

APPENDIX A

IMPERIAL COUNTY TODAY & IN 2045 TECH MEMO

Date: May 26, 2022

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Subject: Existing and Future Conditions Technical Memorandum

Imperial County (County) was established in 1907 and is the youngest county in California. The landscape is comprised of approximately 4,284 square miles of pristine desert, mild mountain ranges, the Salton Sea and productive year-round farmland irrigated by the Colorado River via the All-American Canal. The County is situated adjacent to San Diego County to the west, Mexico to the south, Riverside County to the north and Arizona to the east. **Figure 1** shows the regional context.

The County is comprised of seven cities (Brawley, Calexico, Calipatria, El Centro, Holtville, Imperial, and Westmorland) and eight unincorporated communities (Bombay Beach, Heber, Niland, Ocotillo, Palo Verde, Salton City, Seeley and Winterhaven). It's known for its rich agricultural heritage, which includes the production of half our nation's winter vegetables and an extensive amount of renewable resources, including geothermal, wind, and solar.

The County is highly dependent on its interstate and highway system for the transportation of people and goods. However, the recent emergence of enhanced active transportation facilities to encourage walking, bicycling and transit has helped communities and residents use alternative modes of transportation on a daily basis. The following sections outline the County's demographics, existing roadway conditions, and other transportation-related information within the County.

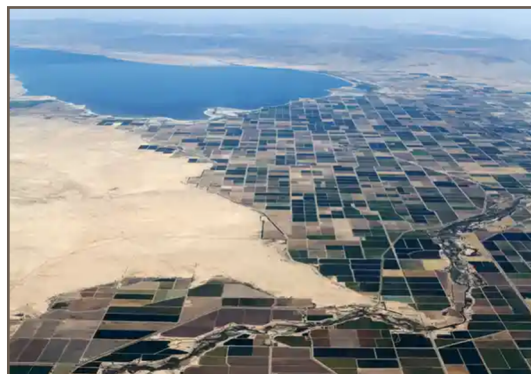


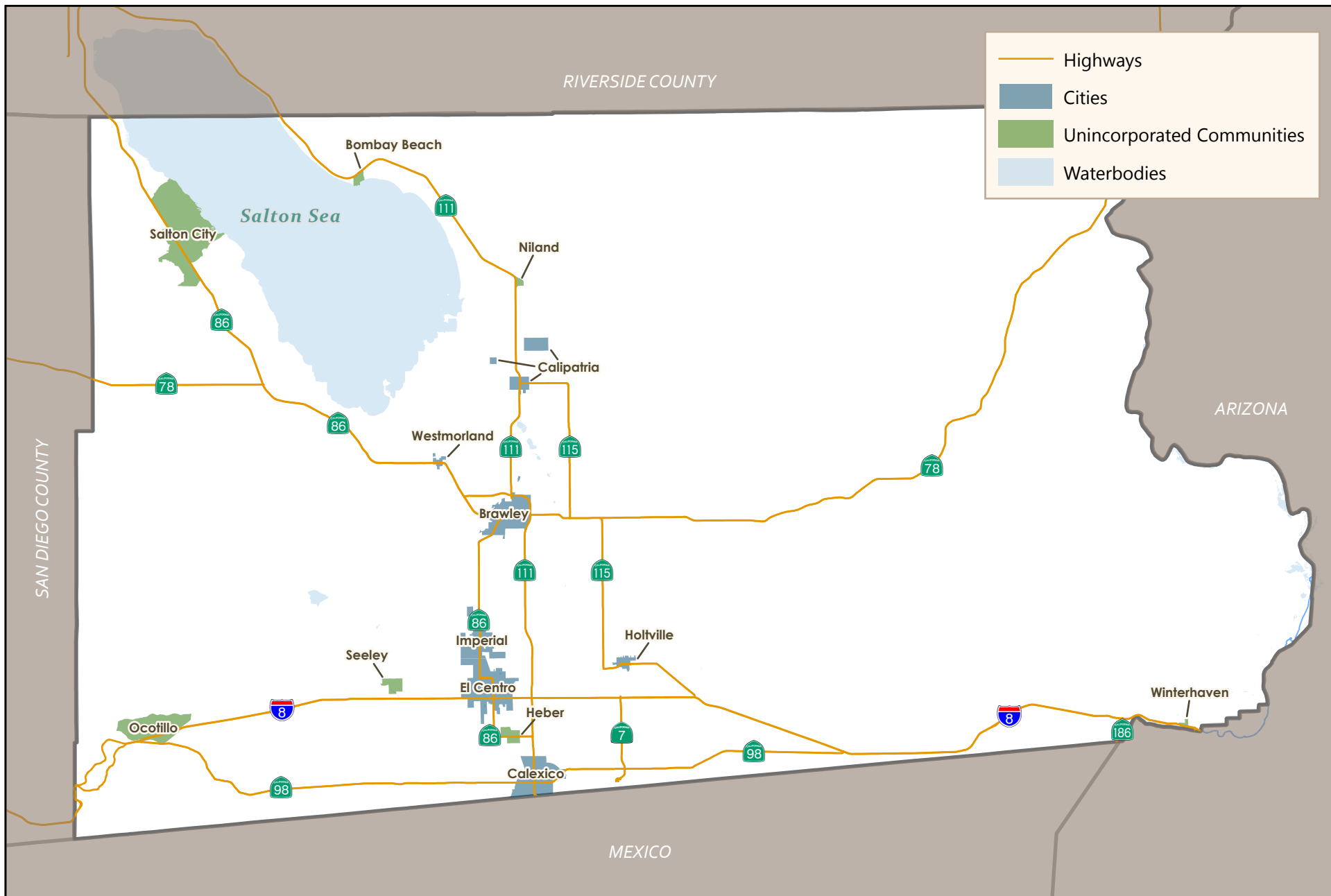
Photo 1: Imperial County Looking North



Photo 2: Imperial Valley Solar Farm (Heber)



Photo 3: Interstate 8 Looking West



Population and Housing

The County is home to nearly 180,000 residents which live and work within its seven cities and eight unincorporated communities. As summarized in **Figure 2**, in 2020 there were a total of 56,625 housing units in Imperial County providing housing for a total of 45,768 households¹. The median household income in the region is \$46,222 per year¹.

POPULATION

Table 1 compares the 2011 population data to the 2020 population data from the United States Census Bureau. The U.S. Census, American Community Survey (ACS), which is completed every 10 years, is used as a source of information for the population data within the County and other demographics in this document. Over the last 10 years (2011 to 2020), population increased by 8.5% within the incorporated cities, but has decreased significantly within the unincorporated area by 21.4%. The overall population growth in the County has grown by 1.9% from 2011 to 2020.

In addition, the 2020 population data is compared to the 2045 population data from the Southern California Association of Governments (SCAG) 2020 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS). By 2045, the population is expected to grow by 48.9% and 82.8% in the incorporated cities and unincorporated area, respectively. The overall population growth expected in the County between 2020 and 2045 is 55.7%.

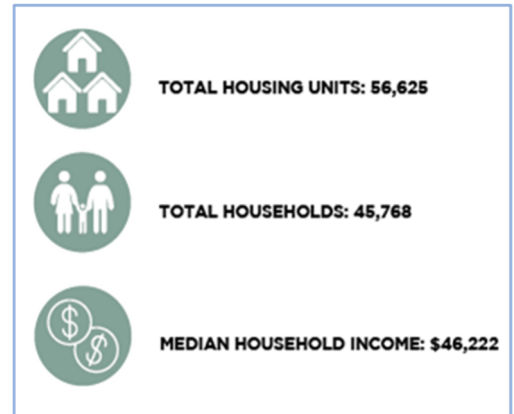


Figure 2: Housing in Imperial County¹

Table 1. Imperial County Population (2011, 2020, and 2045)

Area	Year 2011	Year 2020	Year 2045	% Change (2011 to 2020)	% Change (2020 to 2045)
Brawley	24,654	25,942	41,100	5.2%	58.4%
Calexico	37,378	39,841	67,500	6.6%	69.4%
Calipatria	7,292	7,260	9,700	-0.4%	33.6%
El Centro	42,141	43,881	58,800	4.1%	34.0%
Holtville	5,908	6,129	7,700	3.7%	25.6%
Imperial	14,017	18,631	27,800	32.9%	49.2%
Westmorland	1,714	2,680	2,400	56.3%	-10.4%
Subtotal Incorporated Cities	133,104	144,364	215,000	8.5%	48.9%
Unincorporated Area	43,953	36,216	66,200	-21.4%	82.8%
Total	177,057	180,580	281,200	1.9%	55.7%

Source: American Community Survey, United States Census Bureau, <https://data.census.gov/cedsci/profile?q=0500000US06025> and SCAG 2020 RTP/SCS

¹ U.S. Census Bureau, 2020 American Community Survey (ACS)

According to the American Community Survey (2020), the population of Imperial County is relatively young with a median age of 32.3 years.

The racial makeup in Imperial County is 10% White, 2% Black or African American, 1.3% Asian, 1.2% Native, and 0.5% two or more races. The majority of the population at 85% identify as Hispanic or Latino, as shown in **Figure 3**.

The primary language spoken at home in Imperial County is Spanish at 73.6%, followed by English only at 24.9% and other languages are 1.5%.

Figure 4 shows the population density throughout the County. As shown, the highest density is near the southern part of the County at Heber, City of Holtville, and City of Calexico. The remainder of the population is distributed throughout the seven cities and eight unincorporated areas.

Population growth is anticipated to occur throughout Imperial County over the next 25 years. **Table 2** summarizes the anticipated growth based on number of households in Imperial County from 2020 to 2045. As shown, the number of households within the unincorporated area is expected to grow by 119.4% and the overall number of households are expected to grow by 101.9% from 2020 to 2045. The cities of Calexico and Imperial are anticipated to see the highest city population growth with 138.9% and 117.8%, respectively.

