1 to 5)**

Assumed to be a score of 3.

**5. Consistent with Local Plans (Relative Weight = 6): 4 (on a scale from 1 to 5)**

The project is included in the 2002 Imperial County Transportation Plan Highway Element, a Capital Improvement Plan (CIP), or a Developer or Traffic Impact Fee (DIF or TIF) program.

**6. Existing LOS/ADT (Relative Weight = 8): 1 (on a scale from 1 to 5)**

The area to be served by this project is presently operating at LOS A. Imperial Avenue has not yet extended southerly to connect to McCabe Road. This level of service is assumed for nominal traffic in the area due to farming activity.

**7. Future LOS/ADT (Relative Weight = 8): 4 (on a scale from 1 to 5)**

The area to be served by this project is projected to operate at LOS F if no improvements to the existing condition are made. This level of service is typically characterized by a volume of 45,200 ADT on Imperial Avenue from Adams Avenue to I-8. This segment has a capacity of 29,600 ADT at LOS C.

**8. Safety (Relative Weight = 3): 3 (on a scale from 2 to 4)**

This project provides safety by incorporating a divided roadway design.

**9. Benefit Region and/or Goods Movement (Relative Weight = 5): 3 (on a scale from 2 to 4)**

The project will provide a moderate benefit to regional transportation or goods movement.

**10. Additional Funds Available (Relative Weight = 7): 1 (on a scale from 1 to 5)**

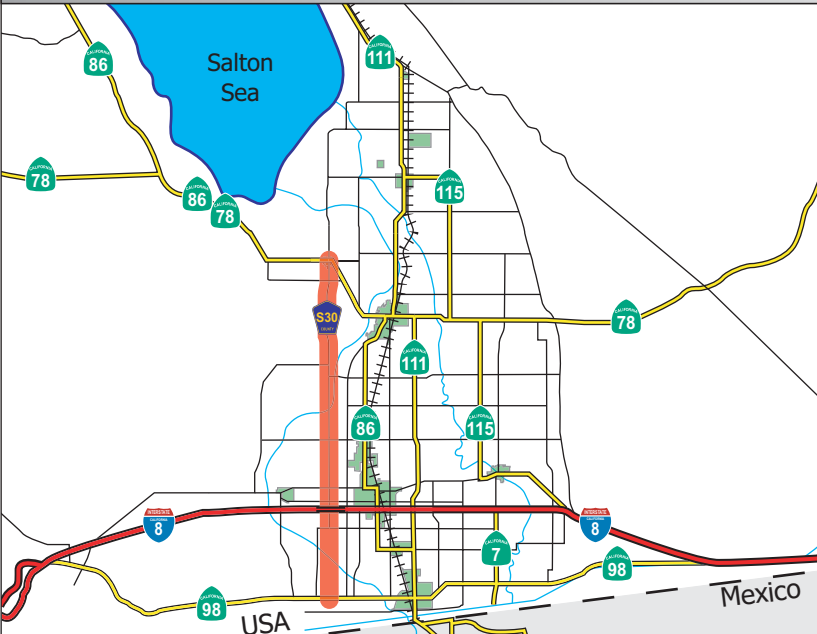
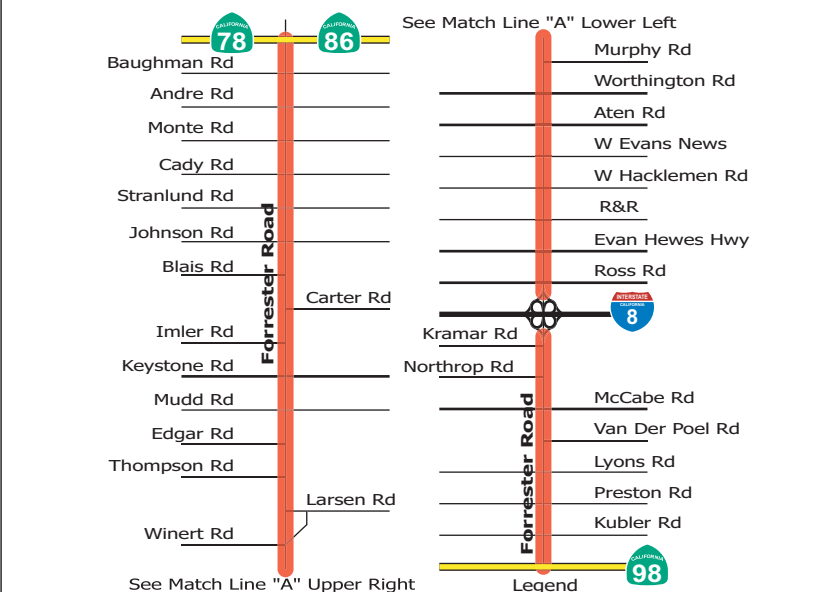
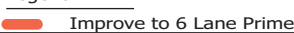
No project funding has been identified.

## Project No. 12

## Forrester Road (SR-98 to SR-78/86)

## Mid-Term

This project will provide a new north-south corridor in the western portion of the region over a length of approximately 25.5 miles from SR-98 to SR-78/86. The corridor will most likely be generally aligned with the existing Forrester Road, and will be constructed as a six lane prime arterial. Forrester Road is presently constructed as a two lane roadway.

Regional View		Project Cost (2007 \$ Million)	
		Plan or Program Status (Scale: 1-5, Weight: 10)	1
		Environmental & Physical Constraints (Scale: 1-5, Weight: 5)	2
		Social & Community Equity (Scale: 1-5, Weight: 3)	3
		Consistent with Local Plans (Scale: 1-5, Weight: 6)	4
		Existing ADT/LOS (Scale: 1-5, Weight: 8)	2 (8.8/D)
Project View		Future ADT/LOS (Scale: 1-5, Weight: 8)	5 (30/F+)
		Safety (Scale: 2-4, Weight: 3)	3
		Benefit Region & Goods Movement (Scale: 2-4, Weight: 5)	4
		Additional Funds Available (Scale: 1-5, Weight: 7)	1
		<b>Calculated Score*</b>	<b>145</b>

\* Calculated score based on relative weight for each criterion

**12. Forrester Road (SR-98 to SR-78/86) – improve/construct north-south corridor**

1. Project Cost (2007 dollars): \$440.3 million

An original cost was extracted from the 2002 Regional Transportation Plan Highway Element of \$210 million and projected to a 2007 cost of \$440.3 million using an adjustment factor based on the Caltrans Construction Cost Index Data (see Appendix F). This project cost estimate includes Environmental Study, Design, Right-of-Way acquisition and Construction.

2. Plan or Program Status (Relative Weight = 10): 1 (on a scale from 1 to 5)

This project is the subject of a preliminary study.

3. Environmental and Physical Constraints (Relative Weight = 5): 2 (on a scale from 2 to 4)

No environmental study has been performed for this project.

4. Social and Community Equity (Relative Weight = 3): 3 - placeholder (on a scale from 1 to 5)

Assumed to be a score of 3.

5. Consistent with Local Plans (Relative Weight = 6): 4 (on a scale from 1 to 5)

The project is included in the 2002 Imperial County Transportation Plan Highway Element, a Capital Improvement Plan (CIP), or a Developer or Traffic Impact Fee (DIF or TIF) program.

6. Existing LOS/ADT (Relative Weight = 8): 2 (on a scale from 1 to 5)

The area to be served by this project is presently operating at LOS D. This level of service is typically characterized by a volume of 8,800 ADT on Forrester Road from SR-98 to SR-78/86. This segment has a capacity of 7,100 ADT at LOS C.

7. Future LOS/ADT (Relative Weight = 8): 5 (on a scale from 1 to 5)

The area to be served by this project is projected to operate significantly past the LOS F threshold if no improvements to the existing condition are made. This level of service is typically characterized by a volume of 30,000 ADT on Forrester Road from SR-98 to SR-78/86. This segment has a capacity of 7,100 ADT at LOS C.

8. Safety (Relative Weight = 3): 3 (on a scale from 2 to 4)

This project provides safety by incorporating a divided roadway design.

9. Benefit Region and/or Goods Movement (Relative Weight = 5): 4 (on a scale from 2 to 4)

The project will provide a substantial benefit to regional transportation or goods movement.

10. Additional Funds Available (Relative Weight = 7): 1 (on a scale from 1 to 5)

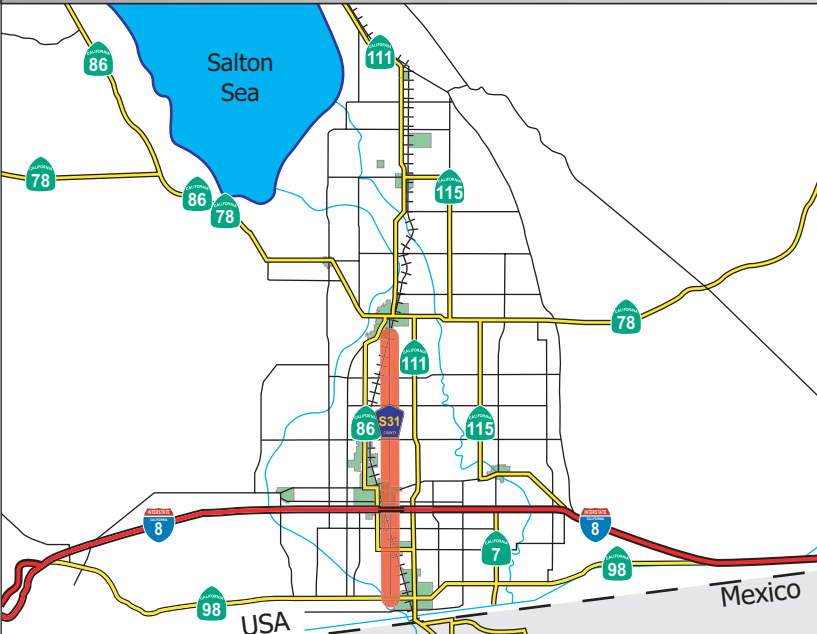
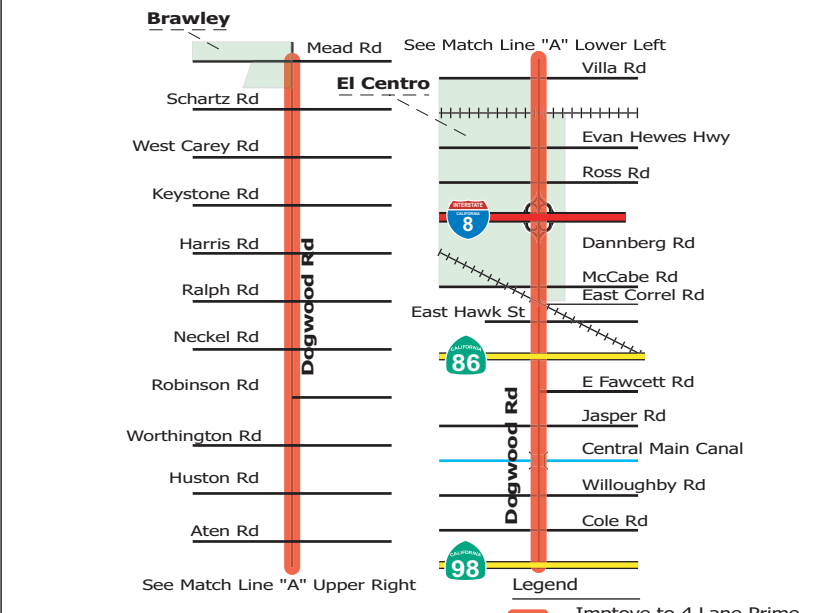
No project funding has been identified.

## Project No. 13

## Dogwood Road (SR-98 to Mead Road)

## Mid-Term

This project will improve Dogwood Road over a length of approximately 20.5 miles from SR-98 to Mead Rd. The roadway will be improved to a four lane prime arterial. Dogwood Road is presently constructed as a two lane roadway for the majority of its length.

Regional View		Project Cost (2007 \$ Million)	
		Plan or Program Status (Scale: 1-5, Weight: 10)	1
		Environmental & Physical Constraints (Scale: 1-5, Weight: 5)	2
		Social & Community Equity (Scale: 1-5, Weight: 3)	2
		Consistent with Local Plans (Scale: 1-5, Weight: 6)	4
		Existing ADT/LOS (Scale: 1-5, Weight: 8)	3 (15/E)
Project View		Future ADT/LOS (Scale: 1-5, Weight: 8)	5 (43.5/F+)
		Safety (Scale: 2-4, Weight: 3)	3
		Benefit Region & Goods Movement (Scale: 2-4, Weight: 5)	4
		Additional Funds Available (Scale: 1-5, Weight: 7)	1
		<b>Calculated Score*</b>	<b>150</b>

\* Calculated score based on relative weight for each criterion

**13. Dogwood Road (SR-98 to Mead Road) – improve to 4PA**

1. Project Cost (2007 dollars): \$182.4 million

An original cost of \$30.28 million in 2006 was projected to a 2007 cost of \$32.2 million using an adjustment factor based on the Caltrans Construction Cost Index Data (see Appendix F). The original length was nearly tripled, increasing the cost to \$182.4 million. This project cost estimate includes Environmental Study, Design, Right-of-Way acquisition and Construction.

2. Plan or Program Status (Relative Weight = 10): 1 (on a scale from 1 to 5)

This project is the subject of a preliminary study.

3. Environmental and Physical Constraints (Relative Weight = 5): 2 (on a scale from 2 to 4)

No environmental study has been performed for this project.

4. Social and Community Equity (Relative Weight = 3): 3 - placeholder (on a scale from 1 to 5)

Score of 2 based on negative comment from public.

5. Consistent with Local Plans (Relative Weight = 6): 4 (on a scale from 1 to 5)

The project is included in the 2002 Imperial County Transportation Plan Highway Element, a Capital Improvement Plan (CIP), or a Developer or Traffic Impact Fee (DIF or TIF) program.

6. Existing LOS/ADT (Relative Weight = 8): 3 (on a scale from 1 to 5)

The area to be served by this project is presently operating at LOS E. This level of service is typically characterized by a volume of 15,000 ADT on Dogwood Road from SR-98 to Mead Road. This segment has a capacity of 7,100 ADT at LOS C.

7. Future LOS/ADT (Relative Weight = 8): 5 (on a scale from 1 to 5)

The area to be served by this project is projected to operate significantly past the LOS F threshold if no improvements to the existing condition are made. This level of service is typically characterized by a volume of 43,500 ADT on Dogwood Road from SR-98 to Mead Road. This segment has a capacity of 7,100 ADT at LOS C.

8. Safety (Relative Weight = 3): 3 (on a scale from 2 to 4)

This project provides safety by incorporating a divided roadway design.

9. Benefit Region and/or Goods Movement (Relative Weight = 5): 4 (on a scale from 2 to 4)

The project will provide a substantial benefit to regional transportation or goods movement.

10. Additional Funds Available (Relative Weight = 7): 1 (on a scale from 1 to 5)

No project funding has been identified.



**Project No. 14      SR-115 North (Evan Hewes Highway to SR-78)****Mid-Term**

This project will improve SR-115 over a length of approximately 11.5 miles from Evan Hewes Highway to SR-78. The roadway will be upgraded from the existing two lane conventional highway to a four lane expressway.

Regional View		<b>Project Cost (2007 \$ Million)</b>	
		\$146.8	
		Plan or Program Status (Scale: 1-5, Weight: 10)	1
		Environmental & Physical Constraints (Scale: 1-5, Weight: 5)	2
		Social & Community Equity (Scale: 1-5, Weight: 3)	3
		Consistent with Local Plans (Scale: 1-5, Weight: 6)	4
Project View		Existing ADT/LOS (Scale: 1-5, Weight: 8)	1 (2.9/B)
		Future ADT/LOS (Scale: 1-5, Weight: 8)	5 (32/F+)
		Safety (Scale: 2-4, Weight: 3)	4
		Benefit Region & Goods Movement (Scale: 2-4, Weight: 5)	3
		Additional Funds Available (Scale: 1-5, Weight: 7)	1
		<b>Calculated Score*</b>	<b>135</b>

\* Calculated score based on relative weight for each criterion

**14. SR-115 North (Evan Hewes Highway to SR-78) – improve to 4E**

1. Project Cost (2007 dollars): \$146.8 million

An original cost was extracted from the 2002 Regional Transportation Plan Highway Element of \$70 million and projected to a 2007 cost of \$146.8 million using an adjustment factor based on the Caltrans Construction Cost Index Data (see Appendix F). This project cost estimate includes Environmental Study, Design, Right-of-Way acquisition and Construction.

2. Plan or Program Status (Relative Weight = 10): 1 (on a scale from 1 to 5)

This project is the subject of a preliminary study.

3. Environmental and Physical Constraints (Relative Weight = 5): 2 (on a scale from 2 to 4)

No environmental study has been performed for this project.

4. Social and Community Equity (Relative Weight = 3): 3 - placeholder (on a scale from 1 to 5)

Assumed to be a score of 3.