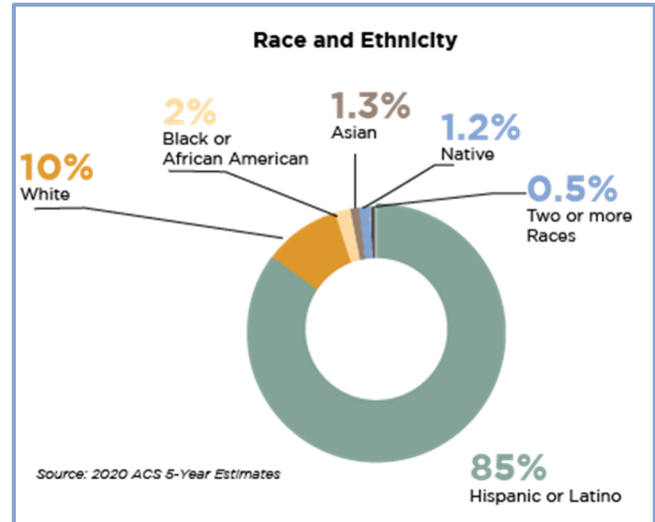
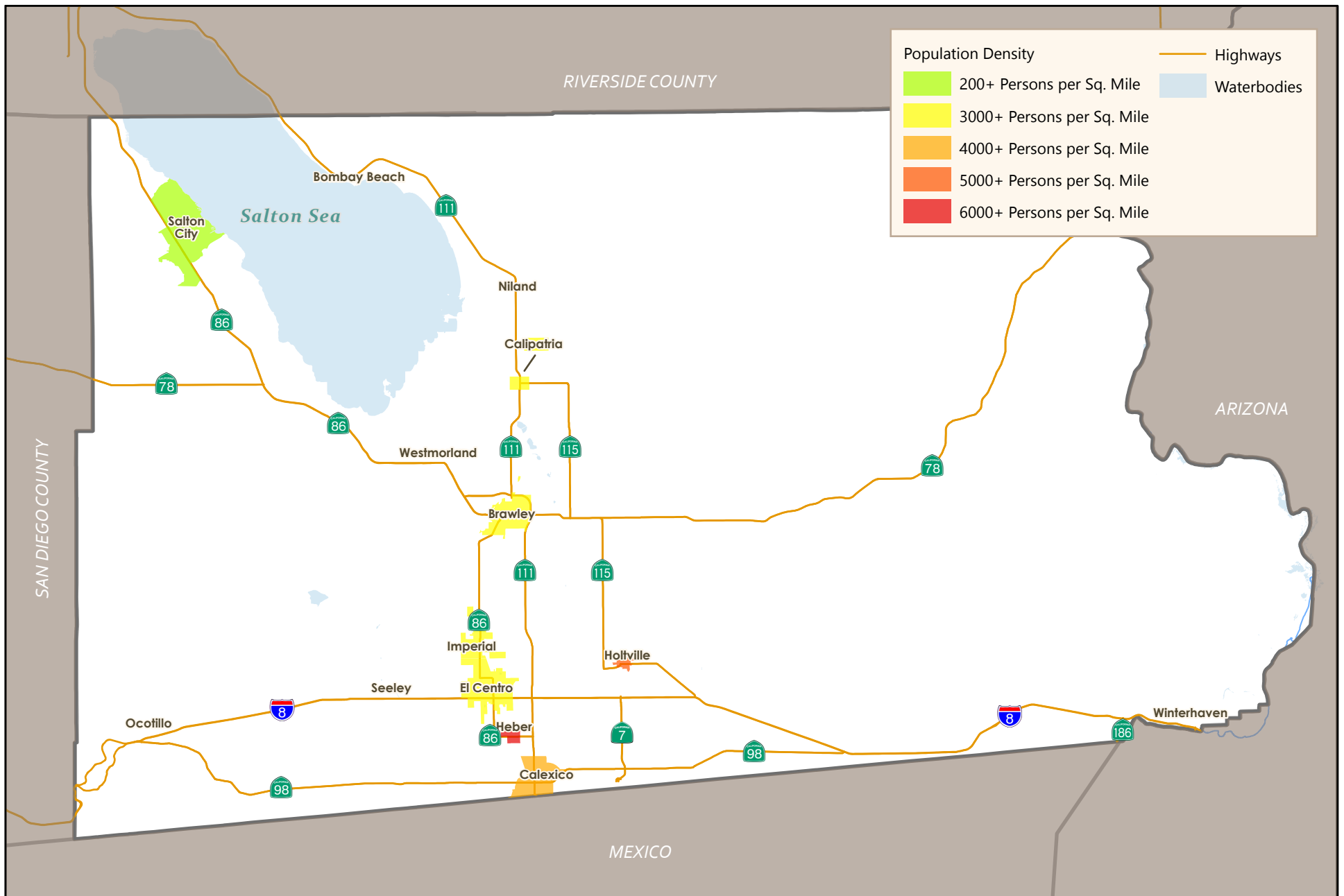


Figure 3: Race and Ethnicity Chart

Table 2. Imperial County Households (2020 and 2045)

Area	Year 2020	Year 2045	% Change (2020 to 2045)
Brawley	6,957	12,800	83.9%
Calexico	9,333	22,300	138.9%
Calipatria	955	1,700	78.0%
El Centro	11,750	20,500	74.5%
Holtville	1,607	2,600	61.8%
Imperial	4,638	10,100	117.8%
Westmorland	592	600	1.3%
Unincorporated Area	9,936	21,800	119.4%
Total	45,768	92,400	101.9%

Source: American Community Survey, United States Census Bureau, <https://data.census.gov/cedsci/profile?q=0500000US06025> and SCAG 2020



HOMEOWNERSHIP

As shown in **Figure 5**, approximately 58.1% of residents are homeowners while 6.3% of residents rent their home according to the 2020 ACS. Of the people who rent their homes, the majority (76.2%) pay between \$500 and \$1,500 a month, which aligns with the gross median rent rate of \$810. (See **Figure 6**). The median household income is \$46,222 in Imperial County, compared to the \$78,672 statewide and \$64,994 nationally.

Homeownership rate in Imperial County is slightly higher than the rest of California i.e. 58.1% versus 55.3%. This may be due to the fact that Imperial County has a smaller housing density than other counties in the region and has a median property value of \$195,800 compared to the median property value of \$538,500 in California.

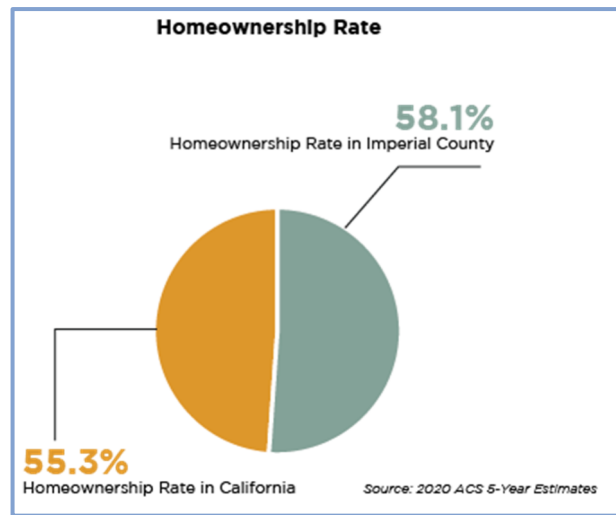


Figure 5: Homeownership Rate Comparison

The average family size in Imperial County is 4.46 compared to a 3.52 average family size in California.

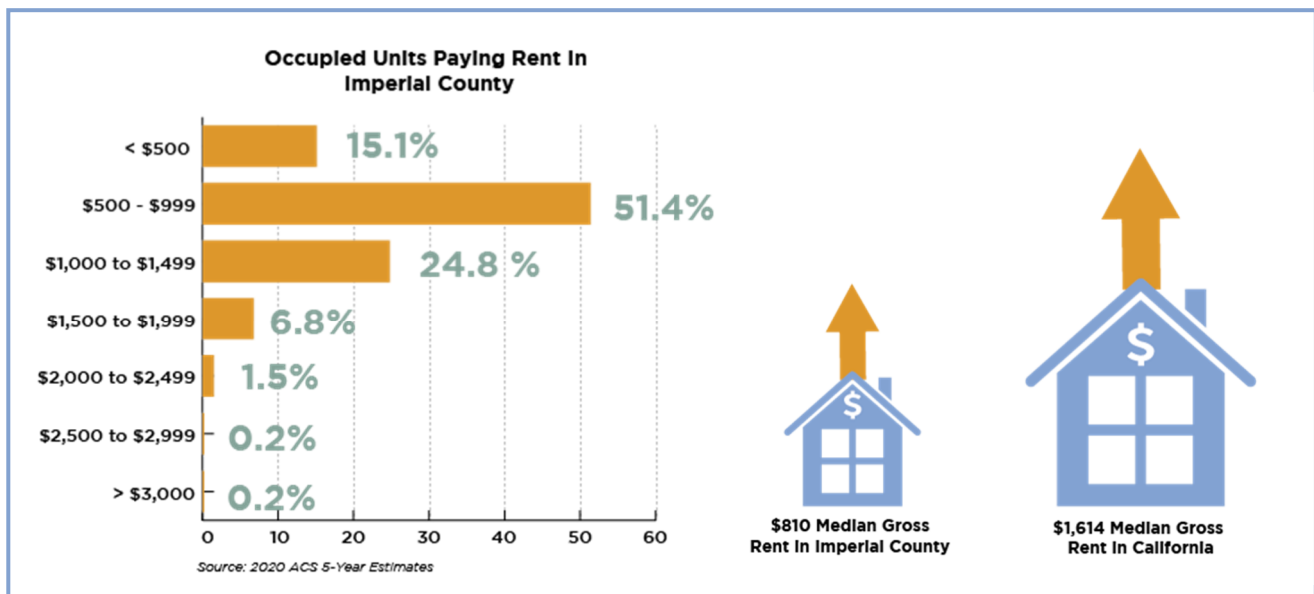


Figure 6: Housing Characteristics

Employment

Imperial County is home to its own booming work force with a growing economic base. According to the 2020 American Community Survey, the number of people employed grew from 59,900 employees to 60,100 employees between 2018 and 2019.

In 2020, the employment rate in Imperial County was 44.2%, which is lower than California's employment rate of 59.4%. This can be attributed to the fluctuation of employment from month to month due to the seasonality of agriculture in Imperial County. For example, farm employment peaks in January, when a variety of winter vegetables are harvested. Some farm workers live in Mexicali and commute across the US-Mexico border on a regular basis.

SCAG's 2020 RTP/SCS forecasted growth in employees estimates nearly double the employment in Imperial County by 2045 as shown in **Table 3**. Despite the overall expected increases in employment, the job and wage structure of the region has been very polarized since the end of the Great Recession with the vast majority of gains going to the top-earning and bottom-earning occupations with extreme job losses in middle-paying fields. The forecasted employment represents long-range historical economic trends that are not reflective of more regular economic business cycles.

Table 3. Forecasted Employment

Jurisdiction	Employment	
	2016	2045
Brawley	8,000	13,600
Calexico	10,800	20,800
Calipatria	1,800	3,000
El Centro	23,200	48,100
Holtville	1,800	2,800
Imperial	4,600	11,600
Westmorland	300	300
Unincorporated	16,400	29,900
TOTAL	66,900	130,100

Source: SCAG 2020 RTP/SCS.

Figure 7 illustrates the different employment type of worker in Imperial County. Most residents of Imperial County work for a private company (62%) and (25.1%) work for a local, state, and federal government type.

Figure 8 provides a summary of the array of industries that employ residents in the County. Industries range from education and healthcare to wholesale trade. The predominate industries represented in the County include Education/Health Care/Social Assistance (25.6%), Retail Trade (12.4%), Agriculture (9.6%), Public Administration (9.5%), and Arts/Entertainment/Recreation (9.0%).

In 2020, the median household income in Imperial County was \$46,222 compared to California's median housing income of \$78,672.

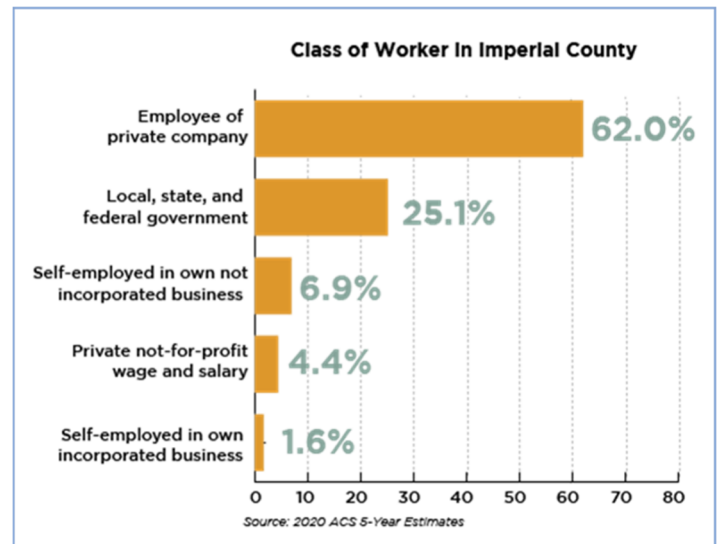


Figure 7: Imperial County Class of Worker

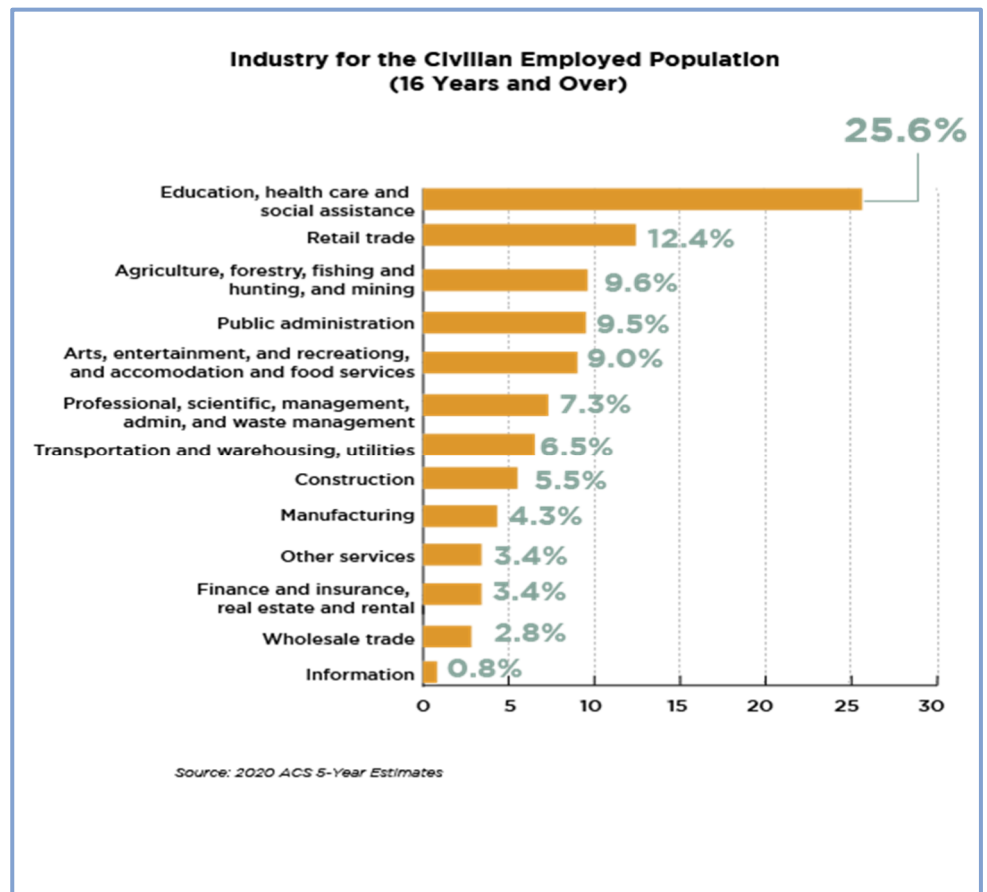


Figure 8: Industry For The Civilian Employed Population

Travel Characteristics

Data pertaining to travel characteristics was collected from the 2020 ACS 5-Year Estimates, which provide information about the means of transportation to work and vehicle ownership.

MODE CHOICE

Most commuters in the County drive alone to work (79.9%) with carpooling a distant second mode at 8.8% as shown in **Figure 9**.

Approximately 6% of commuters work from home. This increase in working at home may indicate a new trend enabled by evolving workplace culture. According to Global Workplace Analytics, 22% of the workforce will work remotely by 2025².

Overall, about 5% walk to work or use other means of transportation like riding a bike, taking a taxi or some sort of ride sharing. Less than 1% use public transportation.

VEHICLE OWNERSHIP

Most Imperial County households have access to at least two or more vehicles. As shown in **Figure 10**, almost 30% of households have access to only one vehicle while about 8% of households do not have access to a vehicle. Residents who do not have access to a vehicle rely on other means like transit, walking, biking, and ridesharing.

In 2020, the average travel time to work in Imperial County was 22.1 minutes which is lower than the average travel time in California at 29.8 minutes.

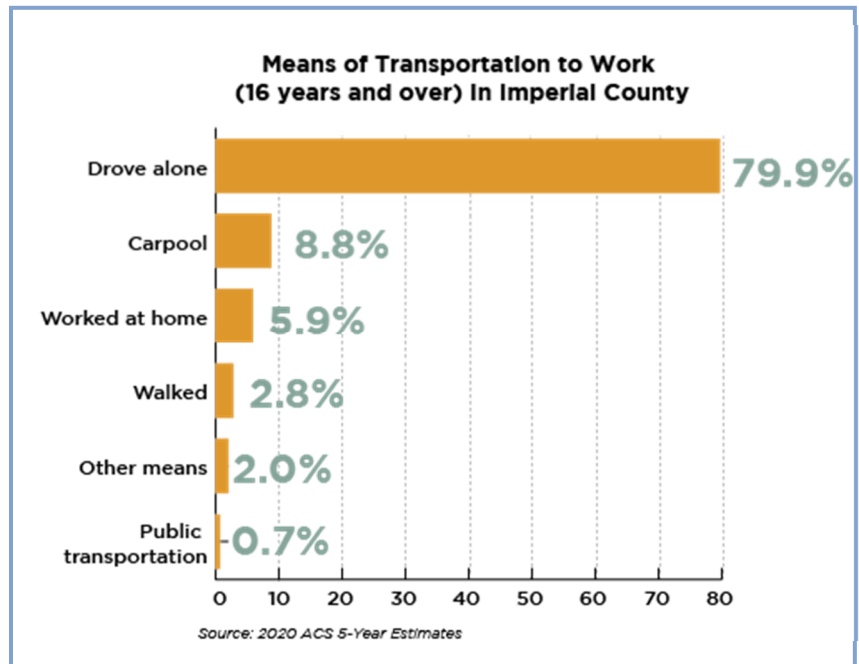


Figure 9: Mode Choice in Imperial County

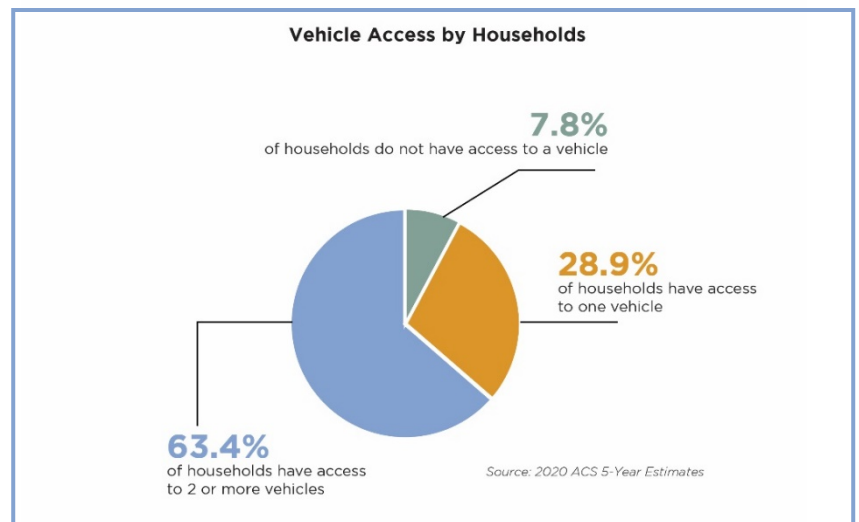


Figure 10: Vehicle Ownership in Imperial County

² www.apollotechnical.com/statistics-on-remote-workers/#1-statistics-on-remote-workers-explored

Transportation Plans and Programs

Several transportation planning documents have been recently prepared for the County due to the expected growth in population, employment and housing. The following Plans and Programs are instrumental in keeping the County's transportation system operating efficiently, effectively and in keeping with the needs and desires of its residents.

ICTC Long-Range Transportation Plan (2013)

The 2013 ICTC Long-Range Transportation Plan (LRTP) was an update to the 2007 Imperial County Transportation Plan. The 2013 ICTC LRTP included existing conditions of the transportation infrastructure, goods movement, transit program, land use, Transportation Demand Management (TDM) and Transportation System Management (TSM) strategies. A list of improvement projects developed for the 2012 SCAG Regional Transportation Plan/Sustainable Communities Strategy was summarized by Near-Term (2012-2015) projects, Mid-Term (2015-2025) projects, and Long-Term (2025-2035) projects. Funding sources for transportation projects and improvements were identified within the document.

California/Baja California Pedestrian and Bicycle Transportation Access Study (2015)

Caltrans was awarded a State Planning and Research grant to fund a year-long study of pedestrian and bicycle transportation access at the California/Baja California Port of Entries (POE). ICTC served as the lead agency in carrying out the study, in coordination with Caltrans, San Diego Association of Governments (SANDAG), and local, state and federal agencies. The goal of the study was to improve the travel experience for people walking or bicycling across the California/Baja California border, seeking to make trips safer, easier, and more comfortable around the POE's. A variety of in-person outreach events were conducted in addition to online outreach efforts to gain valuable feedback from the community and stakeholders. 102 recommended projects and policies were developed as a result of the Existing Conditions and Public Outreach phases of the study.

ICTC Regional Active Transportation Plan (2022)

The Imperial County Transportation Commission conducted an in-depth community engagement process to better understand how they can meet the active transportation needs of Imperial Valley. The Commission then identified regional and local priority projects for seven cities and communities that have not received an ATP plan or have plans older than 5 years. One of the goals of the plan was to review active transportation infrastructure around transit stops, and to recommend projects that are designed to encourage walking, bicycling, and using transit. The prioritization process for the ATP was approached in two phases focused on mitigating connectivity gaps in the active transportation networks as well as improving access to community destinations such as schools, parks, and transit stops.

Imperial County Pedestrian Master Plan (2021)

The Pedestrian Master Plan highlights needs and priorities that address issues such as safety and security, environmental issues, convenience, accessibility and connectivity of pedestrian infrastructure. The goal of this plan is to be the guiding document for Imperial County as it goes through the process of grant development for Active Transportation Program funding. The proposed recommendations within the Pedestrian Master Plan intend to create a safe and enhanced walkable environment throughout the communities within Imperial County. Strategies such as high-visibility crosswalks, lighting enhancements, rectangular rapid flashing beacons, and pedestrian paths all seek to enhance walking, bicycling and transit access in unincorporated areas of Imperial County.

Imperial County Safe Routes to School Regional Master Plan (2016)

The Safe Routes to School (SRTS) Regional Master Plan is a roadmap for roadway projects and programs that will make it safer for students to walk and bike to school and increase the number of students doing so. The SRTS Plan includes results of public workshops where local stakeholders identified safety issues and other barriers that discourage more students from walking or bicycling to the schools in the County. For each of the twelve Unified School Districts evaluated, a planned list of improvements was created so that funding opportunities can be pursued.

Imperial County Bicycle Master Plan Update (2012)

The County of Imperial Bicycle Master Plan is a guiding document for the development of an integrated low-stress network of bicycle facilities. At the time the plan was written, the County of Imperial's existing bicycle network consisted of 2.0 miles of off-street paved bike paths and 8.4 miles of bike lanes. The plan makes recommendations to create an extensive bicycling network and programs to ensure network connectivity, and to increase safety and comfort of bicyclists. Among the goals of the plan is to increase the number of transit facilities with bicycle facilities by providing bicycle access and bicycle parking at transit destinations.

Short-Range Transit Plan (2019)

The Short-Range Transit Plan (SRTP) provided ICTC with a ten-year implementation process for a range of new service initiatives and proposals for Imperial Valley Transit (IVT) services, IVT ACCESS and IVT RIDE, including the implementation of a new "Microtransit" service in Calexico. The SRTP's proposals are divided into two main groups: the first five years of the service plan present a financially constrained set of recommendations that account for the existing funding streams and reasonable assumptions associated with those streams, and the last ten years of the service plan present the remaining proposals as part of a financially unconstrained set of improvements.