5. Consistent with Local Plans (Relative Weight = 6): 4 (on a scale from 1 to 5)

The project is included in the 2002 Imperial County Transportation Plan Highway Element, a Capital Improvement Plan (CIP), or a Developer or Traffic Impact Fee (DIF or TIF) program.

6. Existing LOS/ADT (Relative Weight = 8): 1 (on a scale from 1 to 5)

The area to be served by this project is presently operating at LOS B. This level of service is typically characterized by a volume of 2,900 ADT on SR-115 from Evan Hewes Highway to SR-78. This segment has a capacity of 7,100 ADT at LOS C.

7. Future LOS/ADT (Relative Weight = 8): 5 (on a scale from 1 to 5)

The area to be served by this project is projected to operate significantly past the LOS F threshold if no improvements to the existing condition are made. This level of service is typically characterized by a volume of 32,000 ADT on SR-115 from Evan Hewes Highway to SR-78. This segment has a capacity of 7,100 ADT at LOS C.

8. Safety (Relative Weight = 3): 4 (on a scale from 2 to 4)

This project provides a high degree of safety with design features that include limited access design to prevent conflicting movements, and/or grade separated components.

9. Benefit Region and/or Goods Movement (Relative Weight = 5): 3 (on a scale from 2 to 4)

The project will provide a moderate benefit to regional transportation or goods movement.

10. Additional Funds Available (Relative Weight = 7): 1 (on a scale from 1 to 5)

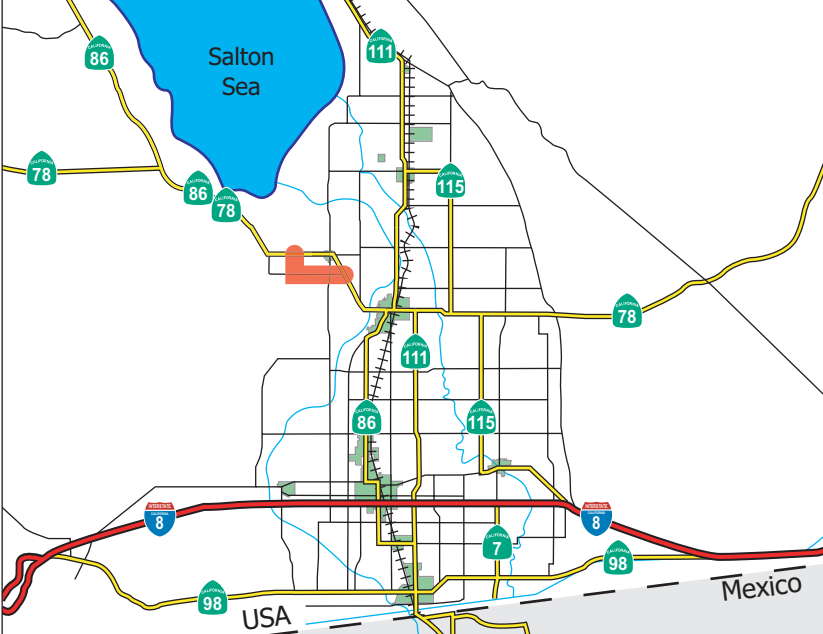
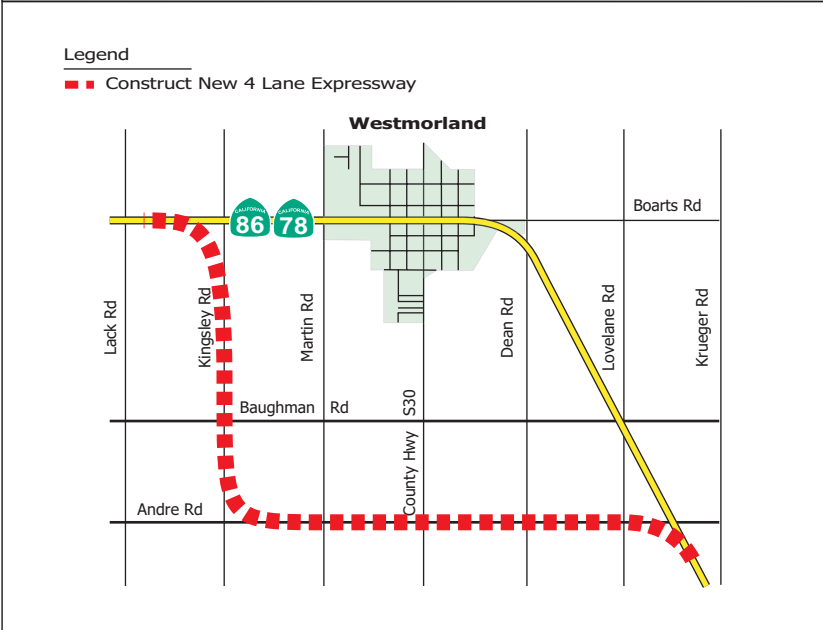
No project funding has been identified.

## Project No. 15

## Westmorland Bypass (SR-78/SR-86)

## Mid-Term

This project will provide a new facility that will allow through traffic on SR-78/86 to bypass the City of Westmorland. The facility will be constructed as a four lane expressway with an alignment to the south of Westmorland over a distance of approximately four miles.

Regional View	Project Cost (2007 \$ Million)	
	Plan or Program Status (Scale: 1-5, Weight: 10)	1
	Environmental & Physical Constraints (Scale: 1-5, Weight: 5)	2
	Social & Community Equity (Scale: 1-5, Weight: 3)	3
	Consistent with Local Plans (Scale: 1-5, Weight: 6)	1
	Existing ADT/LOS (Scale: 1-5, Weight: 8)	1 (14/A)
Project View	Future ADT/LOS (Scale: 1-5, Weight: 8)	
<p><b>Legend</b></p> <p>Construct New 4 Lane Expressway</p> 	Safety (Scale: 2-4, Weight: 3)	4
	Benefit Region & Goods Movement (Scale: 2-4, Weight: 5)	4
	Additional Funds Available (Scale: 1-5, Weight: 7)	1
	<b>Calculated Score*</b>	<b>98</b>

\* Calculated score based on relative weight for each criterion

**15. Westmorland Bypass (SR-78/SR-86) – construct 4E**

1. Project Cost (2007 dollars): \$167.8 million

An original cost was extracted from the 2002 Regional Transportation Plan Highway Element of \$80 million and projected to a 2007 cost of \$167.8 million using an adjustment factor based on the Caltrans Construction Cost Index Data (see Appendix F). This project cost estimate includes Environmental Study, Design, Right-of-Way acquisition and Construction.

2. Plan or Program Status (Relative Weight = 10): 1 (on a scale from 1 to 5)

This project is the subject of a preliminary study.

3. Environmental and Physical Constraints (Relative Weight = 5): 2 (on a scale from 2 to 4)

No environmental study has been performed for this project.

4. Social and Community Equity (Relative Weight = 3): 3 - placeholder (on a scale from 1 to 5)

Assumed to be a score of 3.

5. Consistent with Local Plans (Relative Weight = 6): 1 (on a scale from 1 to 5)

This project is not the subject of any existing planning document.

6. Existing LOS/ADT (Relative Weight = 8): 1 (on a scale from 1 to 5)

The area to be served by this project is presently operating at LOS A. This level of service is typically characterized by a volume of 14,000 ADT on SR-78/86 from Lack Road to Brawley City Limits. This segment has a capacity of 29,600 ADT at LOS C.

7. Future LOS/ADT (Relative Weight = 8): 2 (on a scale from 1 to 5)

The area to be served by this project is projected to operate at LOS D if no improvements to the existing condition are made. This level of service is typically characterized by a volume of 32,500 ADT on SR-78/86 within the Westmorland City Limits. This segment has a capacity of 29,600 ADT at LOS C.

8. Safety (Relative Weight = 3): 4 (on a scale from 2 to 4)

This project provides a high degree of safety with design features that include limited access design to prevent conflicting movements, and/or grade separated components.

9. Benefit Region and/or Goods Movement (Relative Weight = 5): 4 (on a scale from 2 to 4)

The project will provide a substantial benefit to regional transportation or goods movement.

10. Additional Funds Available (Relative Weight = 7): 1 (on a scale from 1 to 5)

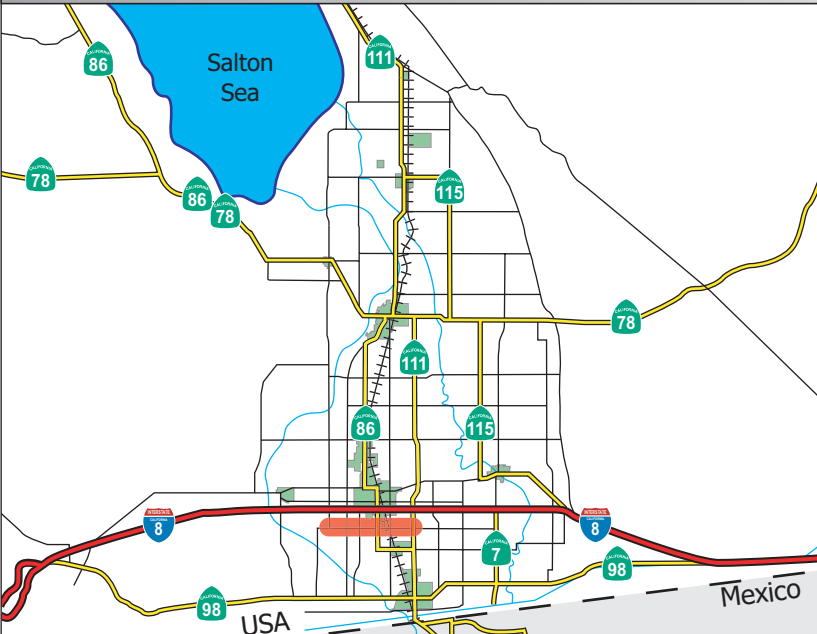
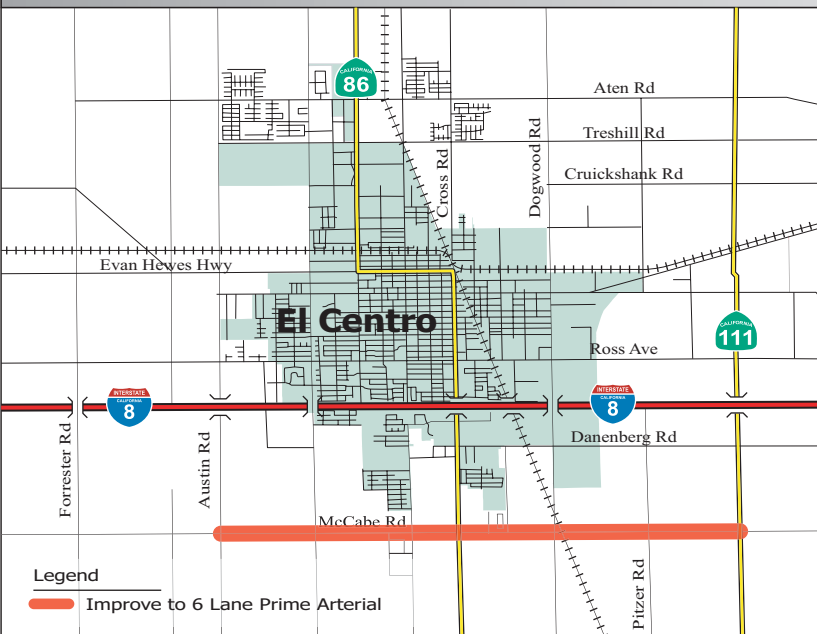
No project funding has been identified.

## Project No. 16

## McCabe Road (Austin Road to SR-111)

## Mid-Term

This project will improve McCabe Road over a length of approximately 2.5 miles from Austin Road to SR-111. The roadway will be improved to a six lane prime arterial. This segment of McCabe Road is presently constructed as a two lane roadway.

Regional View		Project Cost (2007 \$ Million)	
		Plan or Program Status (Scale: 1-5, Weight: 10)	1
		Environmental & Physical Constraints (Scale: 1-5, Weight: 5)	2
		Social & Community Equity (Scale: 1-5, Weight: 3)	3
		Consistent with Local Plans (Scale: 1-5, Weight: 6)	4
		Existing ADT/LOS (Scale: 1-5, Weight: 8)	1 (1.5/A)
Project View		Future ADT/LOS (Scale: 1-5, Weight: 8)	5 (28.5/F+)
		Safety (Scale: 2-4, Weight: 3)	3
		Benefit Region & Goods Movement (Scale: 2-4, Weight: 5)	3
		Additional Funds Available (Scale: 1-5, Weight: 7)	1
		<b>Calculated Score*</b>	<b>132</b>

\* Calculated score based on relative weight for each criterion

**16. McCabe Road (Austin Road to SR-111) – improve to 6PA**

1. Project Cost (2007 dollars): \$28.2 million

An original cost of \$26.5 million in 2006 was projected to a 2007 cost of \$28.2 million using an adjustment factor based on the Caltrans Construction Cost Index Data (see Appendix F). This project cost estimate includes Environmental Study, Design, Right-of-Way acquisition and Construction.

2. Plan or Program Status (Relative Weight = 10): 1 (on a scale from 1 to 5)

This project is the subject of a preliminary study.

3. Environmental and Physical Constraints (Relative Weight = 5): 2 (on a scale from 2 to 4)

No environmental study has been performed for this project.

4. Social and Community Equity (Relative Weight = 3): 3 - placeholder (on a scale from 1 to 5)

Assumed to be a score of 3.

5. Consistent with Local Plans (Relative Weight = 6): 4 (on a scale from 1 to 5)

The project is included in the 2002 Imperial County Transportation Plan Highway Element, a Capital Improvement Plan (CIP), or a Developer or Traffic Impact Fee (DIF or TIF) program.

6. Existing LOS/ADT (Relative Weight = 8): 1 (on a scale from 1 to 5)

The area to be served by this project is presently operating at LOS A. This level of service is typically characterized by a volume of 1,500 ADT on McCabe Road from Austin Road to SR-111. This segment has a capacity of 7,100 ADT at LOS C.

7. Future LOS/ADT (Relative Weight = 8): 5 (on a scale from 1 to 5)

The area to be served by this project is projected to operate significantly past the LOS F threshold if no improvements to the existing condition are made. This level of service is typically characterized by a volume of 28,500 ADT on McCabe Road from Austin Road to SR-111. This segment has a capacity of 7,100 ADT at LOS C.

8. Safety (Relative Weight = 3): 3 (on a scale from 2 to 4)

This project provides safety by incorporating a divided roadway design.

9. Benefit Region and/or Goods Movement (Relative Weight = 5): 3 (on a scale from 2 to 4)

The project will provide a moderate benefit to regional transportation or goods movement.

10. Additional Funds Available (Relative Weight = 7): 1 (on a scale from 1 to 5)

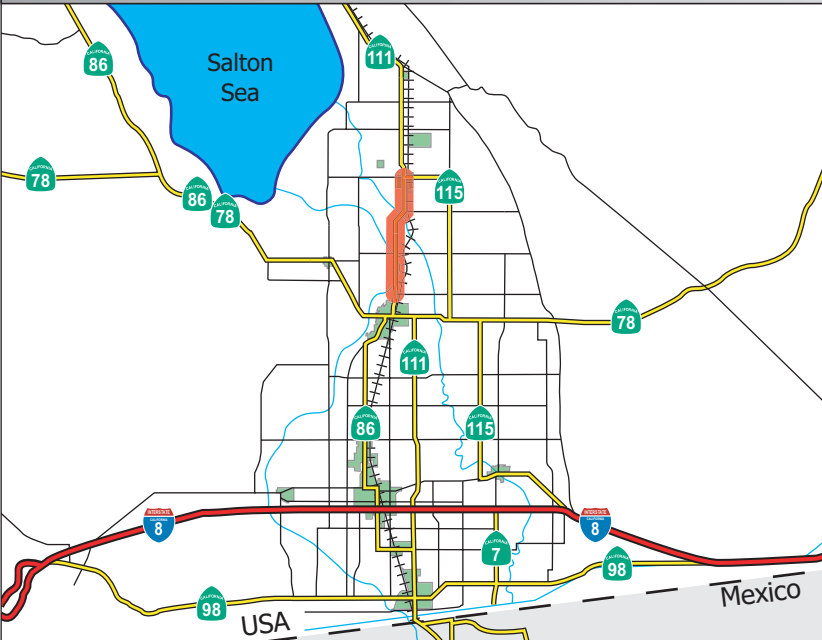
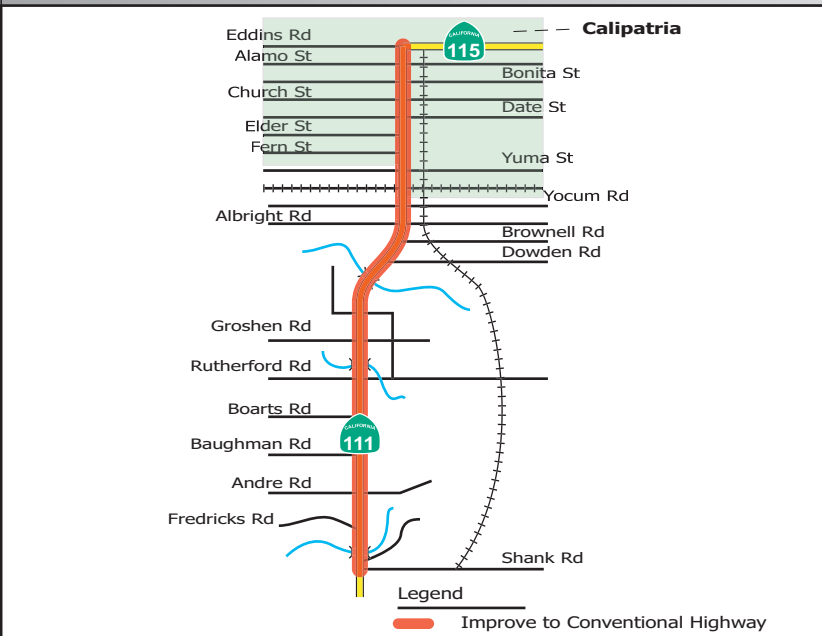
No project funding has been identified.