Regional Mobility Hub Implementation Strategy (2017)

SANDAG in coordination with ICTC developed a strategy to locate and design several mobility hubs in the County. By locating multiple transportation services and amenities in one location, mobility hubs will help people take advantage of transit and other alternate transportation options. Stations along high-volume bus routes are prime candidates for mobility hub locations. The strategy identified areas where mobility hubs could be located and prioritized them as potential pilot locations to receive transportation and mobility improvements. The three mobility hubs assessed in the County; El Centro, Brawley and Imperial Valley College, were considered viable locations to encourage alternative transportation options.

California-Baja California Border Master Plan (2021)

One of the key tasks in the Border Master Plan is the prioritization of ports of entries (POEs) and related transportation projects. A total of 183 POE and related transportation projects representing an investment of approximately \$13.5 billion (\$2015 USD) are planned for the California–Baja California region over the next 20 years to promote and facilitate the efficient movement of people and goods. There are 25 total rail/transit projects identified in addition to micro-mobility projects. POE projects will provide critical roadway, rail, transit, pedestrian and bicycle infrastructure and will help accommodate millions of pedestrian, bicycle, personal vehicle, and bus crossings. Recommendations include exploring the opportunity for a cross-border transit service, expanding mode shift and transit access opportunities and connections. This Master Plan identifies one POE project, nine roadway projects and three rail/transit projects at the Calexico West POE. At the Calexico East POE, two POE projects, four roadway projects and two cross border, pedestrian, bicycle, micromobility projects have been identified. At the Andrade POE, one roadway project and three cross border pedestrian, bicycle and micromobility projects have been identified.

Imperial County Transportation Plan Highway Element (2007)

Imperial County developed a Transportation Plan Highway Element to make recommendations on roadway improvements and new connections. These recommendations do not impact transit but will be considered in conjunction with other routing and facility plans. The plan describes a growing transit program at the time and discusses the need to strike a balance between public demand and available funding. The Imperial Valley Transit System, an inter-city fixed route bus system, at the time, extended their system through the Blue Line, connecting public facilities and services not previously served by the larger bus system.

California Freight Mobility Plan (2020)

The Freight Mobility Plan acts as a blueprint for California's short and long-range freight planning activities and capital investments. As part of the Freight Mobility Plan and in response to Fixing America's Surface Transportation (FAST) Act requirements, Caltrans collaborates with Metropolitan Planning Organizations to designate portions of the National Highway Freight Network (NHFN) as Critical Urban Freight Corridors and Critical Rural Freight Corridors (CUFC/CRFC). No segments within Imperial County were designated as CUFCs or CRFCs.

SCAG Goods Movement Border Crossing Study and Analysis (2012)

This report documented the existing conditions and opportunities that arise from goods movement border-crossings at the US-Mexico border in Imperial County. The primary purpose of the study was to gather and summarize information on goods movement across the border, which included Origin-Destination (O/D) surveys and wait time measurements at the Calexico West and Calexico East ports of entry (POE). The following summarizes key findings from the study:

- A significant share of origins and destinations of international trade flows is generated by firms clustered in industrial parks near the border.
- For northbound flows through Imperial County's POEs, the main origin is Mexicali, Baja California Mexico and the main destinations are in the SCAG region. Southbound flows originate primarily in California (and specifically in the SCAG area) and are bound almost entirely for the City of Calexico.
- Commercial vehicles using the Calexico East POE saw better performance and reliability indicators for border crossing times traveling northbound vs. traveling southbound.
- Border delays can cause significant revenue and output losses. Revenue losses are more heavily felt on the Mexican side of the border, whereas employment losses are greater on the U.S. side.
- The study recommends policy measures to reduce border-crossing times, including optimizing the use of existing capacity, improving throughput, and expanding capacity.
- Additional rail and roadway investment will improve access for labor and other production inputs, as well as facilitate goods movement in the County.
- Investment in highway and railroad infrastructure could facilitate energy production, which in turn could improve energy transmission efficiency by eliminating barriers and increasing capacity.

SCAG Goods Movement Border Crossing Study – Phase II (2016)

The primary purpose of the Goods Movement Border Crossing Study – Phase II effort was to gather and synthesize information on goods movement across the U.S.-Mexico border moving through the San Diego and Imperial Counties international land POE's and to develop future projections of freight flows to assist SCAG and regional stakeholders in their assessment of future infrastructure needs and general

planning efforts. A series of recommendations were developed based on a holistic assessment of the findings and the information provided throughout the study.

Highways and Regional Arterials

Cities and communities within the County are connected by a network of regional highways and arterials as shown in **Figure 11**. The existing roadway network, collisions, ports of entry (POE), transit, and active transportation facilities are presented in this section.

Highways

The highway network consists of one interstate route (I-8) and seven State Routes (SR-7, SR-78, SR-86, SR-98, SR-111, SR-115 and SR-186). A brief description of the highways in the County is provide below:

Interstate 8 (I-8) is the only interstate highway that runs through Imperial County and extends from the San Diego County border to the Arizona state line. There are two travel lanes in each direction throughout Imperial County. Caltrans District 11 maintains the 172 mile of freeway through San Diego and Imperial County, with approximately 79 miles of interstate located within Imperial County. I-8 intersects with SR-86, SR-7, and SR-115 as well as the two state highways that connect with the three POE's in the County. Calexico West POE is accessed by both SR-111 and SR-98. SR-7 provides direct access to the Calexico East POE, and the Andrade POE is accessible from SR-186, which is in close proximity to Winterhaven. In addition to accessing the international border and local communities, I-8 connects to desert recreational areas including the Imperial San Dunes Recreational Area.

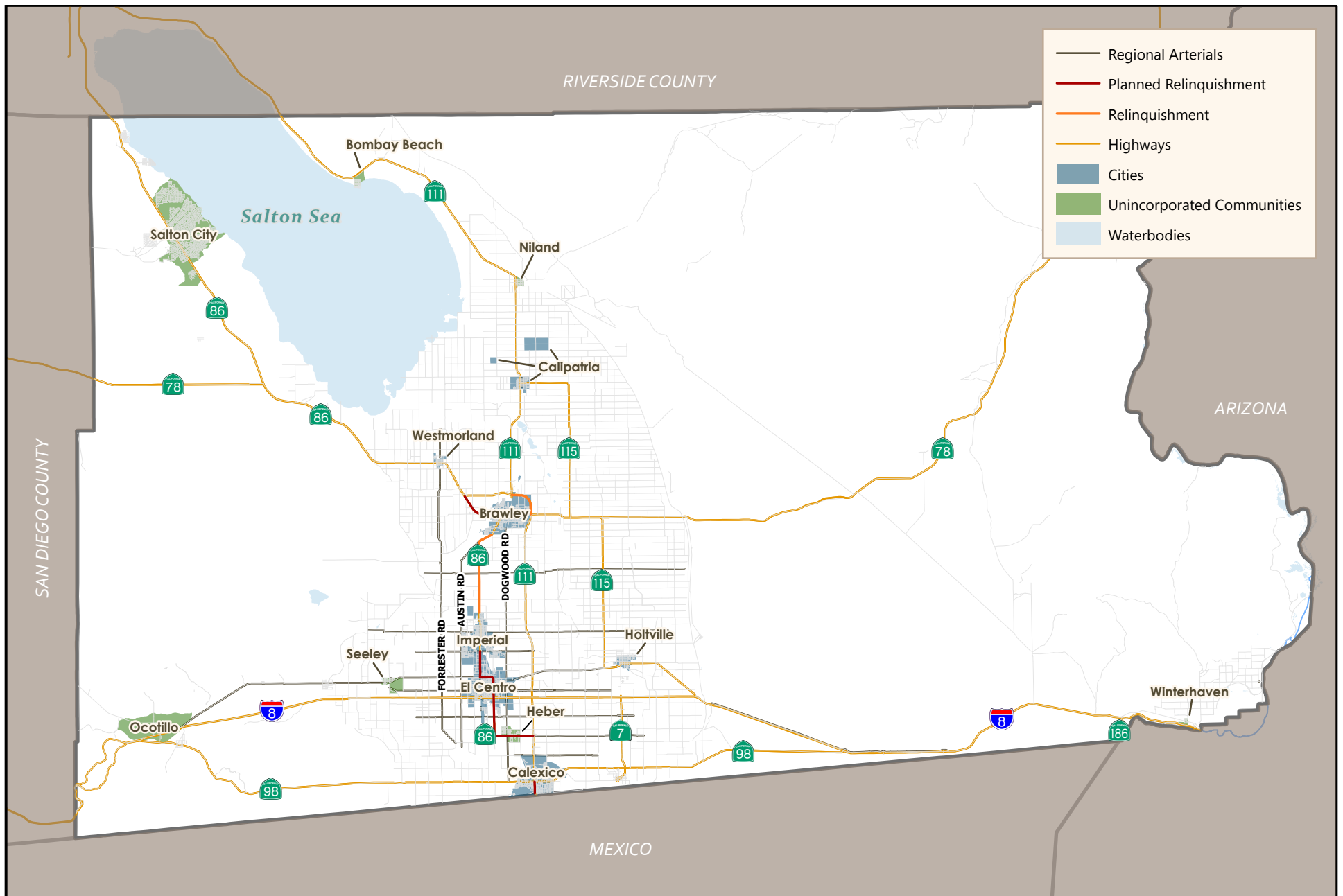
State Route 7 (SR-7) runs in a north-south orientation from the Calexico East POE to I-8, covering a distance of approximately 6.7 miles. SR-7 is constructed as a four-lane highway with access control at the Calexico East POE, SR-98 and provides direct access to I-8.



Photo 4: I-8 Eastbound (East of Forrester Road)



Photo 5: SR-7 Northbound (North of SR-98)



State Route 78 (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 designated 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 conventional highway. From SR-111 to Best Road, SR-78 has been relinquished to Imperial County.



Photo 6: SR-78 Eastbound (East of SR-111)



Photo 7: SR-86 Northbound (North of Keystone Road)

crossing the Imperial County/Riverside County line where it intersects with SR-111 and terminates with the connection to I-10. SR-86 is a two-lane highway throughout the County. SR-86 from SR-111 to Countryside Drive, Countryside Drive to Treshill Road, West Ralph Road to Calle Estrella, and west of Brandt Road to SR-78 is planned to be relinquished to Imperial County in 2026. The section of SR-86 from Adams Avenue to Worthington Road has been relinquished to the City of Imperial.

State Route 86 (SR-86) is a north-south state highway that extends through 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 with I-8 and SR-78 (east junction). 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,



Photo 8: SR-98 Eastbound (East of SR-7)

State Route 98 (SR-98) is primarily a two-lane conventional highway, traversing the southern portion of the County. The 56.9-mile route follows an east-west alignment through the County that runs parallel with 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. Through the City of Calexico, SR-98 is four-lanes for approximately 2.2 miles east of the railway and is an important link for cross border traffic. It serves as an alternate route to I-8 and provides access to many agricultural areas in the eastern part of the region.

State Route 111 (SR-111) begins at the U.S. / Mexico international border at the Calexico West POE and continues north 103.8 miles to the City of Indio in Riverside County. Beginning at the Calexico West

POE, SR-111 functions primarily as a city street and provides access to many local businesses. The existing congestion of this four-lane segment is projected to increase as the number of border crossings grows. North of SR-98, SR-111 is constructed as a four-lane expressway to the I-8 interchange. North of the I-8 interchange, SR-111 is constructed as a four-lane conventional highway. The Brawley Bypass is an eight-mile four lane divided expressway from SR-86, northwest of the City of Brawley, to SR-111, southeast of the City of Brawley. SR-111 becomes an eastbound route south of the I-10/SR-86 junction. Relinquishment of SR-111 from 2nd Street to SR-98 to the City of Calexico is planned to be completed in 2024. From Best Avenue to SR-78, SR-111 has been relinquished to Imperial County.



Photo 9: SR-111 Northbound (North of I-8)

State Route 115 (SR-115) is a 33.6 mile north-south route that begins at I-8 east of Holtville and ends at 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-115 provides access to many agricultural areas, travels through the City of Holtville and Calipatria, and is used for the movement of goods and services.

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

Regional Arterials

Throughout the County, there are several roadways that are essential to the movement of goods and services connecting cities and communities in a grid-like pattern. According to Imperial County's Public Works Department, there are approximately 2,555 miles of County roads of which 1,349 miles are paved and 1,206 miles are unpaved which accounts for nearly half of the County's roadway network (47%).³ In addition to the County's unpaved roads, many private roadways are unpaved due to the heavy agricultural industry throughout Imperial County. **Table 4** presents the "regional arterials" within the County and mapped on Figure 11. The regional arterial classifications, as defined in the *Imperial County General Plan Circulation and Scenic Highways Element* (Approved 2008) are as follows:

- **Expressway** – Provides regional and intra-county travel service; six travel lanes; wide, landscaped medians; highly restricted access; provisions for public transit lanes; and no parking. Minimum right-of-way (ROW) is 210 feet consisting of three travel lanes per direction, a 56-foot median, and shoulders along both sides of the travel way.
- **Prime Arterial** – Provides regional, subregional, and intra-county travel service; four to six travel lanes; raised and landscaped medians; highly restricted access; provisions for public transit lanes; and no parking. Minimum ROW without public transit lanes is 136 feet.
- **Minor Arterial** – Provides intra-county and sub regional service; four to six travel lanes; raised and landscaped medians; access and parking may be allowed, but closely restricted in such a

³ <https://publicworks.imperialcounty.org/divisions/#fieldops>

manner as to ensure proper function of the roadway. Minimum ROW is 102 feet for 4 lanes and 126 feet for 6 lanes.

- **Major Collector** – Designed for intra-county travel as a link between the long-haul facilities and the collector/local facilities; four travel lanes without a raised median; some may contain provisions for public transit lanes or other mass transit means; parking is generally not permitted. Minimum ROW is 84 feet.
- **Minor Local Collector** – Designed to connect local streets with the adjacent Collectors or arterial street system; two travel lanes; direct access to abutting properties; and parking is allowed. Minimum ROW is 70 feet.
- **Residential Street** – Designed to provide direct access to abutting properties and to give access from neighborhoods to the Local Street and Collector Street system. Typically includes two travel lanes, parking on both sides and direct driveway access. Minimum ROW is 60 feet.
- **Major Industrial Collector** – Provides for efficient movement of goods for regional, subregional, and intra-county travel services. Access and parking may be allowed and typically includes up to four travel lanes. Minimum ROW is 96 feet.
- **Industrial Local Street** – Designed to connect industrial properties and areas with the adjacent Industrial Collector, Residential, Collector, or arterial system. Includes two travel lanes, parking and direct access to abutting industrial sites. Minimum ROW is 64 feet.



Photo 10: Forrester Road Looking Northbound



Photo 11: Dogwood Road Looking Northbound



Photo 12: Imperial Avenue Looking Northbound



Photo 13: Keystone Road Looking Eastbound

Today, many of these current roadways are two-lane facilities adjacent to farmland. With the anticipation of future growth, many roadways are ultimately classified as either 4-lane Minor/Major Arterials or 6-lane Prime Arterials in the County General Plan.

Table 4. Imperial County Regional Arterials

Arterial	Orientation	Existing Roadway Classification	Ultimate Classification Per Circulation Element
Forrester Road	North-South	2-lane Minor Collector	6-lane Prime Arterial
Austin Road	North-South	2-lane Minor Collector	6-lane Prime Arterial
Imperial Avenue (SR-86)	North-South	4-lane Minor Arterial	6-lane Expressway
Dogwood Road	North-South	2-lane Minor Collector	6-lane Prime Arterial
Jasper Road	East-West	2-lane Minor Collector	4-lane Major Collector
Heber Road	East-West	2-lane Minor Collector	4-lane Major Collector
McCabe Road	East-West	2-lane Minor Collector	6-lane Prime Arterial
Ross Road	East-West	2-lane Minor Collector	4-lane Minor Arterial
Evan Hewes Highway	East-West	2-lane Minor Collector	6-lane Prime Arterial
Aten Road	East-West	2-lane Minor Collector	4-lane Minor Arterial
Worthington Road	East-West	2-lane Minor Collector	4-lane Minor Arterial
Keystone Road	East-West	2-lane Minor Collector	6-lane Prime Arterial

Source: Imperial County General Plan Circulation and Scenic Highways Element (Approved 2008)

PLANNED HIGHWAY AND REGIONAL ARTERIAL PROJECTS

Table 5 provides a summary of highway and roadway projects that are planned to be constructed by 2030. The I-8/Imperial Avenue interchange project and SR-98 widening project are nearly completed and expected to be open in 2022. **Figure 12** shows a map of the planned highway and roadway projects.

Table 5. Summary of Planned Highway and Regional Arterial Projects

Highway and Roadway Projects						
ID	Project	Description	Project Area	Estimated Cost	Funding Source / Fully Funded?	Anticipated Completion Year
1	State Route 111 ¹	Widen and improve SR-111 to six-lane freeway from Heber Road to Chick Road with grade separated interchanges at Heber Road, McCabe Road, and Jasper Road, and an overpass at Chick Road.	Imperial County (East of El Centro)	\$999,136,000	Senate Bill 1 - Not Fully Funded	2030
2	Forrester Road Improvements ²	Construct Forrester Road as a 4-lane Expressway from I-8 to SR-78.	Imperial County (West of Imperial and El Centro)	\$617,500	Local Transportation Authority Funds – Fully Funded	2024
3	I-8 / Imperial Avenue Interchange ²	Reconstruct the Imperial Avenue interchange on I-8	El Centro	\$28,600,000	State Regional Improvement Program and Federal High Priority Projects Program – Fully Funded	2022
4	SR-98 Widening ³	Widen SR-98 between Ollie Avenue and Rockwood Avenue to a 6-lane facility.	Calexico	\$7,000,000	Federal Gas Tax and State Gas Tax – Fully Funded	2024

Highway and Roadway Projects						
ID	Project	Description	Project Area	Estimated Cost	Funding Source / Fully Funded?	Anticipated Completion Year
5	SR-98 (Phase 1C) ³	Widen from 2 to 4 lanes from All American Canal to V. V. Williams Avenue	Calexico	\$58,850,000	State Transportation Improvement Program – Not Fully Funded	2024
6	SR-98 (Phase 2) ³	Widen from from Dogwood Road to All American Canal	Calexico	\$79,652,000	State Transportation Improvement Program – Not Fully Funded	2035
7	New Road Connection (SR-7 to SR-115) ⁴	Construct a new road from SR-7 to SR-115 due to increase in truck traffic on Orchard Road north of I-8 to access SR-115.	Calexico	\$6,500,000	State Transportation Improvement Program – Not Fully Funded	2028
8	Menvielle Widening ⁴	Widen Menvielle Road to 4 lanes from SR-98 to SR-7.	Calexico	\$4,600,000	State Transportation Improvement Program – Not Fully Funded	2026

Highway and Roadway Projects						
ID	Project	Description	Project Area	Estimated Cost	Funding Source / Fully Funded?	Anticipated Completion Year
9	Hammer Road Improvements ⁴	Due to the new West POE access on Anza Road, traffic has increased and improvements would allow added traffic to circulate safer. The limits of the improvements would be from SR-98 to Anza Road.	Calexico	\$100,000	State Transportation Improvement Program – Not Fully Funded	2028
10	Anza Road/Second Street Widening ⁴	Widen roadway from 2 to 4 lanes on Anza Road/Second Street from Hammer Road to 1 mile east of the All-American Canal.	Calexico	\$15,000,000	State Transportation Improvement Program – Not Fully Funded	2028
11	Second Street Bridge Widening ⁴	Remove and replace the existing Second Street Bridge with a new bridge that will accommodate six travel lanes and sidewalk facilities.	Calexico	\$3,886,200	State Transportation Improvement Program – Not Fully Funded	2022
12	Grade Separation (SR-98 and Cesar Chavez)	Grade separation from SR-98 to Cesar Chavez Boulevard.	Calexico	\$25,000,000	State Transportation Improvement Program – Not Fully Funded	2036

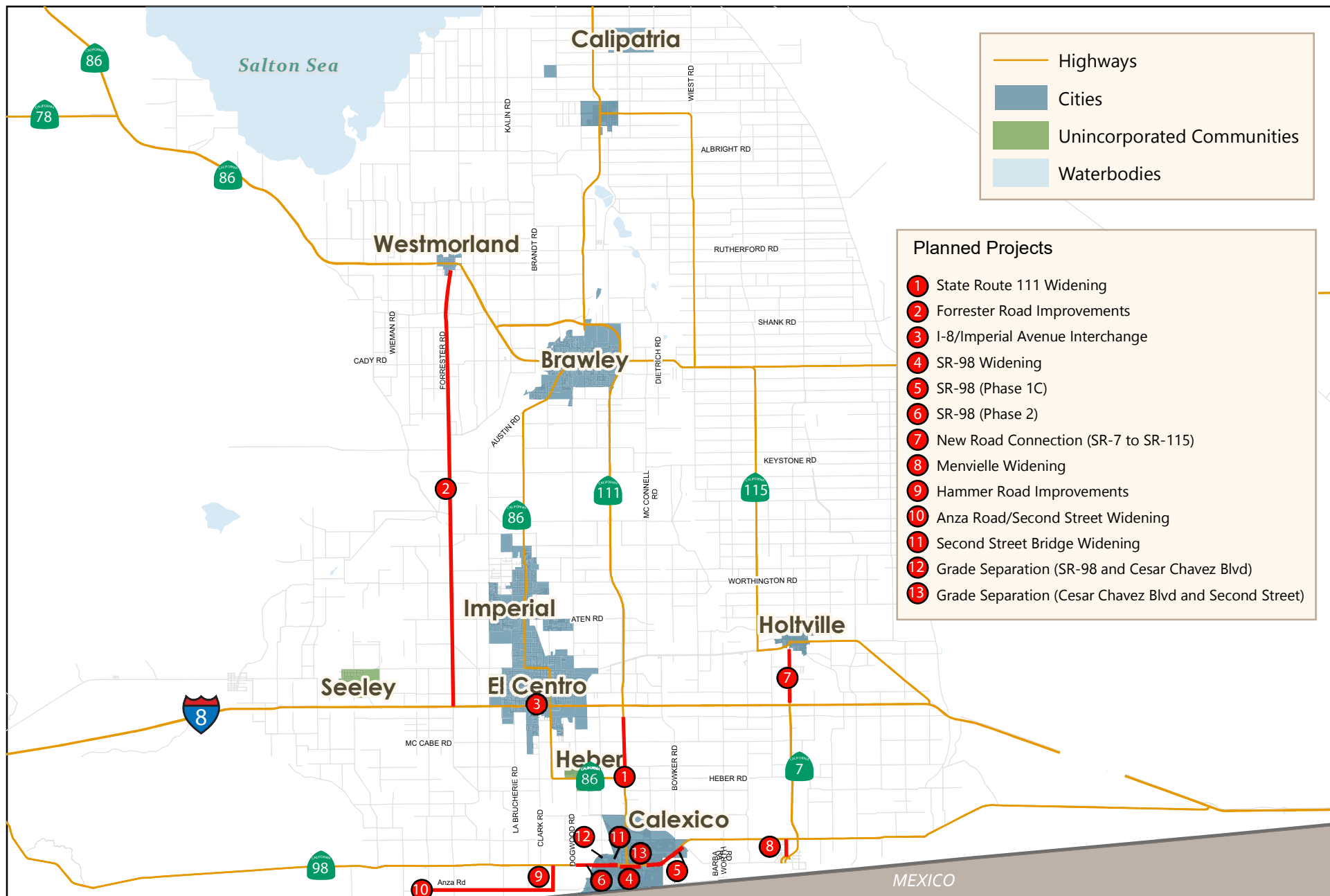
Highway and Roadway Projects						
ID	Project	Description	Project Area	Estimated Cost	Funding Source / Fully Funded?	Anticipated Completion Year
13	Grade Separation (Cesar Chavez Boulevard and Second Street)	Grade separation from Cesar Chavez Boulevard to Second Street	Calexico	\$50,000,000	State Transportation Improvement Program – Not Fully Funded	2036