Project No. 17

SR-111 (Shank Road to SR-115)

Mid-Term

This project will improve SR-111 over a length of approximately 8.5 miles from Shank Road (which runs east-west along the northern edge of Brawley) to SR-115. The roadway will be upgraded from the existing two lane conventional highway to a four lane conventional highway.

Regional View	Project Cost (2007 \$ Million)	
	Plan or Program Status (Scale: 1-5, Weight: 10)	1
	Environmental & Physical Constraints (Scale: 1-5, Weight: 5)	2
	Social & Community Equity (Scale: 1-5, Weight: 3)	3
	Consistent with Local Plans (Scale: 1-5, Weight: 6)	4
	Existing ADT/LOS (Scale: 1-5, Weight: 8)	2 (9.5/D)
Project View	Future ADT/LOS (Scale: 1-5, Weight: 8)	
	Safety (Scale: 2-4, Weight: 3)	2
	Benefit Region & Goods Movement (Scale: 2-4, Weight: 5)	2
	Additional Funds Available (Scale: 1-5, Weight: 7)	1
	<b>Calculated Score*</b>	
	<b>132</b>	

\* Calculated score based on relative weight for each criterion

**17. SR-111 (Shank Road to SR-115) – improve to four lane conventional highway**

1. Project Cost (2007 dollars): \$56.0 million

Caltrans provided an estimate of \$56.0 million for this project based on experience with other similar roadway construction projects. This project cost estimate includes Environmental Study, Design, Right-of-Way acquisition and Construction.

2. Plan or Program Status (Relative Weight = 10): 1 (on a scale from 1 to 5)

This project is the subject of a preliminary study.

3. Environmental and Physical Constraints (Relative Weight = 5): 2 (on a scale from 2 to 4)

No environmental study has been performed for this project.

4. Social and Community Equity (Relative Weight = 3): 3 - placeholder (on a scale from 1 to 5)

Assumed to be a score of 3.

5. Consistent with Local Plans (Relative Weight = 6): 4 (on a scale from 1 to 5)

The project is included in the 2002 Imperial County Transportation Plan Highway Element, a Capital Improvement Plan (CIP), or a Developer or Traffic Impact Fee (DIF or TIF) program.

6. Existing LOS/ADT (Relative Weight = 8): 2 (on a scale from 1 to 5)

The area to be served by this project is presently operating at LOS D. This level of service is typically characterized by a volume of 9,500 ADT on SR-111 from Shank Road to SR-115. This segment has a capacity of 7,100 ADT at LOS C.

7. Future LOS/ADT (Relative Weight = 8): 5 (on a scale from 1 to 5)

The area to be served by this project is projected to operate significantly past the LOS F threshold if no improvements to the existing condition are made. This level of service is typically characterized by a volume of 30,500 ADT on SR-111 from Shank Road to SR-115. This segment has a capacity of 7,100 ADT at LOS C.

8. Safety (Relative Weight = 3): 2 (on a scale from 2 to 4)

This project is expected to be designed as an undivided roadway.

9. Benefit Region and/or Goods Movement (Relative Weight = 5): 2 (on a scale from 2 to 4)

The project will provide a nominal benefit to regional transportation or goods movement.

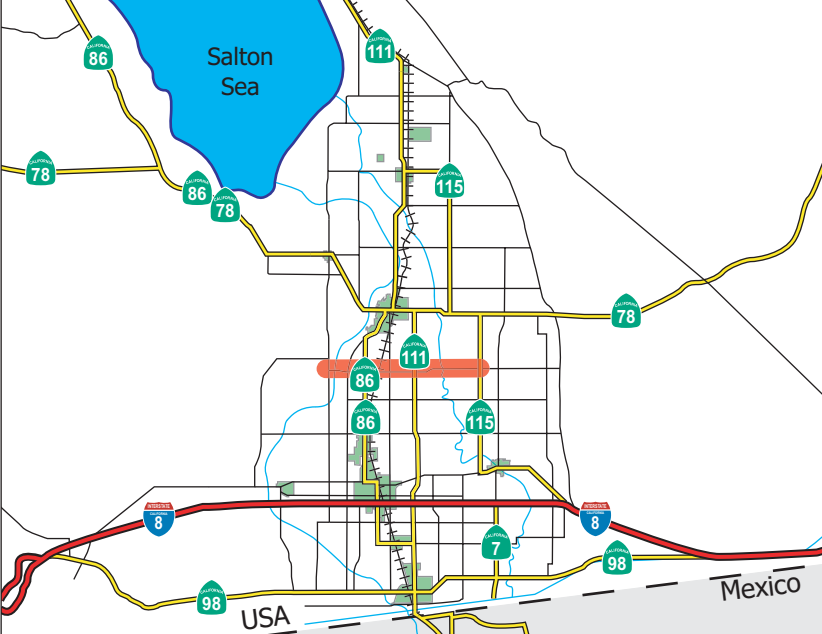
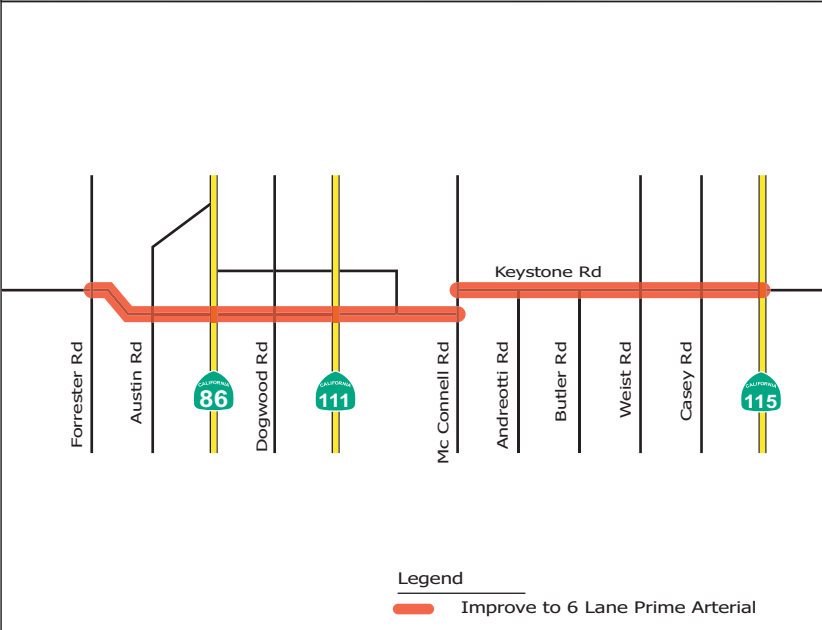
10. Additional Funds Available (Relative Weight = 7): 1 (on a scale from 1 to 5)

No project funding has been identified.



**Project No. 18 New East/West Corridor (Forrester Road to SR-115)****Mid-Term**

This project will provide a new east-west corridor in the central portion of the region (south of Brawley). The corridor will cover a length of approximately 13.5 miles from Forrester Road to SR-115. The corridor will be generally aligned with the existing Keystone Road, and will be constructed as six lane prime arterial. Keystone Road is presently constructed as a two lane roadway.

Regional View	<b>Project Cost (2007 \$ Million)</b> <span style="float: right;">\$251.6</span>	
	Plan or Program Status (Scale: 1-5, Weight: 10)	1
	Environmental & Physical Constraints (Scale: 1-5, Weight: 5)	2
	Social & Community Equity (Scale: 1-5, Weight: 3)	3
	Consistent with Local Plans (Scale: 1-5, Weight: 6)	4
	Existing ADT/LOS (Scale: 1-5, Weight: 8)	1 (3.0/B)
Project View	<b>Future ADT/LOS</b> (Scale: 1-5, Weight: 8) <span style="float: right;">4 (20/F)</span>	
	Safety (Scale: 2-4, Weight: 3)	3
	Benefit Region & Goods Movement (Scale: 2-4, Weight: 5)	4
	Additional Funds Available (Scale: 1-5, Weight: 7)	1
	<b>Calculated Score*</b>	<b>129</b>

\* Calculated score based on relative weight for each criterion

**18. New East/West Corridor (Forrester Road to SR-115 on Keystone Road)  
- new E/W corridor 6PA - Figure**

1. Project Cost (2007 dollars): \$251.6 million

An original cost was extracted from the 2002 Regional Transportation Plan Highway Element of \$120 million and projected to a 2007 cost of \$251.6 million using an adjustment factor based on the Caltrans Construction Cost Index Data (see Appendix F). This project cost estimate includes Environmental Study, Design, Right-of-Way acquisition and Construction.

2. Plan or Program Status (Relative Weight = 10): 1 (on a scale from 1 to 5)

This project is the subject of a preliminary study.

3. Environmental and Physical Constraints (Relative Weight = 5): 2 (on a scale from 2 to 4)

No environmental study has been performed for this project.

4. Social and Community Equity (Relative Weight = 3): 3 - placeholder (on a scale from 1 to 5)

Assumed to be a score of 3.

5. Consistent with Local Plans (Relative Weight = 6): 4 (on a scale from 1 to 5)

The project is included in the 2002 Imperial County Transportation Plan Highway Element, a Capital Improvement Plan (CIP), or a Developer or Traffic Impact Fee (DIF or TIF) program.

6. Existing LOS/ADT (Relative Weight = 8): 1 (on a scale from 1 to 5)

The area to be served by this project is presently operating at LOS B. This level of service is typically characterized by a volume of 3,000 ADT on Keystone Road from Forrester Road to SR-115. This segment has a capacity of 7,100 ADT at LOS C.

7. Future LOS/ADT (Relative Weight = 8): 4 (on a scale from 1 to 5)

The area to be served by this project is projected to operate at LOS F if no improvements to the existing condition are made. This level of service is typically characterized by a volume of 20,000 ADT on Keystone Road from Forrester Road to SR-115. This segment has a capacity of 7,100 ADT at LOS C.

8. Safety (Relative Weight = 3): 3 (on a scale from 2 to 4)

This project provides safety by incorporating a divided roadway design.

9. Benefit Region and/or Goods Movement (Relative Weight = 5): 4 (on a scale from 2 to 4)

The project will provide a substantial benefit to regional transportation or goods movement.

10. Additional Funds Available (Relative Weight = 7): 1 (on a scale from 1 to 5)

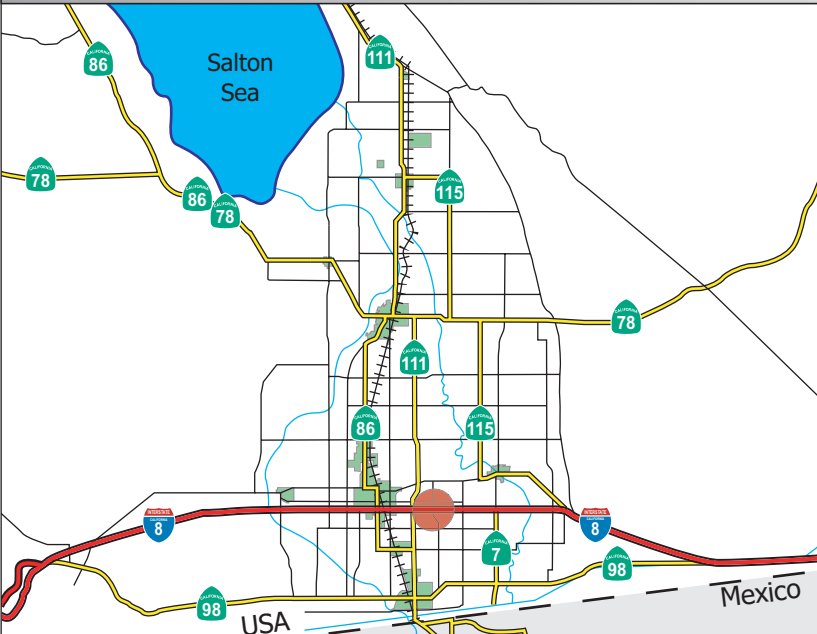
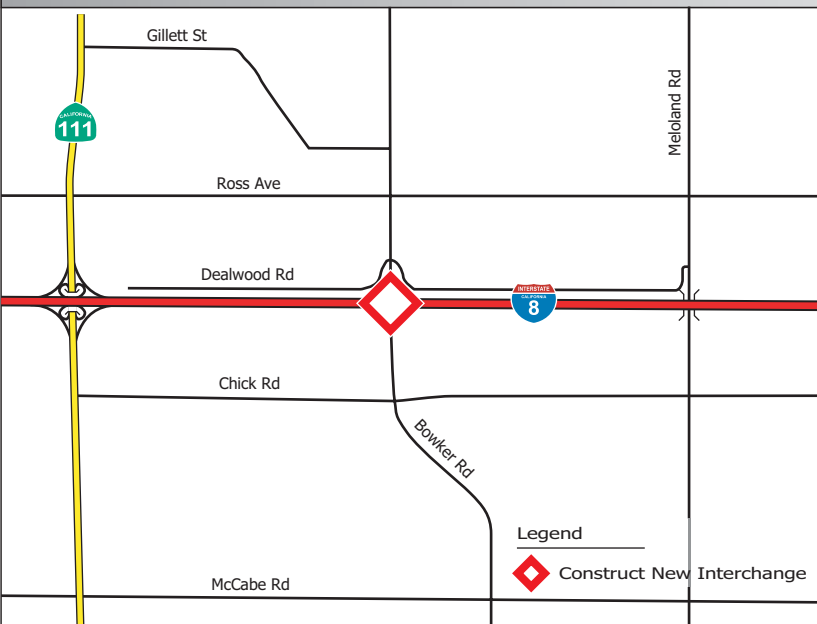

No project funding has been identified.

## Project No. 19

## Bowker Road &amp; I-8

## Mid-Term

This project will provide improvements to the interchange at Bowker Road and I-8. The existing facility consists of a two lane bridge over I-8, and single lane at-grade access ramps.

Regional View		Project Cost (2007 \$ Million)	
		Plan or Program Status (Scale: 1-5, Weight: 10)	1
		Environmental & Physical Constraints (Scale: 1-5, Weight: 5)	2
		Social & Community Equity (Scale: 1-5, Weight: 3)	3
		Consistent with Local Plans (Scale: 1-5, Weight: 6)	1
		Existing ADT/LOS (Scale: 1-5, Weight: 8)	1 (1.4/A)
Project View		Future ADT/LOS (Scale: 1-5, Weight: 8)	5 (41.5/F+)
		Safety (Scale: 2-4, Weight: 3)	3
		Benefit Region & Goods Movement (Scale: 2-4, Weight: 5)	4
		Additional Funds Available (Scale: 1-5, Weight: 7)	1
		<b>Calculated Score*</b>	<b>119</b>

\* Calculated score based on relative weight for each criterion

**19. Bowker Road / I-8 – improve interchange**

1. Project Cost (2007 dollars): \$30.0 million

Caltrans provided an estimate of \$30.0 million for this project based on experience with other similar interchanges. This project cost estimate includes Environmental Study, Design, Right-of-Way acquisition and Construction.

2. Plan or Program Status (Relative Weight = 10): 1 (on a scale from 1 to 5)

This project is the subject of a preliminary study.

3. Environmental and Physical Constraints (Relative Weight = 5): 2 (on a scale from 2 to 4)

No environmental study has been performed for this project.

4. Social and Community Equity (Relative Weight = 3): 3 - placeholder (on a scale from 1 to 5)

Assumed to be a score of 3.

5. Consistent with Local Plans (Relative Weight = 6): 1 (on a scale from 1 to 5)

This project is not the subject of any existing planning document.