Source: ¹<https://dot.ca.gov/caltrans-near-me/district-11/current-projects/i-8-update-imperial-county>;

² <https://www.imperialctc.org/projects>;

³SCAG Connect SoCal 2020-2045; SCAG Transportation System Project List Technical Report (Sept 3, 2020);

⁴ California-Baja California Border Master Plan Final Report, 2021



COLLISIONS

Crash data was obtained from the Statewide Integrated Traffic Records System (SWITRS) for a five-year period from January 2015 through December 2019. **Table 6** provides a summary of crashes throughout the County for the five-year period. As shown, the highest volume of crashes occurred in the City of El Centro. During this time period, a total of 8,639 crashes were reported with 150 resulting in fatalities and 374 severe injuries. Crash density is displayed on **Figure 13**. As shown, a high concentration of crashes occurred in the City of El Centro, Brawley and Calexico.

Throughout the County, a total of 96 bicycle-related crashes and 143 pedestrian-related crashes have been recorded over this five-year span. 26 of these crashes resulted in a fatality, which is approximately 11% of the bicycle-related and pedestrian-related crashes. The majority of the crashes occurred in El Centro (46%), followed by Calexico (18%) and Brawley (16%).

Table 6. Imperial County Crash Summary

Area	Number of Crashes (2015 – 2019)					
	2015	2016	2017	2018	2019	TOTAL
City of Brawley	95	131	117	91	63	497
City of Calexico	N/A	199	84	41	351	675
City of El Centro	264	418	383	407	319	1,791
City of Holtville	10	5	21	N/A	N/A	36
City of Imperial	34	53	37	3	7	134
City of Westmorland	N/A	N/A	1	4	4	9
Unincorporated Area	512	1,412	1,367	1,105	1,101	5,497
TOTAL	915	2,218	2,010	1,651	1,845	8,639

Source: SWITRS; N/A = Crash data was not available

Table 7 provides a summary of crashes along the highways and regional arterials within the County over a five-year period from January 2015 through December 2019. The summary of crashes includes total crashes, fatalities and severe injury crashes. The highest number of crashes is reported on SR-86 with 350 total crashes. However, the highest number of fatal and severe injury crashes are reported along I-8.

Table 7. Highways and Regional Arterials Crash Summary (2015 – 2019)

Highway/Regional Arterial	Total Number of Crashes	Total Number of Fatalities	Total Number of Severe Injury
I-8	336	34	72
I-7	17	0	1
SR-78	96	10	15
SR-86	350	23	58
SR-98	121	7	18
SR-111	288	14	33
SR-115	25	4	17
SR-186	12	1	1
Forrester Road	41	1	5
Austin Road	23	1	5
Imperial Avenue	108	0	7
Dogwood Road	120	3	16
Jasper Road	3	0	0
Heber Road	11	1	0
McCabe Road	23	1	2
Evan Hewes Highway	54	2	5
Aten Road	14	0	1
Worthington Road	9	1	0
Keystone Road	13	4	1

PLANNED SAFETY PROJECTS

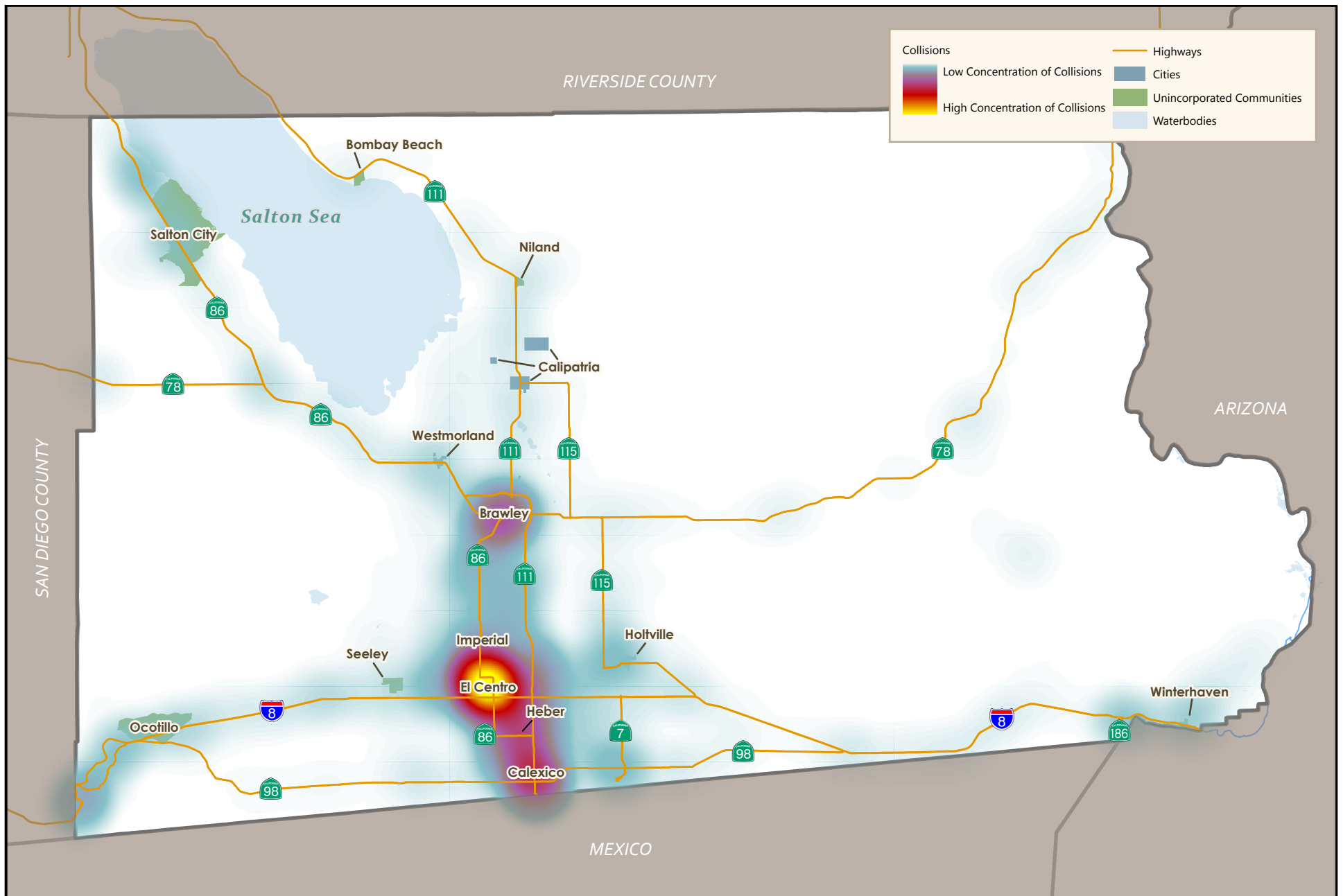
Table 8 provides a summary of planned safety-related projects identified in Caltrans District 11's Highway Safety Improvement Program (HSIP) for Cycles 7 through 10 within Imperial County. The list of safety projects primarily consists of intersection improvements, pedestrian improvements and sign audits throughout the County. **Figure 14** shows the location of the planned safety projects listed in Table 6.

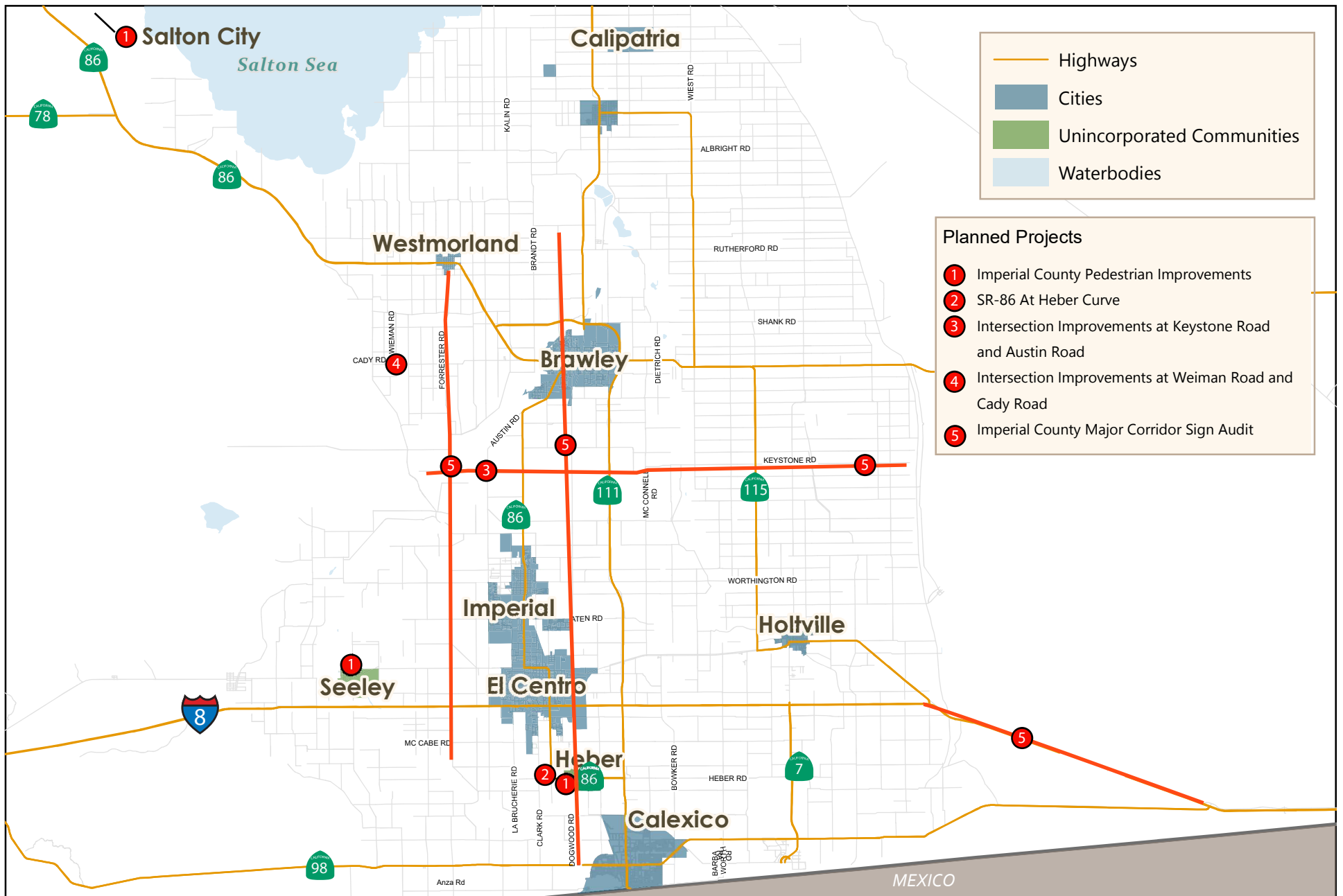
Table 8. Summary of Planned Safety Projects