6. Existing LOS/ADT (Relative Weight = 8): 1 (on a scale from 1 to 5)

The area to be served by this project is presently operating at LOS A. This level of service is typically characterized by a volume of 1,400 ADT on Bowker Road from Evan Hewes Highway to Cole Road. This segment has a capacity of 7,100 ADT at LOS C.

7. Future LOS/ADT (Relative Weight = 8): 5 (on a scale from 1 to 5)

The area to be served by this project is projected to operate significantly past the LOS F threshold if no improvements to the existing condition are made. This level of service is typically characterized by a volume of 41,500 ADT on Bowker Road from Evan Hewes Highway to Cole Road. This segment has a capacity of 7,100 ADT at LOS C.

8. Safety (Relative Weight = 3): 3 (on a scale from 2 to 4)

This project provides safety by incorporating a divided roadway design.

9. Benefit Region and/or Goods Movement (Relative Weight = 5): 4 (on a scale from 2 to 4)

The project will provide a substantial benefit to regional transportation or goods movement.

10. Additional Funds Available (Relative Weight = 7): 1 (on a scale from 1 to 5)

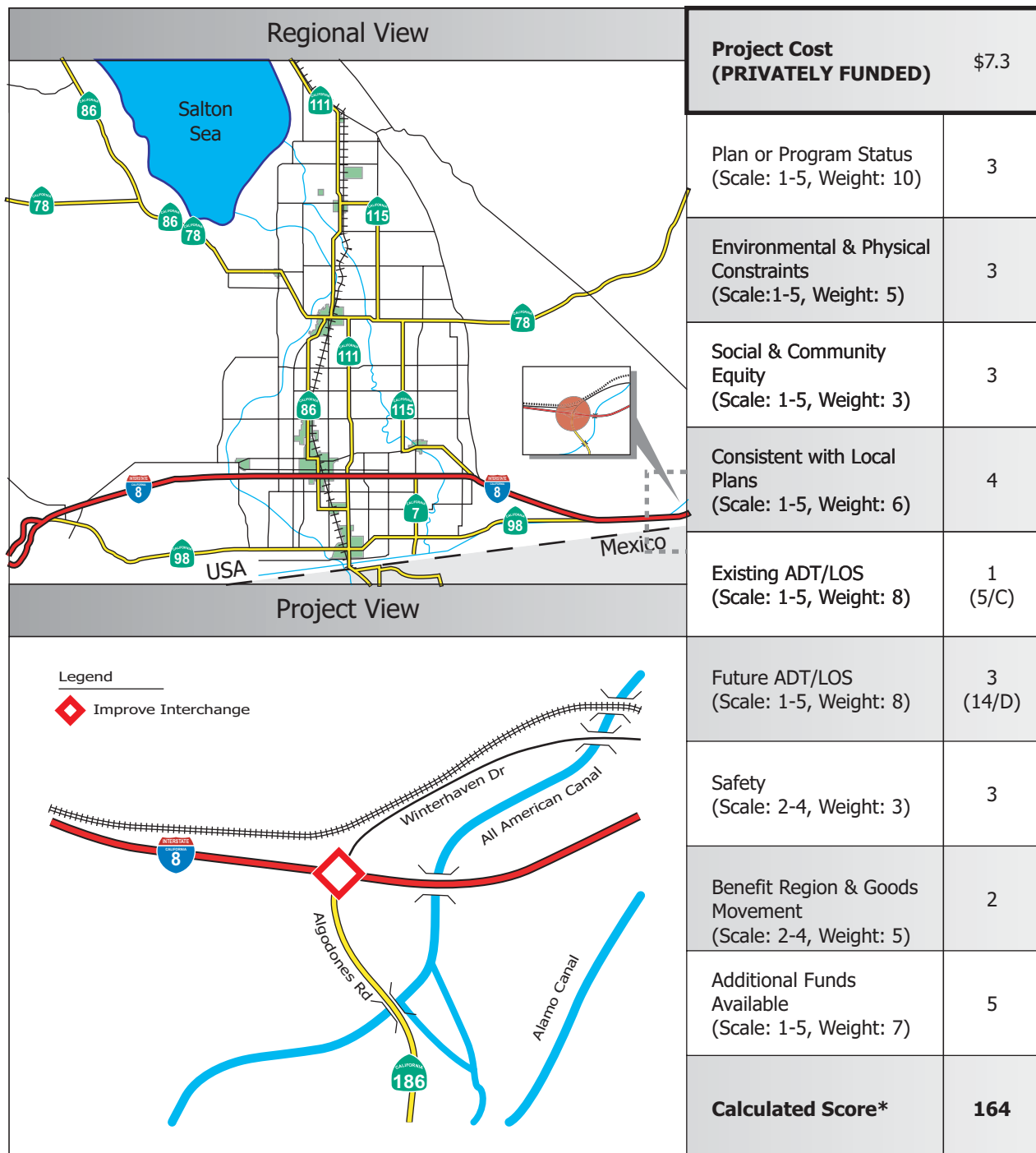
No project funding has been identified.

## Project No. 20

## SR-186 &amp; I-8

## Long-Term

This project will provide improvements to the interchange at SR-186 and I-8. The existing facility consists of a two lane bridge over I-8, and single lane at-grade access ramps.



\* Calculated score based on relative weight for each criterion

**20: SR-186 / I-8 –Interchange Improvements**

1. Project Cost (2007 dollars): \$7.3 million

Caltrans provided an estimate of \$7.3 million for this project based on experience with other similar interchange improvement projects. This project cost estimate includes Environmental Study, Design, Right-of-Way acquisition and Construction.

2. Plan or Program Status (Relative Weight = 10): 3 (on a scale from 1 to 5)

The project is currently the subject of a Project Approval Environmental Document (PAED). The project was considered in a Transportation Concept Report (TCR).

3. Environmental and Physical Constraints (Relative Weight = 5): 3 (on a scale from 2 to 4)

The project is currently the subject of Project Approval Environmental Document (PAED). The construction of the project would not be impeded by any physical constraints, with the possible exception of the proximity of irrigation canals and necessity of acquisition of additional right of way.

4. Social and Community Equity (Relative Weight = 3): 3 - placeholder (on a scale from 1 to 5)

Assumed to be a score of 3.

5. Consistent with Local Plans (Relative Weight = 6): 4 (on a scale from 1 to 5)

The project is included in Imperial County's Circulation Element, and was included in the 2002 Regional Transportation Program Highway Element.

6. Existing LOS/ADT (Relative Weight = 8): 1 (on a scale from 1 to 5)

The area to be served by this project is presently operating at LOS C. This level of service is typically characterized by a volume of 5,000 ADT on SR-186 from the International Border to I-8. This segment has a capacity of 7,100 ADT at LOS C.

7. Future LOS/ADT (Relative Weight = 8): 3 (on a scale from 1 to 5)

The area to be served by this project is projected to operate at LOS E if no improvements to the existing condition are made. This level of service is typically characterized by a volume of 14,000 ADT on SR-186 at the I-8 interchange. This segment has a capacity of 7,100 ADT at LOS C.

8. Safety (Relative Weight = 3): 3 (on a scale from 2 to 4)

This project provides a high degree of safety with design features that include limited access design to prevent conflicting movements, and a divided expressway.

9. Benefit Region and/or Goods Movement (Relative Weight = 5): 2 (on a scale from 2 to 4)

The project will provide a nominal benefit to regional transportation or goods movement.

10. Additional Funding (Relative Weight = 7): 5 (on a scale from 1 to 5)

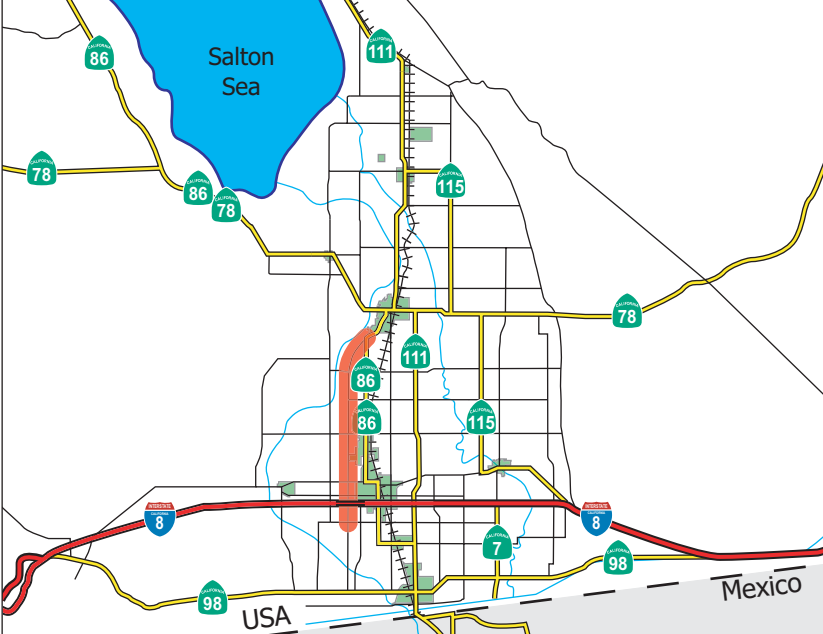

This project is fully funded (\$7.3 million) by the Fort Yuma Quechan Indian Reservation in accordance with development permit conditions for the Quechan Indian Casino.

## Project No. 21

## Austin Road (McCabe Road to SR-86)

## Long-Term

This project will improve Austin Road over a length of approximately 18 miles from McCabe Road to SR-78/86. The roadway will be improved to a six lane prime arterial. This segment of Austin Road is presently constructed as a two lane roadway.

Regional View	Project Cost (2007 \$ Million)	
	Plan or Program Status (Scale: 1-5, Weight: 10)	1
	Environmental & Physical Constraints (Scale: 1-5, Weight: 5)	2
	Social & Community Equity (Scale: 1-5, Weight: 3)	3
	Consistent with Local Plans (Scale: 1-5, Weight: 6)	4
	Existing ADT/LOS (Scale: 1-5, Weight: 8)	1 (3.3/B)
Project View	Future ADT/LOS (Scale: 1-5, Weight: 8)	
	Safety (Scale: 2-4, Weight: 3)	3
	Benefit Region & Goods Movement (Scale: 2-4, Weight: 5)	3
	Additional Funds Available (Scale: 1-5, Weight: 7)	1
	<b>Calculated Score*</b>	
	<b>132</b>	

\* Calculated score based on relative weight for each criterion

**21. Austin Road (McCabe Road to SR-86) – improve to 6PA**

1. Project Cost (2007 dollars): \$52.6 million

An original cost was extracted from the 2002 Regional Transportation Plan Highway Element of \$16 million, linearly adjusted, and projected to a 2007 cost of \$52.6 million using an adjustment factor based on the Caltrans Construction Cost Index Data (see Appendix F). This project cost estimate includes Environmental Study, Design, Right-of-Way acquisition and Construction.

2. Plan or Program Status (Relative Weight = 10): 1 (on a scale from 1 to 5)

This project is the subject of a preliminary study.

3. Environmental and Physical Constraints (Relative Weight = 5): 2 (on a scale from 2 to 4)

No environmental study has been performed for this project.

4. Social and Community Equity (Relative Weight = 3): 3 - placeholder (on a scale from 1 to 5)

Assumed to be a score of 3.

5. Consistent with Local Plans (Relative Weight = 6): 4 (on a scale from 1 to 5)

The project is included in the 2002 Imperial County Transportation Plan Highway Element, a Capital Improvement Plan (CIP), or a Developer or Traffic Impact Fee (DIF or TIF) program.

6. Existing LOS/ADT (Relative Weight = 8): 1 (on a scale from 1 to 5)

The area to be served by this project is presently operating at LOS B. This level of service is typically characterized by a volume of 3,300 ADT on Austin Road from McCabe Road to SR-86. This segment has a capacity of 7,100 ADT at LOS C.

7. Future LOS/ADT (Relative Weight = 8): 5 (on a scale from 1 to 5)

The area to be served by this project is projected to operate significantly past the LOS F threshold if no improvements to the existing condition are made. This level of service is typically characterized by a volume of 26,000 ADT on Austin Road from McCabe Road to SR-86. This segment has a capacity of 7,100 ADT at LOS C.

8. Safety (Relative Weight = 3): 3 (on a scale from 2 to 4)

This project provides safety by incorporating a divided roadway design.

9. Benefit Region and/or Goods Movement (Relative Weight = 5): 3 (on a scale from 2 to 4)

The project will provide a moderate benefit to regional transportation or goods movement.

10. Additional Funds Available (Relative Weight = 7): 1 (on a scale from 1 to 5)

No project funding has been identified.

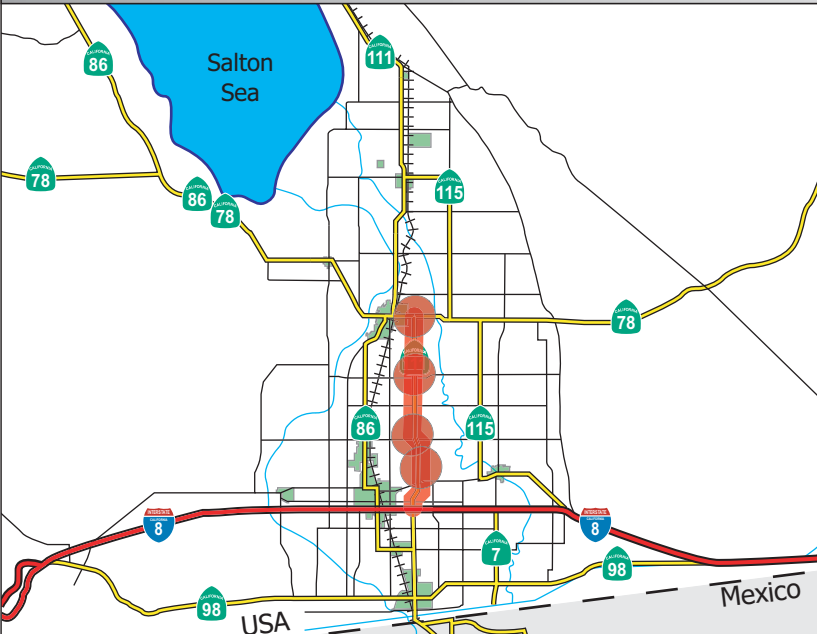
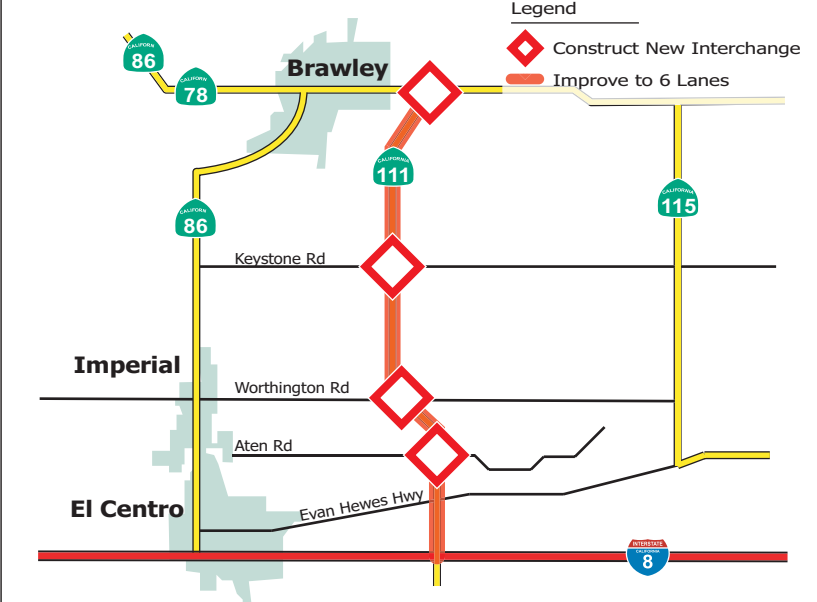


## Project No. 22

## SR-111 (I-8 to SR-78)

## Long-Term

This project will improve SR-111 over a length of approximately 14.5 miles from I-8 to SR-78. The roadway will be improved to a six lane freeway with interchanges at Aten, Worthington, Keystone and SR-78. This segment of SR-111 is presently constructed as a four lane expressway.

Regional View		Project Cost (2007 \$ Million)	
		Plan or Program Status (Scale: 1-5, Weight: 10)	1
		Environmental & Physical Constraints (Scale: 1-5, Weight: 5)	2
		Social & Community Equity (Scale: 1-5, Weight: 3)	3
		Consistent with Local Plans (Scale: 1-5, Weight: 6)	4
		Existing ADT/LOS (Scale: 1-5, Weight: 8)	1 (16.3/A)
Project View		Future ADT/LOS (Scale: 1-5, Weight: 8)	
		Safety (Scale: 2-4, Weight: 3)	4
		Benefit Region & Goods Movement (Scale: 2-4, Weight: 5)	4
		Additional Funds Available (Scale: 1-5, Weight: 7)	1
		<b>Calculated Score*</b>	<b>140</b>

\* Calculated score based on relative weight for each criterion

**22. SR-111 (I-8 to SR-78) – Upgrade to 6 lane Freeway and construct interchanges**

1. Project Cost (2007 dollars): \$500 million

Caltrans provided an estimate of \$500 million for this project based on experience with other similar roadway construction projects. This project cost estimate includes Environmental Study, Design, Right-of-Way acquisition and Construction.

2. Plan or Program Status (Relative Weight = 10): 1 (on a scale from 1 to 5)

This project is the subject of a preliminary study.

3. Environmental and Physical Constraints (Relative Weight = 5): 2 (on a scale from 2 to 4)

No environmental study has been performed for this project.

4. Social and Community Equity (Relative Weight = 3): 3 - placeholder (on a scale from 1 to 5)

Assumed to be a score of 3.

5. Consistent with Local Plans (Relative Weight = 6): 4 (on a scale from 1 to 5)

The project is included in the 2002 Imperial County Transportation Plan Highway Element, a Capital Improvement Plan (CIP), or a Developer or Traffic Impact Fee (DIF or TIF) program.

6. Existing LOS/ADT (Relative Weight = 8): 1 (on a scale from 1 to 5)

The area to be served by this project is presently operating at LOS A. This level of service is typically characterized by a volume of 16,300 ADT on SR-111 from I-8 to SR-78. This segment has a capacity of 40,000 ADT at LOS C.

7. Future LOS/ADT (Relative Weight = 8): 5 (on a scale from 1 to 5)

The area to be served by this project is projected to operate significantly past the LOS F threshold if no improvements to the existing condition are made. This level of service is typically characterized by a volume of 68,500 ADT on SR-111 from I-8 to SR-78. This segment has a capacity of 40,000 ADT at LOS C.

8. Safety (Relative Weight = 3): 4 (on a scale from 2 to 4)

This project provides a high degree of safety with design features that include limited access design to prevent conflicting movements, and/or grade separated components.

9. Benefit Region and/or Goods Movement (Relative Weight = 5): 4 (on a scale from 2 to 4)

The project will provide a substantial benefit to regional transportation or goods movement.

10. Additional Funds Available (Relative Weight = 7): 1 (on a scale from 1 to 5)

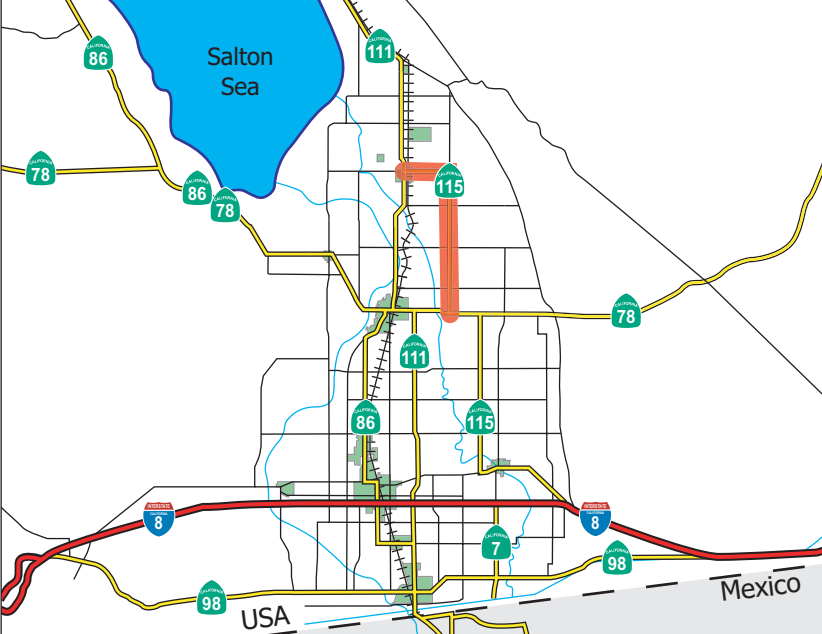
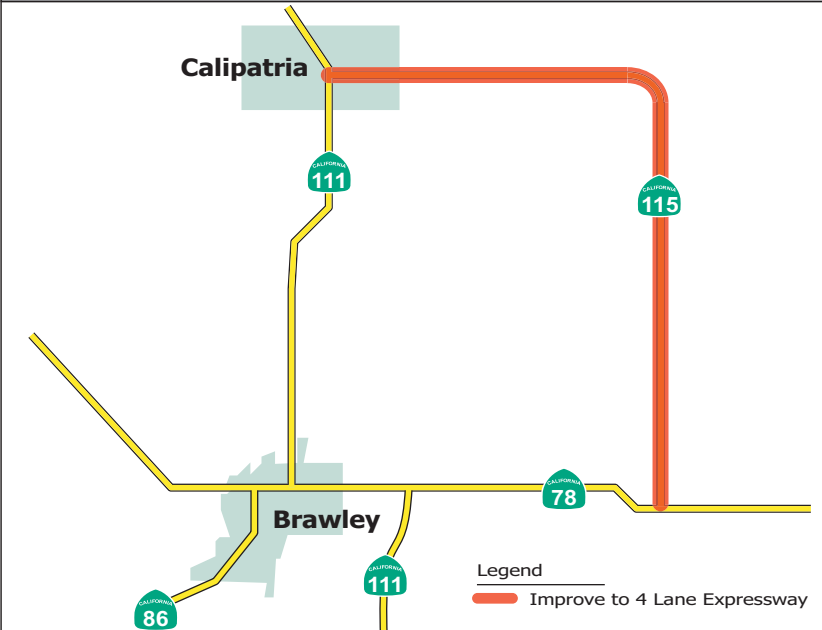
No project funding has been identified.

## Project No. 23

## SR-115 (SR-111 to SR-78)

## Long-Term

This project will improve SR-115 over a length of approximately 14.2 miles from SR-78 to SR-111. The roadway will be improved to a four lane expressway. This segment of SR-115 is presently constructed as a two lane conventional highway.

Regional View	Project Cost (2007 \$ Million)	
	Plan or Program Status (Scale: 1-5, Weight: 10)	1
	Environmental & Physical Constraints (Scale: 1-5, Weight: 5)	2
	Social & Community Equity (Scale: 1-5, Weight: 3)	3
	Consistent with Local Plans (Scale: 1-5, Weight: 6)	4
	Existing ADT/LOS (Scale: 1-5, Weight: 8)	1 (1.7/A)
Project View	Future ADT/LOS (Scale: 1-5, Weight: 8)	
	Safety (Scale: 2-4, Weight: 3)	4
	Benefit Region & Goods Movement (Scale: 2-4, Weight: 5)	4
	Additional Funds Available (Scale: 1-5, Weight: 7)	1
	<b>Calculated Score*</b>	<b>140</b>

\* Calculated score based on relative weight for each criterion

**23. SR-115 (SR-78 to SR-111) – improve to 4E**

1. Project Cost (2007 dollars): \$146.8 million

An original cost was extracted from the 2002 Regional Transportation Plan Highway Element of \$70 million and projected to a 2007 cost of \$146.8 million using an adjustment factor based on the Caltrans Construction Cost Index Data (see Appendix F). This project cost estimate includes Environmental Study, Design, Right-of-Way acquisition and Construction.

2. Plan or Program Status (Relative Weight = 10): 1 (on a scale from 1 to 5)

This project is the subject of a preliminary study.

3. Environmental and Physical Constraints (Relative Weight = 5): 2 (on a scale from 2 to 4)

No environmental study has been performed for this project.

4. Social and Community Equity (Relative Weight = 3): 3 - placeholder (on a scale from 1 to 5)

Assumed to be a score of 3.

5. Consistent with Local Plans (Relative Weight = 6): 4 (on a scale from 1 to 5)

The project is included in the 2002 Imperial County Transportation Plan Highway Element, a Capital Improvement Plan (CIP), or a Developer or Traffic Impact Fee (DIF or TIF) program.

6. Existing LOS/ADT (Relative Weight = 8): 1 (on a scale from 1 to 5)

The area to be served by this project is presently operating at LOS A. This level of service is typically characterized by a volume of 1,700 ADT on SR-115 from SR-111 to SR-78. This segment has a capacity of 7,100 ADT at LOS C.

7. Future LOS/ADT (Relative Weight = 8): 5 (on a scale from 1 to 5)

The area to be served by this project is projected to operate significantly past the LOS F threshold if no improvements to the existing condition are made. This level of service is typically characterized by a volume of 22,500 ADT on SR-115 from SR-111 to SR-78. This segment has a capacity of 7,100 ADT at LOS C.

8. Safety (Relative Weight = 3): 4 (on a scale from 2 to 4)

This project provides a high degree of safety with design features that include limited access design to prevent conflicting movements, and/or grade separated components.

9. Benefit Region and/or Goods Movement (Relative Weight = 5): 4 (on a scale from 2 to 4)

The project will provide a substantial benefit to regional transportation or goods movement.

10. Additional Funds Available (Relative Weight = 7): 1 (on a scale from 1 to 5)

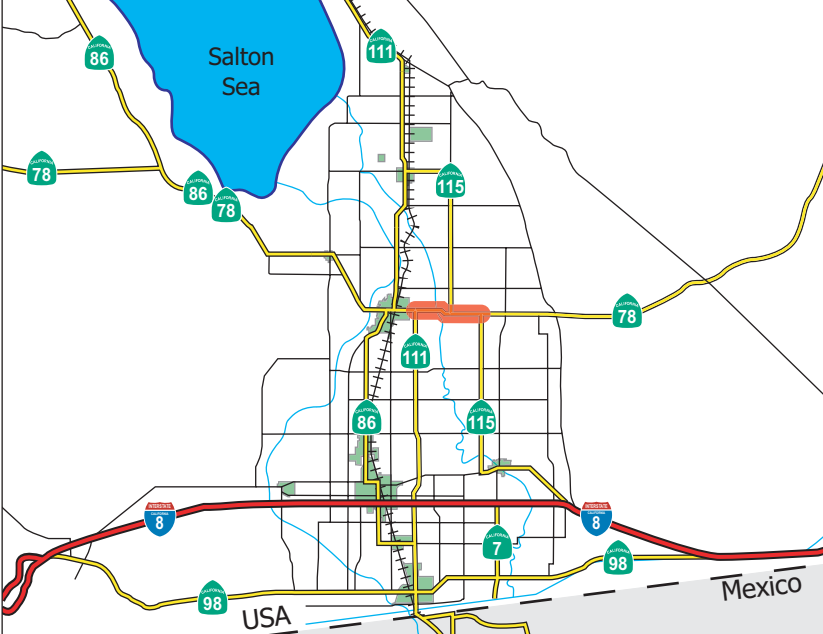
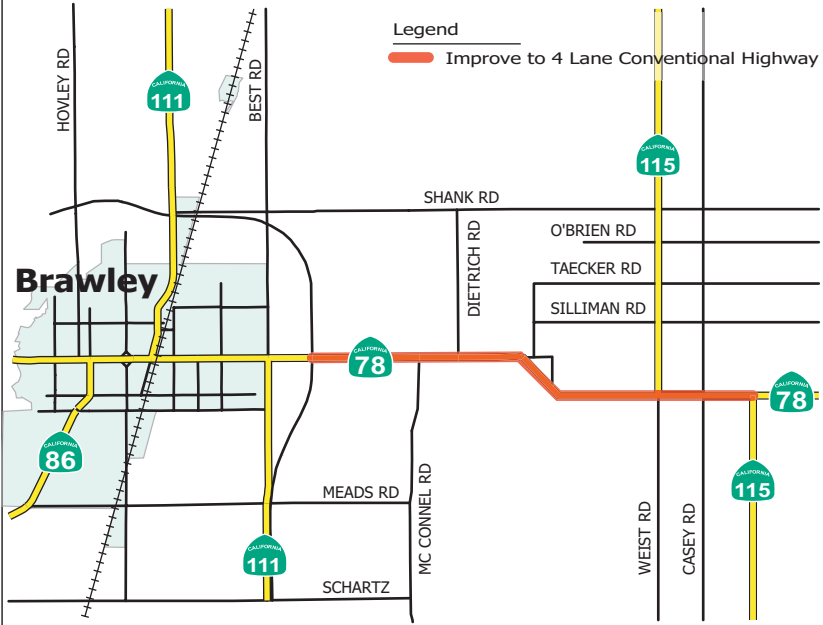
No project funding has been identified.

Project No. 24

SR-78/SR-115 (SR-78 to Brawley Bypass)

Long-Term

This project will improve SR-78/115 over a length of approximately 5.6 miles from the Brawley Bypass to the junction of SR-78 and SR-115. The roadway will be improved to a four lane conventional highway.

Regional View		Project Cost (2007 \$ Million)	
		Plan or Program Status (Scale: 1-5, Weight: 10)	1
		Environmental & Physical Constraints (Scale: 1-5, Weight: 5)	2
		Social & Community Equity (Scale: 1-5, Weight: 3)	3
		Consistent with Local Plans (Scale: 1-5, Weight: 6)	4
		Existing ADT/LOS (Scale: 1-5, Weight: 8)	1 (4/B)
Project View		Future ADT/LOS (Scale: 1-5, Weight: 8)	5 (22.5/F+)
		Safety (Scale: 2-4, Weight: 3)	4
		Benefit Region & Goods Movement (Scale: 2-4, Weight: 5)	3
		Additional Funds Available (Scale: 1-5, Weight: 7)	1
		<b>Calculated Score*</b>	<b>135</b>

\* Calculated score based on relative weight for each criterion

**24. SR-78/115 (SR-78 to Brawley Bypass) – construct 4 lane conventional highway**

1. Project Cost (2007 dollars): \$74.5 million

An original cost was extracted from the 2002 Regional Transportation Plan Highway Element of \$36 million and projected to a 2007 cost of \$74.5 million using an adjustment factor based on the Caltrans Construction Cost Index Data (see Appendix F). This project cost estimate includes Environmental Study, Design, Right-of-Way acquisition and Construction.

2. Plan or Program Status (Relative Weight = 10): 1 (on a scale from 1 to 5)

This project is the subject of a preliminary study.

3. Environmental and Physical Constraints (Relative Weight = 5): 2 (on a scale from 2 to 4)

No environmental study has been performed for this project.

4. Social and Community Equity (Relative Weight = 3): 3 - placeholder (on a scale from 1 to 5)

Assumed to be a score of 3.

5. Consistent with Local Plans (Relative Weight = 6): 4 (on a scale from 1 to 5)

The project is included in the 2002 Imperial County Transportation Plan Highway Element, a Capital Improvement Plan (CIP), or a Developer or Traffic Impact Fee (DIF or TIF) program.

6. Existing LOS/ADT (Relative Weight = 8): 1 (on a scale from 1 to 5)

The area to be served by this project is presently operating at LOS B. This level of service is typically characterized by a volume of 4,000 ADT on SR-78/115 from SR-111 to SR-78 east. This segment has a capacity of 7,100 ADT at LOS C.

7. Future LOS/ADT (Relative Weight = 8): 5 (on a scale from 1 to 5)

The area to be served by this project is projected to operate significantly past the LOS F threshold if no improvements to the existing condition are made. This level of service is typically characterized by a volume of 22,500 ADT on SR-78/115 from SR-111 to SR-78 east. This segment has a capacity of 7,100 ADT at LOS C.

8. Safety (Relative Weight = 3): 4 (on a scale from 2 to 4)

This project provides a high degree of safety with design features that include limited access design to prevent conflicting movements, and/or grade separated components.

9. Benefit Region and/or Goods Movement (Relative Weight = 5): 3 (on a scale from 2 to 4)

The project will provide a moderate benefit to regional transportation or goods movement.

10. Additional Funds Available (Relative Weight = 7): 1 (on a scale from 1 to 5)

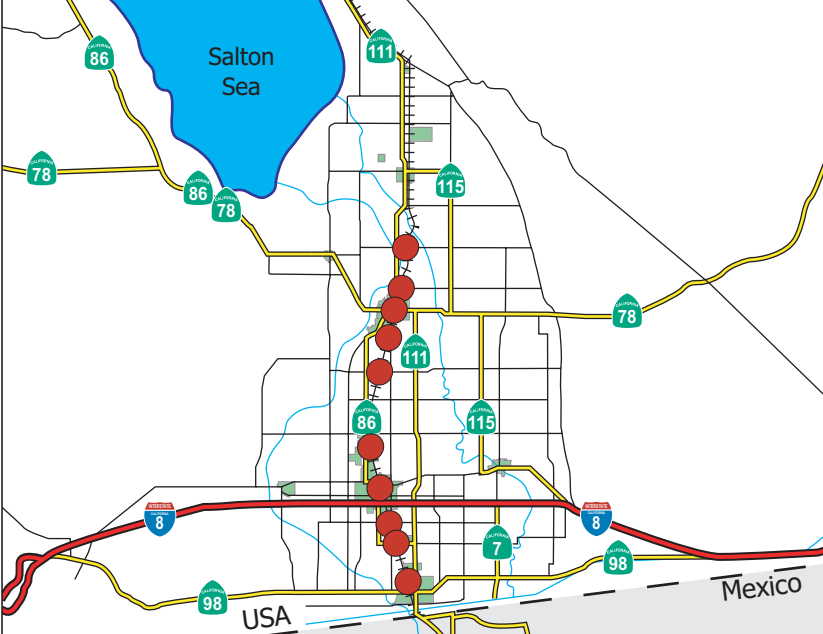

No project funding has been identified.