Safety Projects						
ID	Project	Description	Project Area	Estimated Cost	Funding Source / Fully Funded?	Anticipated Completion Year
1	Imperial County Pedestrian Improvements (H10-11-010)	Install Rectangular Rapid Flashing Beacons (RRFBs) near schools at the following locations: Correll Rd between Dogwood Dr and Heber Ave; Rio Vista St between San Diego Ave and Haskell Rd; Shore Hawk Ave near intersection with Shore Gem St; and S. Marina Dr at intersection with Sea Palm Ave.	Imperial County	\$158,000	Highway Safety Improvement Program (Cycle 10) – Fully Funded	N/A
2	SR-86 at Heber Curve (H8-11-008)	Eliminate curve at SR-86/Heber Road; install 4-way stop; install southbound left-turn lane and dedicated westbound right turn lane; and add intersection lighting.	Imperial County	\$2,500,000	Highway Safety Improvement Program (Cycle 8) – Not Fully Funded	N/A
3	Intersection Improvements at Keystone Road/Austin Road (HSIP7-11-013)	Intersection Improvements at Keystone Road/Austin Road; install intersection lighting; paving of the intersection, including rumble strips; and flashing beacons at stop signs and intersection warning signs.	Imperial County	\$233,200	Highway Safety Improvement Program (Cycle 7) – Fully Funded	N/A

Safety Projects						
ID	Project	Description	Project Area	Estimated Cost	Funding Source / Fully Funded?	Anticipated Completion Year
4	Intersection Improvements at Weiman Road/Cady Road (HSIP7-11-014)	Intersection lighting, advance curve warning signs (flashing beacons), flashing beacon stop sign, upgraded chevron signs with fluorescent sheeting and installation of rumble strips.	Imperial County	\$150,500	Highway Safety Improvement Program (Cycle 7) – Fully Funded	N/A
5	Imperial County Major Corridor Sign Audit	Traffic sign audit at five (5) Roadway Corridors in Imperial County including Forrester Road, Evan Hewes Highway, Dogwood Road, Keystone Road, and Marina Drive. Replacement of approximately one hundred forty-three (143) current traffic signs on Forrester Road with high visibility/high reflective signs.	Imperial County	\$136,500	Highway Safety Improvement Program (Cycle 7) – Fully Funded	N/A

Source: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/approved-project-lists>





Ports of Entry

Three international ports of entry (POE's) are located within Imperial County that connect the United State and Mexico: Calexico West POE, Calexico East POE, and Andrade POE. **Figure 15** shows the location of these three POE's along the southern United State border. Passenger vehicles, trucks, buses, pedestrians and trains crossing the border in 2019 are summarized in **Table 9**.

Table 9. Port of Entry Annual Crossings (2019)

Port of Entry	Passenger Vehicles	Trucks	Buses	Pedestrians	Trains	Import (million)	Export (million)
Calexico West	9,005,893	-	-	3,707,777	-	0	401
Calexico East	5,930,206	389,046	1,953	382,535	227	10,780	6,625
Andrade	1,120,022	-	-	857,724	-	0	0
Total	16,056,121	389,046	1,953	4,948,036	227	10,780	7,026

Source: United States Department of Transportation, Bureau of Transportation Statistics, Border Crossing/Entry Data, 2019

Table 10 presents the annual crossings of passenger vehicles, trucks, buses, pedestrians, trains, and amount of imports/exports for all three POE's in 2021. As shown, the number of passenger vehicles, buses, pedestrians, and trains crossing all three POE's within the County is lower compared to the crossings in 2019. The data shows a slight increase in the number of trucks crossing in 2021 compared to 2019. The amount of import and export increased by about 7% at Calexico East POE and the export increased by 65% at Calexico West POE between 2019 and 2021.

Table 10. Port of Entry Annual Crossings (2021)

Port of Entry	Passenger Vehicles	Trucks	Buses	Pedestrians	Trains	Import (million)	Export (million)
Calexico West	4,651,532	-	-	2,224,123	-	0	662
Calexico East	1,535,040	435,253	64	211,158	217	11,453	7,107
Andrade	262,747	-	-	545,555	-	0	0
Total	6,449,319	435,253	64	2,980,836	217	11,453	7,769

Source: United States Department of Transportation, Bureau of Transportation Statistics, Border Crossing/Entry Data, 2021

Calexico West POE is the main border crossing connecting the Imperial County to Mexico and is the third-busiest POE in California. This POE serves passenger vehicles, pedestrians and rail. Hours of operation for this POE are 24 hours a day, seven days a week. Hours of operation for the rail, also referred to as the Cargo Facility is from 4 AM to 7 AM Monday through Friday with one train entering and one train exiting the POE⁴. As shown in Table 7, over 9 million passenger vehicles and nearly 4 million pedestrians entered the U.S. through this POE according to the United States Department of Transportation (USDOT) Bureau of Transportation Statistics Border Crossing and Entry Data for 2019. This POE provides access to Downtown Calexico and has a direct route north to I-8 via SR-111. According to the Border Crossing Information System⁵, the daily average wait time on weekdays is 25 minutes for pedestrians crossing at peak hour and 70 minutes for passenger vehicles crossing at peak hour. The Calexico West POE is currently being modernized and expanded to increase the total number of northbound passenger vehicle inspection booths to 16; construct new northbound passenger vehicle and pedestrian processing facilities in addition to a new headhouse, administration space and passenger vehicle secondary inspection station; increase the number of southbound lanes to six; and enhance U.S. Customs and Border Protection's ability to conduct its mission.

Calexico East POE is located roughly 7 miles to the east of Calexico West-Mexicali POE serving passenger vehicles, pedestrians, and commercial vehicles such as trucks and buses. Hours of operation for this POE is 6 AM to 2 AM for passenger vehicles and pedestrians. For commercial vehicles, hours of operation is 6 AM to 8 PM Monday through Friday, 10 AM to 6 PM on Saturday, and 8 AM to 4 PM on holidays, closed on Sunday. This POE connects vehicles directly to SR-7 which crosses SR-98, I-8 and SR-115 to the north. In 2019, nearly 6 million passenger vehicles, 389,046 trucks, 1,953 buses, and 382,535 pedestrians entered the U.S. through this POE. In 1996, all commercial vehicles were diverted to the Calexico East POE located seven miles east of central Calexico in efforts to reduce wait times. The peak hour average wait time on weekdays is 53 minutes for passenger vehicles and 13 minutes for commercial vehicles.

Andrade POE is the smallest border crossing in California and is located west of the California-Arizona border. This POE provides direct access to SR-186 and is located approximately 2 miles south of I-8. There is a lot of medical tourism in this area from U.S. residents crossing into Algodones, Mexico for affordable medical assistance. This POE is open seven days a week from 6 AM to 10 PM and serves passenger vehicles and pedestrians only. In 2019, 1,120,022 passenger vehicles and 857,724 pedestrians entered the U.S. through this POE. The peak hour average wait times on weekdays are 12 minutes for pedestrian crossings and 38 minutes for passenger vehicles.

PLANNED PORT OF ENTRY PROJECTS

Table 11 provides a summary of the planned POE projects with opening dates ranging from 2022 to 2025. The Calexico East POE Bridge Expansion plans to increase the number of travel lanes in the northbound approach in efforts to reduce wait times at the border. **Figure 16** shows the location of the planned POE projects along the US-Mexico border.