## Project No. 25

## Rail Road Crossings

## Long-Term

This project will construct 10 grade separated rail road crossings at various locations along the length of the Union Pacific Rail Road line that runs in a north-south orientation through the central portion of the region.

Regional View		Project Cost (2007 \$ Million)	
		\$300.0	
		Plan or Program Status (Scale: 1-5, Weight: 10)	1
		Environmental & Physical Constraints (Scale: 1-5, Weight: 5)	2
		Social & Community Equity (Scale: 1-5, Weight: 3)	3
		Consistent with Local Plans (Scale: 1-5, Weight: 6)	1
Project View		Existing ADT/LOS (Scale: 1-5, Weight: 8)	2 (10/D)
		Future ADT/LOS (Scale: 1-5, Weight: 8)	5 (30/F+)
		Safety (Scale: 2-4, Weight: 3)	4
		Benefit Region & Goods Movement (Scale: 2-4, Weight: 5)	3
		Additional Funds Available (Scale: 1-5, Weight: 7)	1
		<b>Calculated Score*</b>	<b>125</b>

\* Calculated score based on relative weight for each criterion

**25. Rail Road Crossings (10 crossings) – construct roadway grade separations**

1. Project Cost (2007 dollars): \$300.0 million

It is estimated that 10 railroad crossing upgrades would be needed, of which may ultimately require grade-separation. Based on experience with other similar roadway construction projects, a general 2007 cost for each crossing is projected to be \$30 million using an adjustment factor based on the Caltrans Construction Cost Index Data (see Appendix F). Therefore the combined project cost is estimated at \$300.0 million. This project cost estimate includes Environmental Study, Design, Right-of-Way acquisition and Construction.

2. Plan or Program Status (Relative Weight = 10): 1 (on a scale from 1 to 5)

This project is the subject of a preliminary study.

3. Environmental and Physical Constraints (Relative Weight = 5): 2 (on a scale from 2 to 4)

No environmental study has been performed for this project.

4. Social and Community Equity (Relative Weight = 3): 3 - placeholder (on a scale from 1 to 5)

Assumed to be a score of 3.

5. Consistent with Local Plans (Relative Weight = 6): 1 (on a scale from 1 to 5)

This project is not the subject of any existing planning document.

6. Existing LOS/ADT (Relative Weight = 8): 2 (on a scale from 1 to 5)

The area to be served by this project is presently operating at LOS D. This level of service is typically characterized by a volume of 10,000 ADT on the average railroad crossing location. These locations have a capacity of 7,100 ADT at LOS C.

7. Future LOS/ADT (Relative Weight = 8): 5 (on a scale from 1 to 5)

The area to be served by this project is projected to operate significantly past the LOS F threshold if no improvements to the existing condition are made. This level of service is typically characterized by a volume of 30,000 ADT on the average railroad crossing location. These locations have a capacity of 7,100 ADT at LOS C.

8. Safety (Relative Weight = 3): 4 (on a scale from 2 to 4)

This project provides a high degree of safety with design features that include limited access design to prevent conflicting movements, and/or grade separated components.

9. Benefit Region and/or Goods Movement (Relative Weight = 5): 3 (on a scale from 2 to 4)

The project will provide a moderate benefit to regional transportation or goods movement.

10. Additional Funds Available (Relative Weight = 7): 1 (on a scale from 1 to 5)

No project funding has been identified.

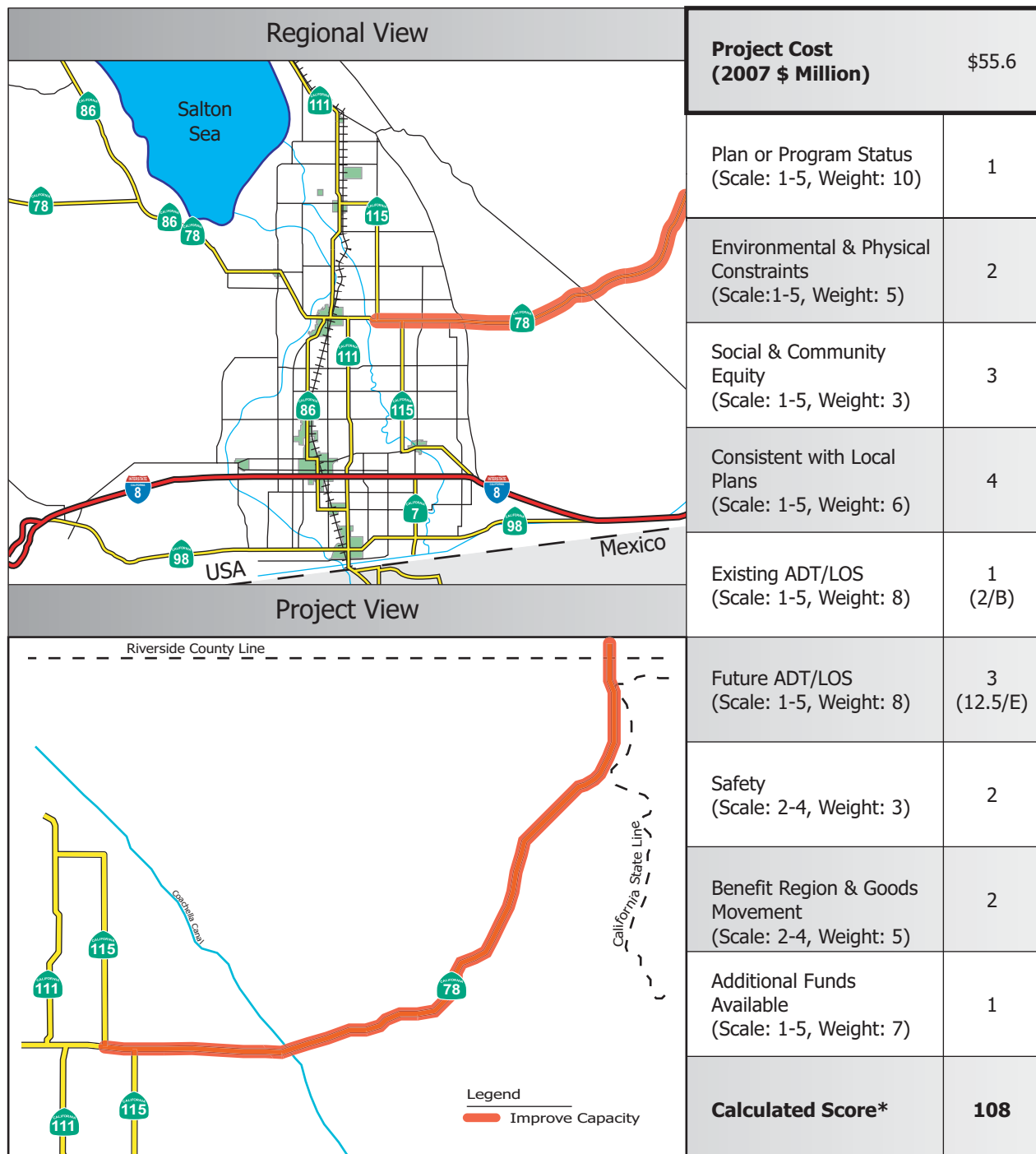


## Project No. 26

## SR-78 (SR-115 to Riverside County Line)

## Long-Term

This project will provide operational improvements such as intersection improvements and roadway profile corrections to SR-78 over a length of approximately 60.5 miles from SR-115 to the Riverside County line. This segment of SR-78 is presently constructed as a two lane conventional highway.



\* Calculated score based on relative weight for each criterion

**26. SR-78 (SR-115 to Riverside County Line) – operational improvements**

1. Project Cost (2007 dollars): \$55.6 million

An original cost of \$50 million in 2005 was projected to a 2007 cost of \$55.6 million using an adjustment factor based on the Caltrans Construction Cost Index Data (see Appendix F). This project cost estimate includes Environmental Study, Design, Right-of-Way acquisition and Construction.

2. Plan or Program Status (Relative Weight = 10): 1 (on a scale from 1 to 5)

This project is the subject of a preliminary study.

3. Environmental and Physical Constraints (Relative Weight = 5): 2 (on a scale from 2 to 4)

No environmental study has been performed for this project.

4. Social and Community Equity (Relative Weight = 3): 3 - placeholder (on a scale from 1 to 5)

Assumed to be a score of 3.

5. Consistent with Local Plans (Relative Weight = 6): 4 (on a scale from 1 to 5)

The project is included in the 2002 Imperial County Transportation Plan Highway Element, a Capital Improvement Plan (CIP), or a Developer or Traffic Impact Fee (DIF or TIF) program.

6. Existing LOS/ADT (Relative Weight = 8): 1 (on a scale from 1 to 5)

The area to be served by this project is presently operating at LOS B. This level of service is typically characterized by a volume of 2,000 ADT on SR-78 from SR-115 to the Riverside County Line. This segment has a capacity of 7,100 ADT at LOS C.

7. Future LOS/ADT (Relative Weight = 8): 3 (on a scale from 1 to 5)

The area to be served by this project is projected to operate at LOS E if no improvements to the existing condition are made. This level of service is typically characterized by a volume of 12,500 ADT on SR-78 from SR-115 to the Riverside County Line. This segment has a capacity of 7,100 ADT at LOS C.

8. Safety (Relative Weight = 3): 2 (on a scale from 2 to 4)

This project is expected to be designed as an undivided roadway.

9. Benefit Region and/or Goods Movement (Relative Weight = 5): 2 (on a scale from 2 to 4)

The project will provide a nominal benefit to regional transportation or goods movement.

10. Additional Funds Available (Relative Weight = 7): 1 (on a scale from 1 to 5)

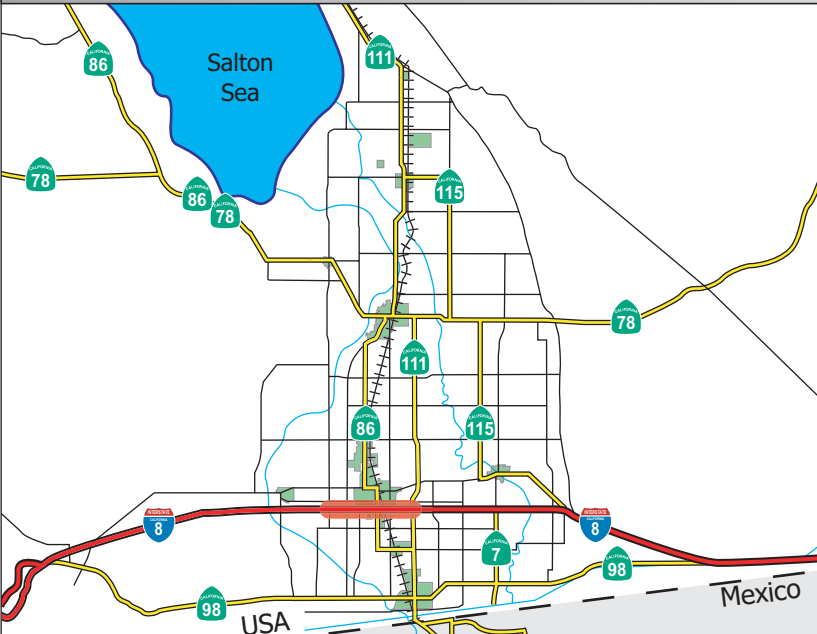

No project funding has been identified.

## Project No. 27

## I-8 (Forrester Road to SR-111)

## Long-Term

This project will improve I-8 over a length of approximately eight miles from Forrester Road to SR-111. The roadway will be improved to a six lane freeway. This segment of I-8 is presently constructed as a four lane freeway.

Regional View		Project Cost (2007 \$ Million)	
		Plan or Program Status (Scale: 1-5, Weight: 10)	1
		Environmental & Physical Constraints (Scale: 1-5, Weight: 5)	2
		Social & Community Equity (Scale: 1-5, Weight: 3)	3
		Consistent with Local Plans (Scale: 1-5, Weight: 6)	4
		Existing ADT/LOS (Scale: 1-5, Weight: 8)	1 (29/A)
Project View		Future ADT/LOS (Scale: 1-5, Weight: 8)	2 (71/D)
		Safety (Scale: 2-4, Weight: 3)	4
		Benefit Region & Goods Movement (Scale: 2-4, Weight: 5)	4
		Additional Funds Available (Scale: 1-5, Weight: 7)	1
		<b>Calculated Score*</b>	<b>116</b>

\* Calculated score based on relative weight for each criterion

**27. I-8 (Forrester Road to SR-111) – improve to 6F**

1. Project Cost (2007 dollars): \$188.7 million

An original cost was extracted from the 2002 Regional Transportation Plan Highway Element of \$90 million and projected to a 2007 cost of \$188.7 million using an adjustment factor based on the Caltrans Construction Cost Index Data (see Appendix F). This project cost estimate includes Environmental Study, Design, Right-of-Way acquisition and Construction.

2. Plan or Program Status (Relative Weight = 10): 1 (on a scale from 1 to 5)

This project is the subject of a preliminary study.

3. Environmental and Physical Constraints (Relative Weight = 5): 2 (on a scale from 2 to 4)

No environmental study has been performed for this project.

4. Social and Community Equity (Relative Weight = 3): 3 - placeholder (on a scale from 1 to 5)

Assumed to be a score of 3.

5. Consistent with Local Plans (Relative Weight = 6): 4 (on a scale from 1 to 5)

The project is included in the 2002 Imperial County Transportation Plan Highway Element, a Capital Improvement Plan (CIP), or a Developer or Traffic Impact Fee (DIF or TIF) program.

6. Existing LOS/ADT (Relative Weight = 8): 1 (on a scale from 1 to 5)

The area to be served by this project is presently operating at LOS A. This level of service is typically characterized by a volume of 29,000 ADT on I-8 from Forrester Road to SR-111. This segment has an approximate capacity of 60,600 ADT at LOS C.

7. Future LOS/ADT (Relative Weight = 8): 2 (on a scale from 1 to 5)

The area to be served by this project is projected to operate at LOS D if no improvements to the existing condition are made. This level of service is typically characterized by a volume of 71,000 ADT on I-8 from Forrester Road to SR-111. This segment has an approximate capacity of 60,600 ADT at LOS C.

8. Safety (Relative Weight = 3): 4 (on a scale from 2 to 4)

This project provides a high degree of safety with design features that include limited access design to prevent conflicting movements, and/or grade separated components.

9. Benefit Region and/or Goods Movement (Relative Weight = 5): 4 (on a scale from 2 to 4)

The project will provide a substantial benefit to regional transportation or goods movement.

10. Additional Funds Available (Relative Weight = 7): 1 (on a scale from 1 to 5)

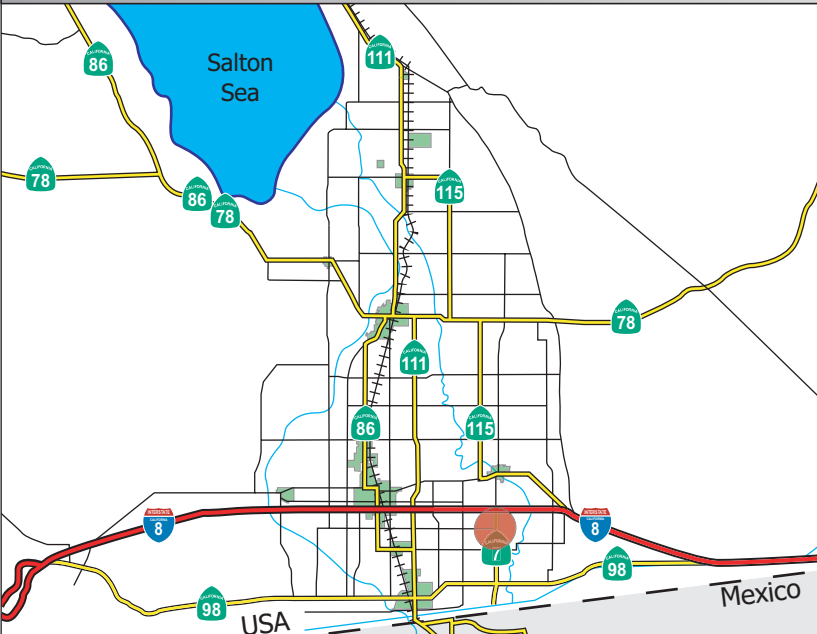
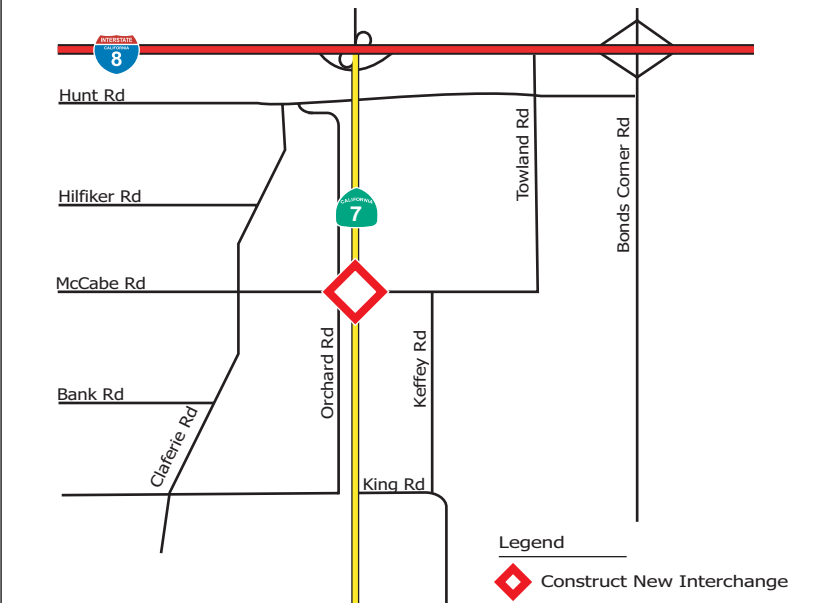

No project funding has been identified.

## Project No. 28

## SR-7 Airport Interchange

## Long-Term

This project will provide a full interchange on SR-7 to accommodate an access road that will serve the future airport. The project will provide a four lane bridge and expanded width ramps according to modern standards.

Regional View		Project Cost (2007 \$ Million)	
		Plan or Program Status (Scale: 1-5, Weight: 10)	1
		Environmental & Physical Constraints (Scale: 1-5, Weight: 5)	2
		Social & Community Equity (Scale: 1-5, Weight: 3)	3
		Consistent with Local Plans (Scale: 1-5, Weight: 6)	5
		Existing ADT/LOS (Scale: 1-5, Weight: 8)	1 (1.0/A)
Project View		Future ADT/LOS (Scale: 1-5, Weight: 8)	4 (57.5/F)
		Safety (Scale: 2-4, Weight: 3)	2
		Benefit Region & Goods Movement (Scale: 2-4, Weight: 5)	4
		Additional Funds Available (Scale: 1-5, Weight: 7)	1
		<b>Calculated Score*</b>	<b>132</b>
			

\* Calculated score based on relative weight for each criterion

**28. SR-7 Airport Interchange – full interchange**

1. Project Cost (2007 dollars): \$30 million

Caltrans provided an estimate of \$30.0 million for this project based on experience with other similar interchanges. This project cost estimate includes Environmental Study, Design, Right-of-Way acquisition and Construction.

2. Plan or Program Status (Relative Weight = 10): 1 (on a scale from 1 to 5)

This project is the subject of a preliminary study.

3. Environmental and Physical Constraints (Relative Weight = 5): 2 (on a scale from 2 to 4)

No environmental study has been performed for this project.

4. Social and Community Equity (Relative Weight = 3): 3 - placeholder (on a scale from 1 to 5)

Assumed to be a score of 3.

5. Consistent with Local Plans (Relative Weight = 6): 5 (on a scale from 1 to 5)

The project is considered to be of great importance to regional transportation by local planning agencies.

6. Existing LOS/ADT (Relative Weight = 8): 1 (on a scale from 1 to 5)

The area to be served by this project is presently operating at LOS A. This level of service is typically characterized by a volume of 1,000 ADT on SR-7 from King Road to I-8. This segment has a capacity of 40,000 ADT at LOS C.

7. Future LOS/ADT (Relative Weight = 8): 4 (on a scale from 1 to 5)

The area to be served by this project is projected to operate at LOS F if no improvements to the existing condition are made. This level of service is typically characterized by a volume of 57,500 ADT on SR-7 from King Road to I-8. This segment has a capacity of 40,000 ADT at LOS C.

8. Safety (Relative Weight = 3): 2 (on a scale from 2 to 4)

This project is expected to be designed as an undivided roadway.

9. Benefit Region and/or Goods Movement (Relative Weight = 5): 4 (on a scale from 2 to 4)

The project will provide a substantial benefit to regional transportation or goods movement.

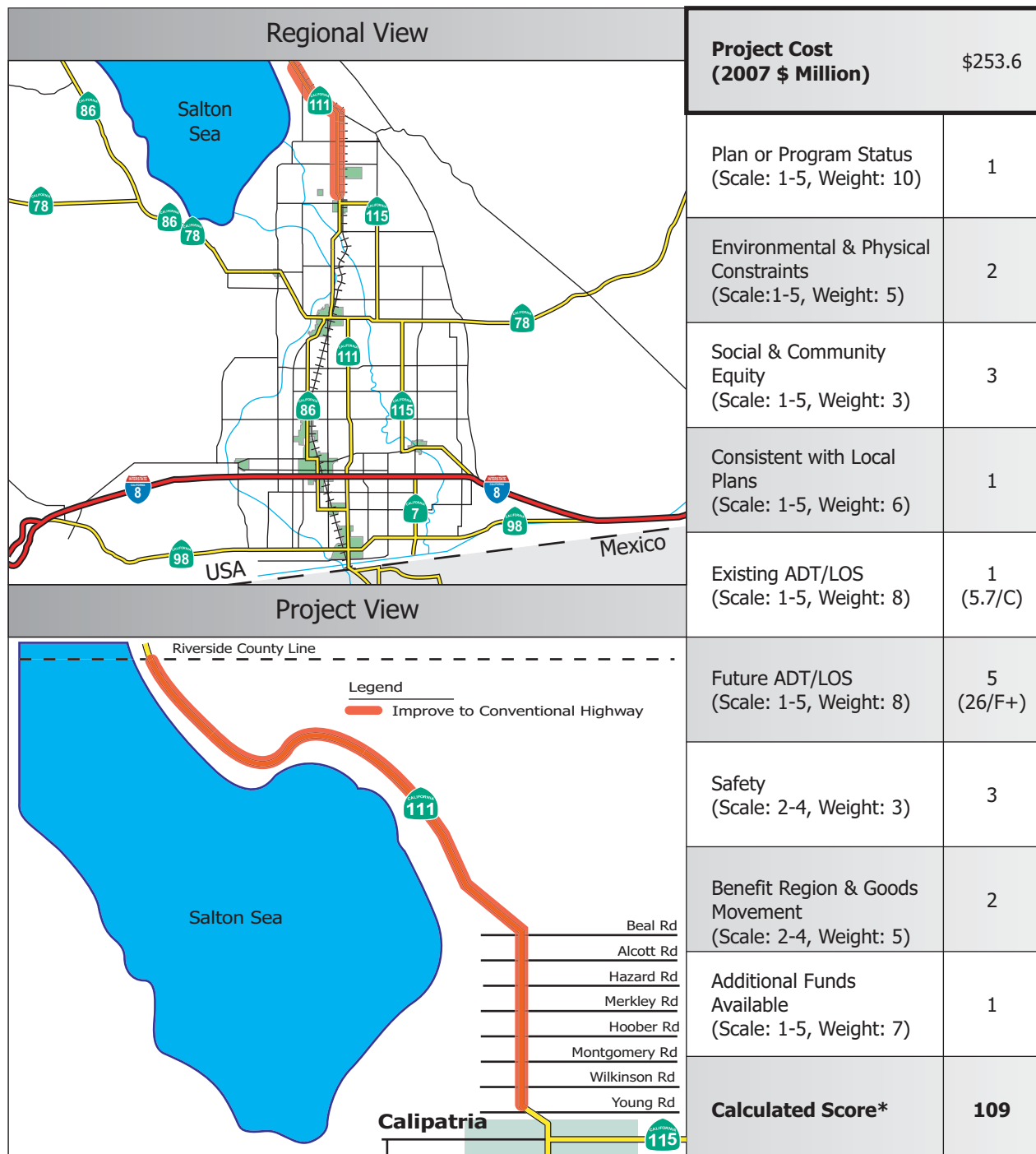
10. Additional Funds Available (Relative Weight = 7): 1 (on a scale from 1 to 5)

No project funding has been identified.

## Project No. 29 SR-111 (Young Road to Riverside County Line)

Long-Term

This project will improve SR-111 over a length of approximately 32.5 miles from Young Road (just north of Calipatria) to the Riverside County line. The roadway will be widened from the existing two lane conventional highway to a four lane conventional highway.



\* Calculated score based on relative weight for each criterion

**29. SR-111 (Young Road to Riverside County Line) – improve to 4 lane conventional highway**

1. Project Cost (2007 dollars): \$253.6 million

An original cost was extracted from the 2002 Regional Transportation Plan Highway Element of \$120 million and projected to a 2007 cost of \$253.6 million using an adjustment factor based on the Caltrans Construction Cost Index Data (see Appendix F). This project cost estimate includes Environmental Study, Design, Right-of-Way acquisition and Construction.

2. Plan or Program Status (Relative Weight = 10): 1 (on a scale from 1 to 5)

This project is the subject of a preliminary study.

3. Environmental and Physical Constraints (Relative Weight = 5): 2 (on a scale from 2 to 4)

No environmental study has been performed for this project.

4. Social and Community Equity (Relative Weight = 3): 3 - placeholder (on a scale from 1 to 5)

Assumed to be a score of 3.

5. Consistent with Local Plans (Relative Weight = 6): 1 (on a scale from 1 to 5)

This project is not the subject of any existing planning document.

6. Existing LOS/ADT (Relative Weight = 8): 1 (on a scale from 1 to 5)

The area to be served by this project is presently operating at LOS C. This level of service is typically characterized by a volume of 5,700 ADT on SR-111 from Young Road to the Riverside County Line. This segment has a capacity of 7,100 ADT at LOS C.

7. Future LOS/ADT (Relative Weight = 8): 5 (on a scale from 1 to 5)

The area to be served by this project is projected to operate significantly past the LOS F threshold if no improvements to the existing condition are made. This level of service is typically characterized by a volume of 26,000 ADT on SR-111 from Young Road to the Riverside County Line. This segment has a capacity of 7,100 ADT at LOS C.

8. Safety (Relative Weight = 3): 3 (on a scale from 2 to 4)

This project provides safety by incorporating a divided roadway design.

9. Benefit Region and/or Goods Movement (Relative Weight = 5): 2 (on a scale from 2 to 4)

The project will provide a nominal benefit to regional transportation or goods movement.

10. Additional Funds Available (Relative Weight = 7): 1 (on a scale from 1 to 5)

No project funding has been identified.

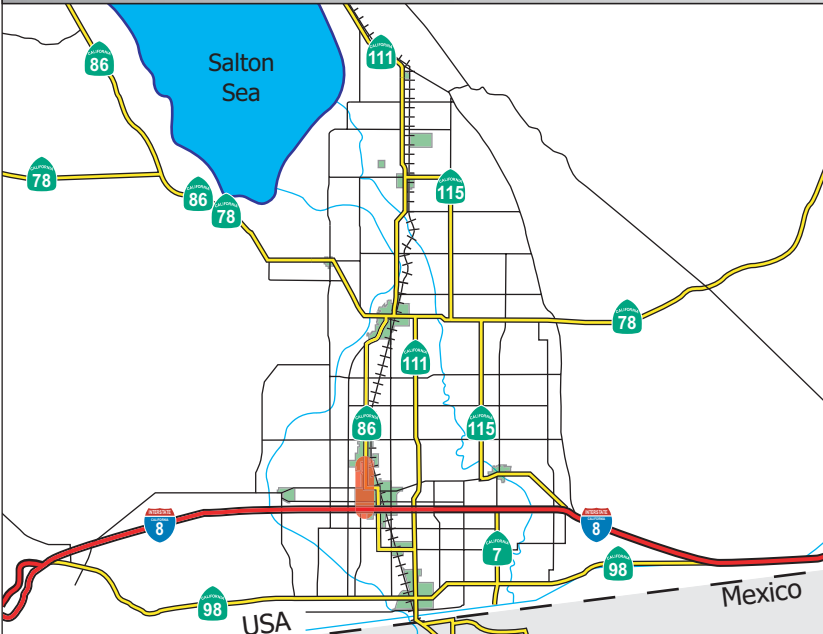



## Project No. 30

## Imperial Avenue (I-8 to Aten Road)

## Long-Term

This project will improve Imperial Avenue over a length of approximately 3.5 miles from I-8 to Aten Road. The roadway will be improved to a six lane prime arterial. This segment of Imperial Avenue is presently constructed as a four lane roadway.

Regional View		Project Cost (2007 \$ Million)	
		Plan or Program Status (Scale: 1-5, Weight: 10)	1
		Environmental & Physical Constraints (Scale: 1-5, Weight: 5)	2
		Social & Community Equity (Scale: 1-5, Weight: 3)	4
		Consistent with Local Plans (Scale: 1-5, Weight: 6)	4
		Existing ADT/LOS (Scale: 1-5, Weight: 8)	4 (38.4/F)
Project View		Future ADT/LOS (Scale: 1-5, Weight: 8)	5 (64.4/F+)
		Safety (Scale: 2-4, Weight: 3)	3
		Benefit Region & Goods Movement (Scale: 2-4, Weight: 5)	3
		Additional Funds Available (Scale: 1-5, Weight: 7)	1
		<b>Calculated Score*</b>	<b>159</b>

\* Calculated score based on relative weight for each criterion

**30. Imperial Avenue (I-8 to Aten Road) – improve to 6PA**

1. Project Cost (2007 dollars): \$26.2 million

An original cost of \$31.5 million in 2006 was projected to a 2007 cost of \$33.5 million using an adjustment factor based on the Caltrans Construction Cost Index Data (see Appendix F). The original project was length was extended and then split into two separate projects. The two projects are Imperial Avenue, I-8 to Aten, and Imperial Avenue, I-8 to McCabe. The partitioning of the cost for this section's limits results in \$26.2 million for the project cost. This project cost estimate includes Environmental Study, Design, Right-of-Way acquisition and Construction.

2. Plan or Program Status (Relative Weight = 10): 1 (on a scale from 1 to 5)

This project is the subject of a preliminary study.

3. Environmental and Physical Constraints (Relative Weight = 5): 2 (on a scale from 2 to 4)

No environmental study has been performed for this project.

4. Social and Community Equity (Relative Weight = 3): 3 - placeholder (on a scale from 1 to 5)

Score of 4 based on positive comment from public.

5. Consistent with Local Plans (Relative Weight = 6): 4 (on a scale from 1 to 5)

The project is included in the 2002 Imperial County Transportation Plan Highway Element, a Capital Improvement Plan (CIP), or a Developer or Traffic Impact Fee (DIF or TIF) program.

6. Existing LOS/ADT (Relative Weight = 8): 4 (on a scale from 1 to 5)

The area to be served by this project is presently operating at LOS F. This level of service is typically characterized by a volume of 38,400 ADT on Imperial Avenue from I-8 to Aten Road. This segment has a capacity of 29,600 ADT at LOS C.

7. Future LOS/ADT (Relative Weight = 8): 5 (on a scale from 1 to 5)

The area to be served by this project is projected to operate significantly past the LOS F threshold if no improvements to the existing condition are made. This level of service is typically characterized by a volume of 64,400 ADT on Imperial Avenue from I-8 to Aten Road. This segment has a capacity of 29,600 ADT at LOS C.

8. Safety (Relative Weight = 3): 3 (on a scale from 2 to 4)

This project provides safety by incorporating a divided roadway design.

9. Benefit Region and/or Goods Movement (Relative Weight = 5): 3 (on a scale from 2 to 4)

The project will provide a moderate benefit to regional transportation or goods movement.

10. Additional Funds Available (Relative Weight = 7): 1 (on a scale from 1 to 5)

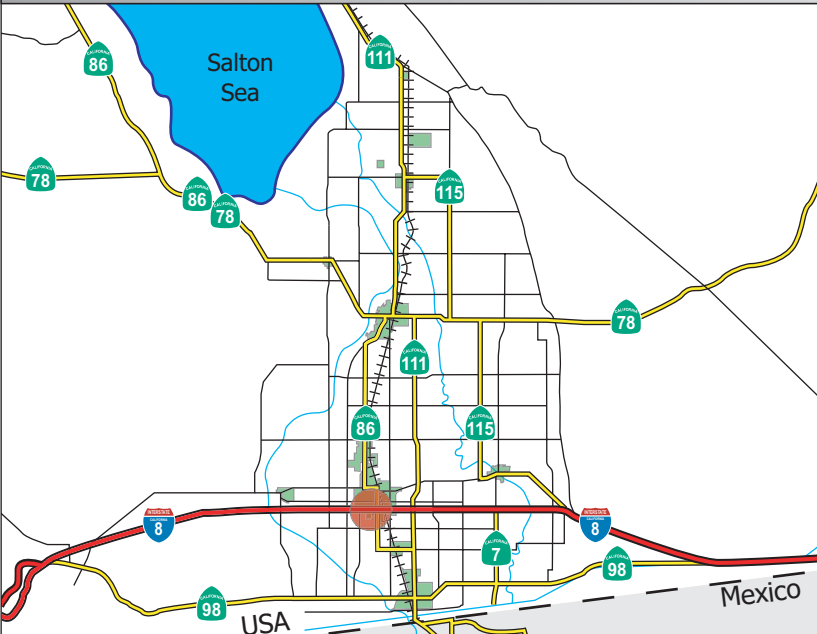
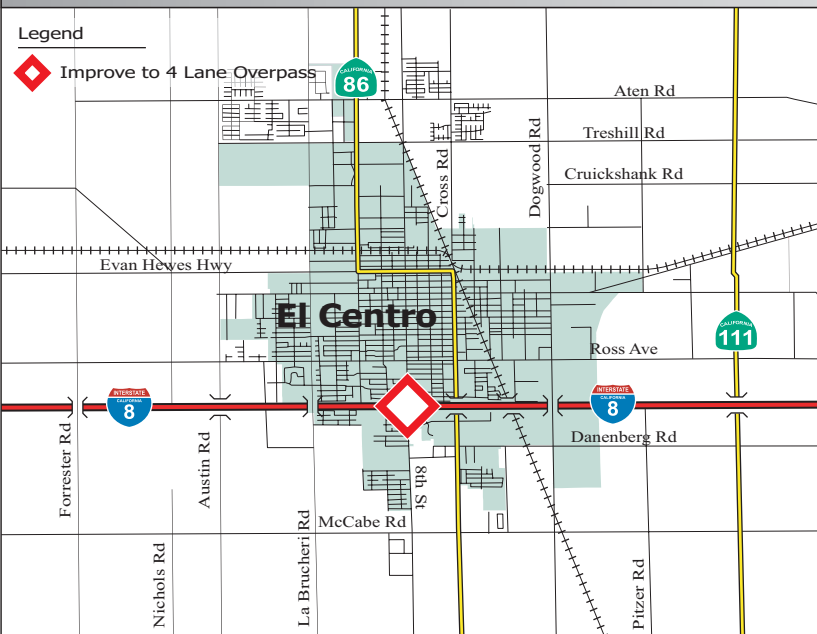
No project funding has been identified.

## Project No. 31

## 8th Street Overpass (I-8 at 8th Street)

## Long-Term

This project will expand the overpass that crosses over I-8 to four lanes. The existing facility consists of a two lane bridge over I-8.

Regional View		Project Cost (2007 \$ Million)	
		Plan or Program Status (Scale: 1-5, Weight: 10)	2
		Environmental & Physical Constraints (Scale: 1-5, Weight: 5)	2
		Social & Community Equity (Scale: 1-5, Weight: 3)	3
		Consistent with Local Plans (Scale: 1-5, Weight: 6)	2
		Existing ADT/LOS (Scale: 1-5, Weight: 8)	2 (9.5/D)
Project View		Future ADT/LOS (Scale: 1-5, Weight: 8)	5 (31.8/F+)
		Safety (Scale: 2-4, Weight: 3)	2
		Benefit Region & Goods Movement (Scale: 2-4, Weight: 5)	3
		Additional Funds Available (Scale: 1-5, Weight: 7)	1
		<b>Calculated Score*</b>	<b>135</b>

\* Calculated score based on relative weight for each criterion

**31. 8<sup>th</sup> Street Overpass (Overpass I-8 at 8<sup>th</sup> Street) – widen to 4 lanes**

1. Project Cost (2007 dollars): \$4.0 million

The City of El Centro provided an estimate of \$4.0 million for this project based on experience with other similar projects. This project cost estimate includes Environmental Study, Design, Right-of-Way Acquisition and Construction.

2. Plan or Program Status (Relative Weight = 10): 2 (on a scale from 1 to 5)

This project is the subject of a Project Initiation Document (PID) or a Project Study Report (PSR).

3. Environmental and Physical Constraints (Relative Weight = 5): 2 (on a scale from 2 to 4)

No environmental study has been performed for this project.

4. Social and Community Equity (Relative Weight = 3): 3 - placeholder (on a scale from 1 to 5)

Assumed to be a score of 3.

5. Consistent with Local Plans (Relative Weight = 6): 2 (on a scale from 1 to 5)

The project will have a nominal effect on the regional transportation system, and accordingly does not play an important role in the local planning documents.

6. Existing LOS/ADT (Relative Weight = 8): 2 (on a scale from 1 to 5)

The area to be served by this project is presently operating at LOS D. This level of service is typically characterized by a volume of 9,500 ADT on 8<sup>th</sup> Street from Ross Avenue to Wake Avenue. This segment has a capacity of 7,100 ADT at LOS C.

7. Future LOS/ADT (Relative Weight = 8): 5 (on a scale from 1 to 5)

The area to be served by this project is projected to operate significantly past the LOS F threshold if no improvements to the existing condition are made. This level of service is typically characterized by a volume of 31,800 ADT on 8<sup>th</sup> Street from Ross Avenue to Wake Avenue. This segment has a capacity of 7,100 ADT at LOS C.

8. Safety (Relative Weight = 3): 2 (on a scale from 2 to 4)

This project is expected to be designed as an undivided roadway.

9. Benefit Region and/or Goods Movement (Relative Weight = 5): 3 (on a scale from 2 to 4)

The project will provide a moderate benefit to regional transportation or goods movement.

10. Additional Funds Available (Relative Weight = 7): 1 (on a scale from 1 to 5)

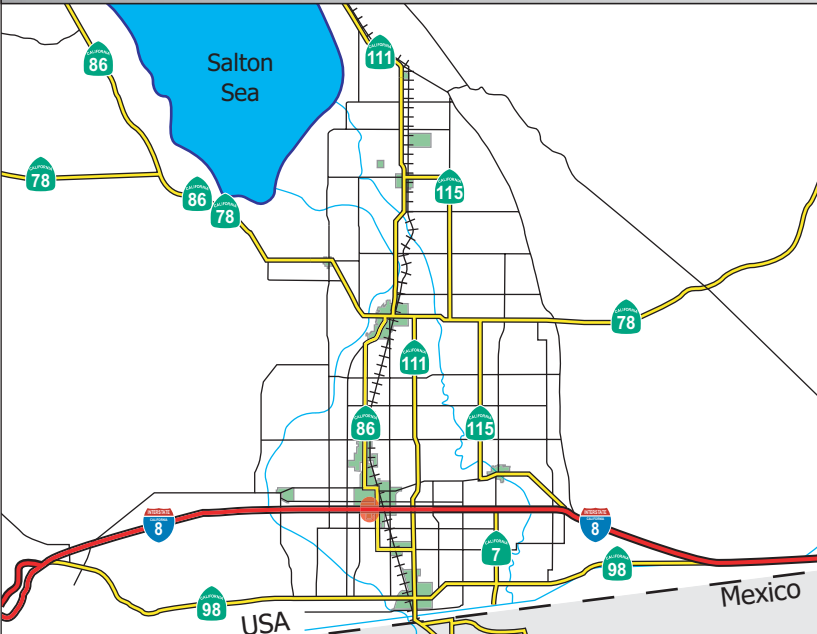

No project funding has been identified.

Project No. 32

8th Street (Wake Avenue to Centinela Drive)

Long-Term

This project will improve 8th Street over a length of approximately a half mile from Wake Avenue (south of I-8) to Centinela Avenue (north of I-8). The roadway will be improved to four lanes. This segment of 8th Street is presently constructed as a two lane roadway.

Regional View		Project Cost (2007 \$ Million)	
		Plan or Program Status (Scale: 1-5, Weight: 10)	2
		Environmental & Physical Constraints (Scale: 1-5, Weight: 5)	2
		Social & Community Equity (Scale: 1-5, Weight: 3)	3
		Consistent with Local Plans (Scale: 1-5, Weight: 6)	2
		Existing ADT/LOS (Scale: 1-5, Weight: 8)	2 (9.5/D)
Project View		Future ADT/LOS (Scale: 1-5, Weight: 8)	5 (31.8/F+)
		Safety (Scale: 2-4, Weight: 3)	2
		Benefit Region & Goods Movement (Scale: 2-4, Weight: 5)	3
		Additional Funds Available (Scale: 1-5, Weight: 7)	1
		<b>Calculated Score*</b>	<b>135</b>

\* Calculated score based on relative weight for each criterion

**32. 8<sup>th</sup> Street (Wake Avenue to Centinela) – widen to 4 lanes**

1. Project Cost (2007 dollars): \$8.0 million

The City of El Centro provided an estimate of \$8.0 million for this project based on experience with other similar projects. This project cost estimate includes Environmental Study, Design, Right-of-Way Acquisition and Construction.

2. Plan or Program Status (Relative Weight = 10): 2 (on a scale from 1 to 5)

This project is the subject of a Project Initiation Document (PID) or a Project Study Report (PSR).

3. Environmental and Physical Constraints (Relative Weight = 5): 2 (on a scale from 2 to 4)

No environmental study has been performed for this project.

4. Social and Community Equity (Relative Weight = 3): 3 - placeholder (on a scale from 1 to 5)

Assumed to be a score of 3.

5. Consistent with Local Plans (Relative Weight = 6): 2 (on a scale from 1 to 5)

The project will have a nominal effect on the regional transportation system, and accordingly does not play an important role in the local planning documents.

6. Existing LOS/ADT (Relative Weight = 8): 2 (on a scale from 1 to 5)

The area to be served by this project is presently operating at LOS D. This level of service is typically characterized by a volume of 9,500 ADT on 8<sup>th</sup> Street from Ross Avenue to Wake Avenue. This segment has a capacity of 7,100 ADT at LOS C.

7. Future LOS/ADT (Relative Weight = 8): 5 (on a scale from 1 to 5)

The area to be served by this project is projected to operate significantly past the LOS F threshold if no improvements to the existing condition are made. This level of service is typically characterized by a volume of 31,800 ADT on 8<sup>th</sup> Street from Ross Avenue to Wake Avenue. This segment has a capacity of 7,100 ADT at LOS C.

8. Safety (Relative Weight = 3): 2 (on a scale from 2 to 4)

This project is expected to be designed as an undivided roadway.

9. Benefit Region and/or Goods Movement (Relative Weight = 5): 3 (on a scale from 2 to 4)

The project will provide a moderate benefit to regional transportation or goods movement.

10. Additional Funds Available (Relative Weight = 7): 1 (on a scale from 1 to 5)

No project funding has been identified.

**APPENDIX F**  
**CALTRANS CONSTRUCTION COST INDEX DATA**

**CALTRANS CONSTRUCTION COST INDEX DATA**

<b>Year</b>	<b>Construction Cost Index</b>	<b>% Increase</b>	<b>Multiplier for Year 2007 Cost</b>
1972	30.0		9.940
1973	31.2	3.8%	9.558
1974	45.6	31.6%	6.539
1975	46.7	2.4%	6.385
1976	47.7	2.1%	6.252
1977	53.7	11.2%	5.553
1978	62.1	13.5%	4.802
1979	80.1	22.5%	3.723
1980	82.1	2.4%	3.632
1981	90.6	9.4%	3.291
1982	81.3	-11.4%	3.668
1983	81.9	0.7%	3.641
1984	93.3	12.2%	3.196
1985	92.7	-0.6%	3.217
1986	95.0	2.4%	3.139
1987	100.0	5.0%	2.982
1988	104.4	4.2%	2.856
1989	111.3	6.2%	2.679
1990	113.5	1.9%	2.627
1991	108.2	-4.9%	2.756
1992	106.8	-1.3%	2.792
1993	113.1	5.6%	2.637
1994	119.0	5.0%	2.506
1995	115.0	-3.5%	2.593
1996	119.2	3.5%	2.502
1997	124.8	4.5%	2.389
1998	128.6	3.0%	2.319
1999	139.2	7.6%	2.142
2000	146.2	4.8%	2.040
2001	154.1	5.1%	1.935
2002	142.2	-8.4%	2.097
2003	148.6	4.3%	2.007
2004	216.2	31.3%	1.379
2005	268.3	19.4%	1.111
2006	280.6	4.4%	1.063
2007	298.2	5.9%	1.000
2008	315.8	5.9%	0.944
2009	334.4	5.9%	0.892
2010	354.2	5.9%	0.842
<b>Average Annual Increase (1972 thru 2006)</b>			<b>5.9%</b>

\* Year 2007 Price Index was calculated based on average inflation rate of 5.9%



## **APPENDIX G ACRONYM LIST**

## TRANSPORTATION ACRONYMS

ADT	Average Daily traffic
APCDE	Air Pollution Control District
ATSD	Advanced Transportation System Development
ASA	Aeropuertas y Servicios (Federal Agency responsible for the operations and maintenance of Mexican public airports)
AVI	Automatic Vehicle Identification
CALTRANS	California Department of Transportation
CABIN	Comision de Avualuos de Bienes Nacionales (Mexican Counterpart of GSA)
CBI	Coordinated Border Infrastructure
CMAQ	Congestion Mitigation and Air Quality
CVT	California Transportation Ventures (Private company responsible for the construction of the SR 125)
CVEF	Commercial Vehicle Enforcement Facility
DOR	Division of Rail
DOT	Department of transportation
DSMP	District Systems Management Plan
EA	Environmental Assessment
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	U.S. Environmental Protection Agency
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FNM	Ferrocarriles Nacionales de Mexico (Federal Agency responsible for all railroad facilities and services in Mexico)
FTA	Federal Transit Administration
FTZ	Foreign Trade Zone
FY	Fiscal Year
GATT	General Agreement of Tariffs and Trade
GSA	General Services Administration
HOV	High Occupancy Vehicle
HR	House Report (Congressional Record)
IBTC	International Border Trade Corridor
ICES	Intermodal Corridor of Economic Significance
ICT	Imperial County Transit
ICTP	Imperial County Transportation Plan
IDD	Imperial Irrigation District
INEGI	Instituto Nacionales De Estadistica Geografia (Mexican Agency responsible for integrating Mexico's system of statistical and geographical information)
INS	Immigration and Naturalization Service
IRRS	Interregional Road System
ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent Transportation System
IVAG	Imperial County Association of Governments
JWG	Joint Working Committee
LTF	Local Transportation Fund
LOS	Level of Service
LROP	Long Range Operation Plan
LRT	Light Rail Transit
MPO	Metropolitan Planning Agency
MSL	Maintenance Service Level
MTDB	Metropolitan Transit Development Board
NAFTA	North American Free Trade Agreement
NAS	Naval Air Station
NHS	National Highway System

PA	Principal Arterial
PHV	Peak Hour Volume
P.M.	Post Mile
POE	Point of Entry
PS&E	Plans Specifications and Estimates
RCR	Route Concept Report
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
R/W	Right of Way
SAHOPE	Secretaria de Asentamientos Humanos y Obras Publicas del Estado de Baja California (Agency responsible for regional land use and transportation planning in the state of Baja California, Mexico)
SANDAG	San Diego Association of Governments
SAT	Servicio de Administracion Tributaria (Mexican Agency equivalent to Customs Inspection Agency)
SBSCIP	Southwest Border Station Capital Improvement Program
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCT	Secretaria de Comunicaciones y Transportes (Mexican Counterpart of FHWA)
SD&AE	San Diego and Arizona Eastern Railway
SD&IV	San Diego and Imperial Valley Railway
SDUPD	San Diego Unified Port District
SEDAB	Southeast Desert Air Basin
SENTRI	Secure Electronic Network for Travelers Rapid Network
SHELL	Subsystem of Highways for the Movement of Extralegal Loads
SHOPP	State Highway Operations Pavement Program
SP	Southern Pacific Railroad (merged with Union Pacific)
SPA	Specific Plan Area
SR	State Route
STA	State Transit Assistance
STAA	Surface Transportation Assistance Act
STP	Surface Transportation Program
STIP	State Transportation Improvement Program
TASAS	Traffic Accident Surveillance and Analysis System
TCM	Transportation Control Measure
TCR	Transportation Concept Report
TCRP	Transportation Congestion Relieve Program
TDM	Transportation Demand Management
TMA	Transportation Management Association
TEA	Transportation Enhancement Activities
TEA 21	Transportation Equality Act for the 21st Century
TOC	Transportation Operations Enter
TR&D	Transportation Planning and Development
TPPS	Transportation Project Prioritization Study (CVAG)
TSM	Transportation System Management
USGAO	United States General Accounting Office
V/C	Volume to Capacity
VMT	Vehicle kilometer (miles) of Travel