⁴ <https://www.cbp.gov/contact/ports/calexico-east-class-california-2507>

⁵ <https://bwt.cbp.gov/historical>

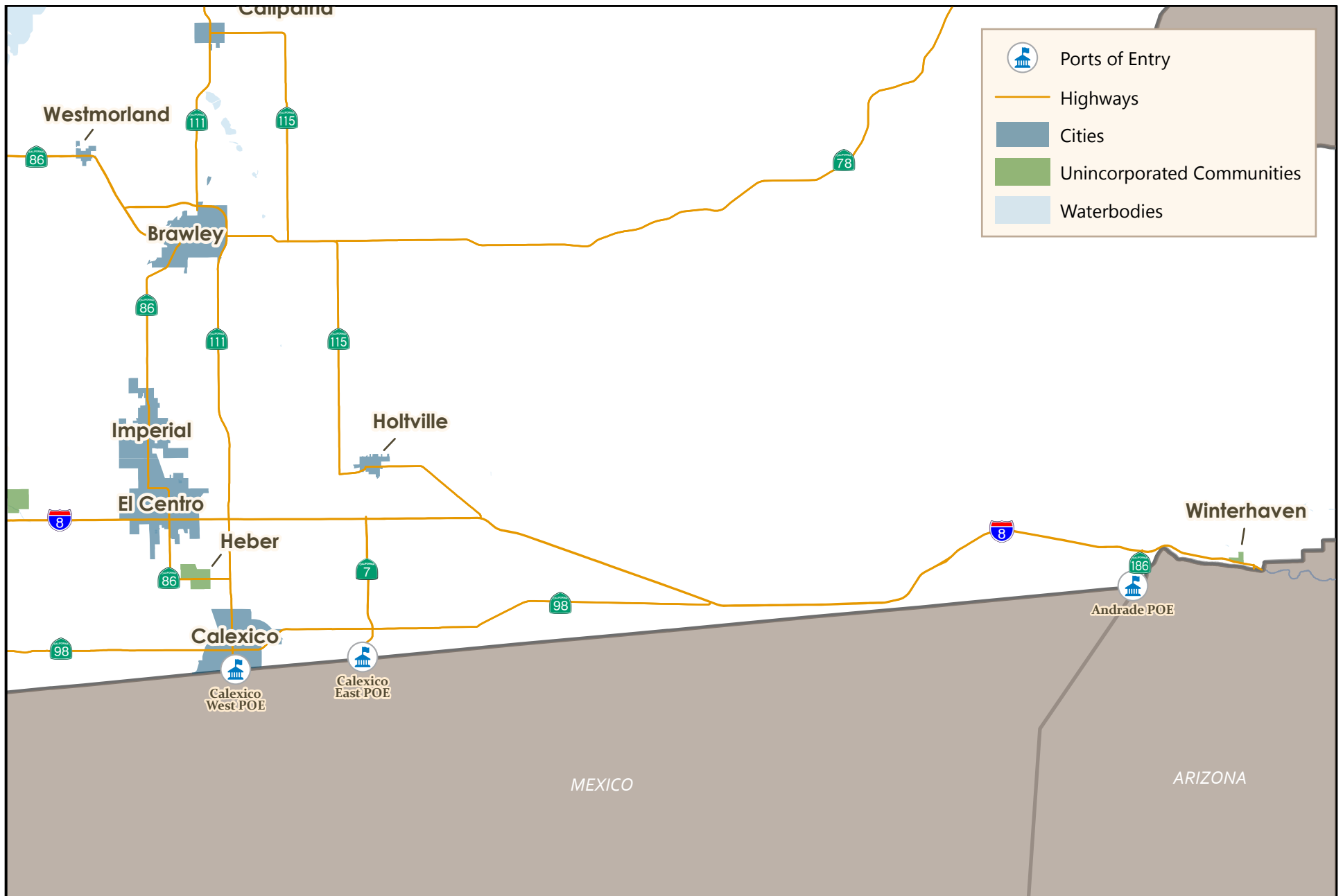
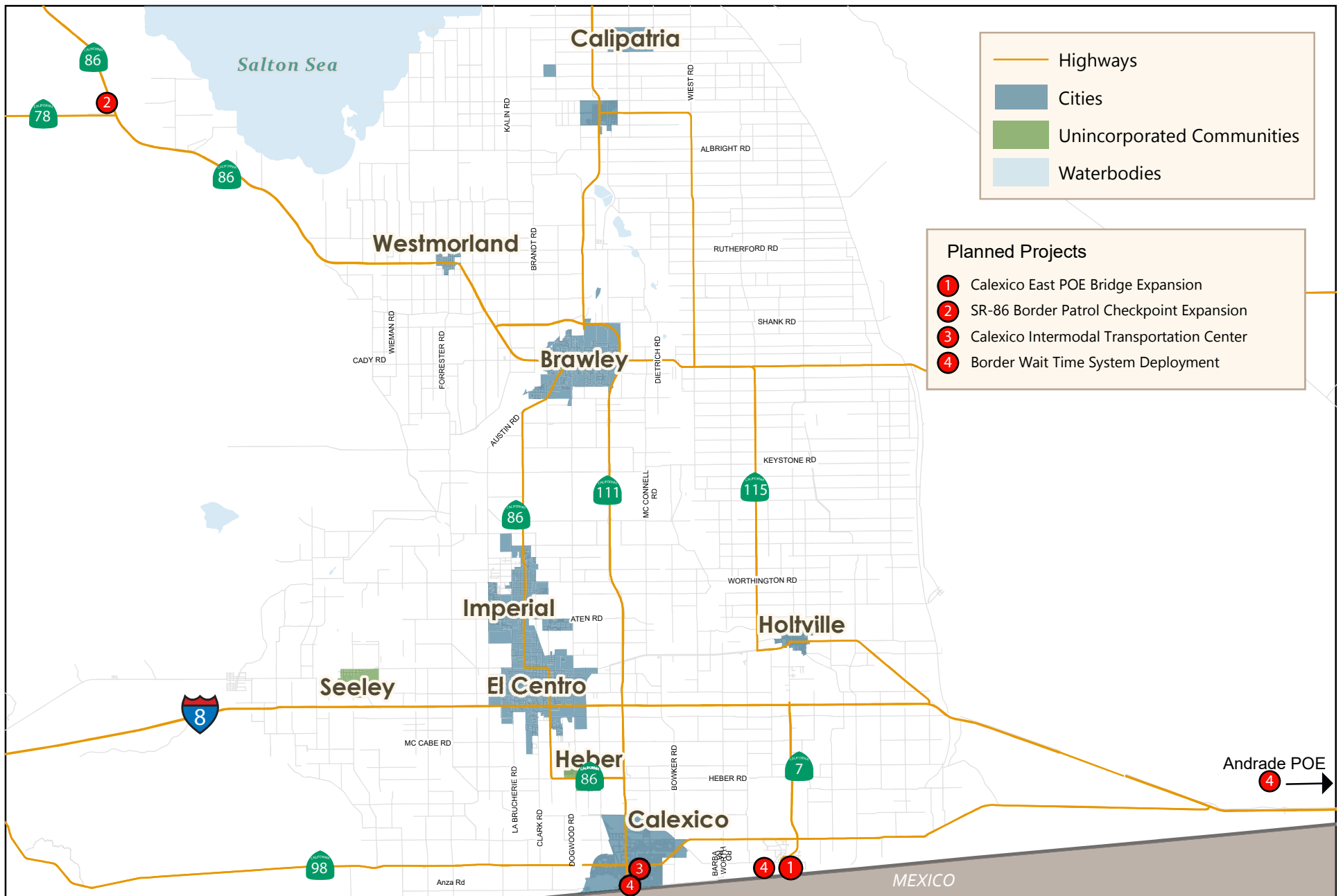


Table 11. Summary of Planned Port of Entry Projects

Port of Entry Projects						
ID	Project	Description	Project Area	Estimated Cost	Funding Source / Fully Funded?	Anticipated Completion Year
1	Calexico East POE Bridge Expansion	Widen bridge on east side to minimize traffic impacts during construction. Add four northbound lanes, two commercial vehicle lanes and two passenger vehicle lanes. Shift the existing northbound pedestrian walkway to the west to fade two new northbound passenger vehicle lanes.	Calexico	\$32,400,000	State Regional Improvement Program and Federal High Priority Projects Program – Fully Funded	2025
2	SR-86 Border Patrol Checkpoint Expansion	Install a canopy with 2 northbound primary inspection lanes on SR-86. Have one dedicated truck inspection lane to secondary inspections.	SR-86 Near Intersection of SR-78	\$3,100,000	Unknown	2022
3	Calexico Intermodal Transportation Center	Construct a mobility hub on the southside of 3 rd Street between Heffernan Avenue and Rockwood Avenue that will accommodate bus bays for IVT in addition to Calexico's private transit operators, taxis and farm labor buses.	Calexico	\$12,500,000	Congestion Mitigation and Air Quality Federal Program - Not Fully Funded	2024
4	Border Wait Time System Deployment	The project will intelligently link traffic operations at the Calexico East POE, Calexico West POE, and Andrade POE providing travelers with real-time information about border wait times, toll rates, special lane conditions, and incidents.	Calexico and Andrade	\$17,000,000	State Highway Operation and Protection Program, Trade Corridor Enhancement Program, and Senate Bill 1 - Fully Funded	2023

Source: California-Baja California Border Master Plan (2021) and Caltrans D11 Division of Planning



Regional Goods Movement

With today's global economy and time-based competition, the role of freight transportation has become more critical than ever as an efficient link between manufacturers, distributors and consumers. Imperial County plays an important role in the regional goods movement system due to the prevalence of commercial trucks, rail and airports.

COMMERCIAL TRUCKS

More than 385,000 trucks crossed from Mexico to California in 2019⁶, handling approximately \$39.8 billion in goods. **Figure 17** shows the truck routes within the County. Truck flows in the Imperial County-Mexicali region are anticipated to grow at an annual rate of 4.1 percent, reaching approximately 1.6 million trips in each direction in 2040.⁷ The vast majority (typically 98%) of all cross-border trade that moves through the Mexico-California border travels via commercial truck through the Otay Mesa POE (72%), Calexico East POE (27%), and Tecate POE (1%). The high volume of commercial trucks moving freight throughout the County affecting roadway safety, bridges and pavement conditions, congestion and community quality of life.

RAIL

The County is served by rail connections from Mexico, Riverside County and Arizona. Commodity flow volumes by rail account for about 3% of total commodity flow volumes in the County³. Three rail lines run through the County, one directly from the Calexico West POE as shown in **Figure 18**. Union Pacific Railroad (UPRR) owns and operates the line originating at the Calexico West POE, extending north to El Centro and ultimately connecting with other UPRR tracks at Niland, heading northwest to Riverside County and southeast to Arizona (Sunset Line). UPRR also owns and operates the section between Plaster City and City of El Centro also referred to as the Desert Line.

AIRPORTS

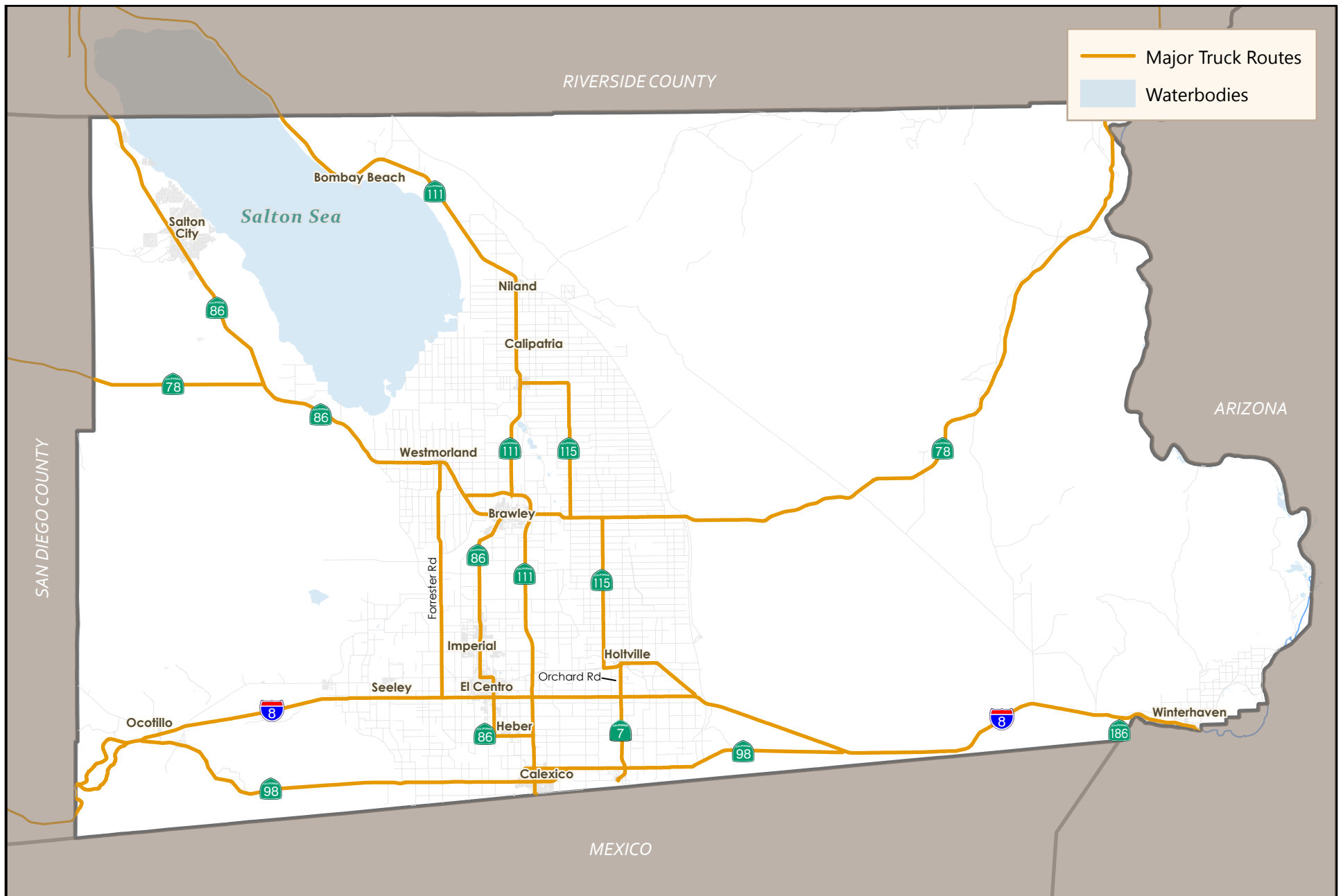
There are six airports in the County: Brawley Municipal Airport, Cliff Hatfield Memorial Airport, Calexico International Airport, Salton Sea Airport, Naval Air Facility El Centro Airport and the Imperial County Airport, refer to **Exhibit 19**. Located partially in the City of Imperial, the Imperial County Airport is the largest in the County (with two runways and 429 acres). It's mostly used for general aviation and is also used by FedEx and UPS. The Naval Air Facility (NAF) El Centro is located approximately six miles northwest of the City of El Centro. NAF El Centro serves as the homeport to military units conducting air-to-air and bombing training, and also serves as the winter training home of the Blue Angels.

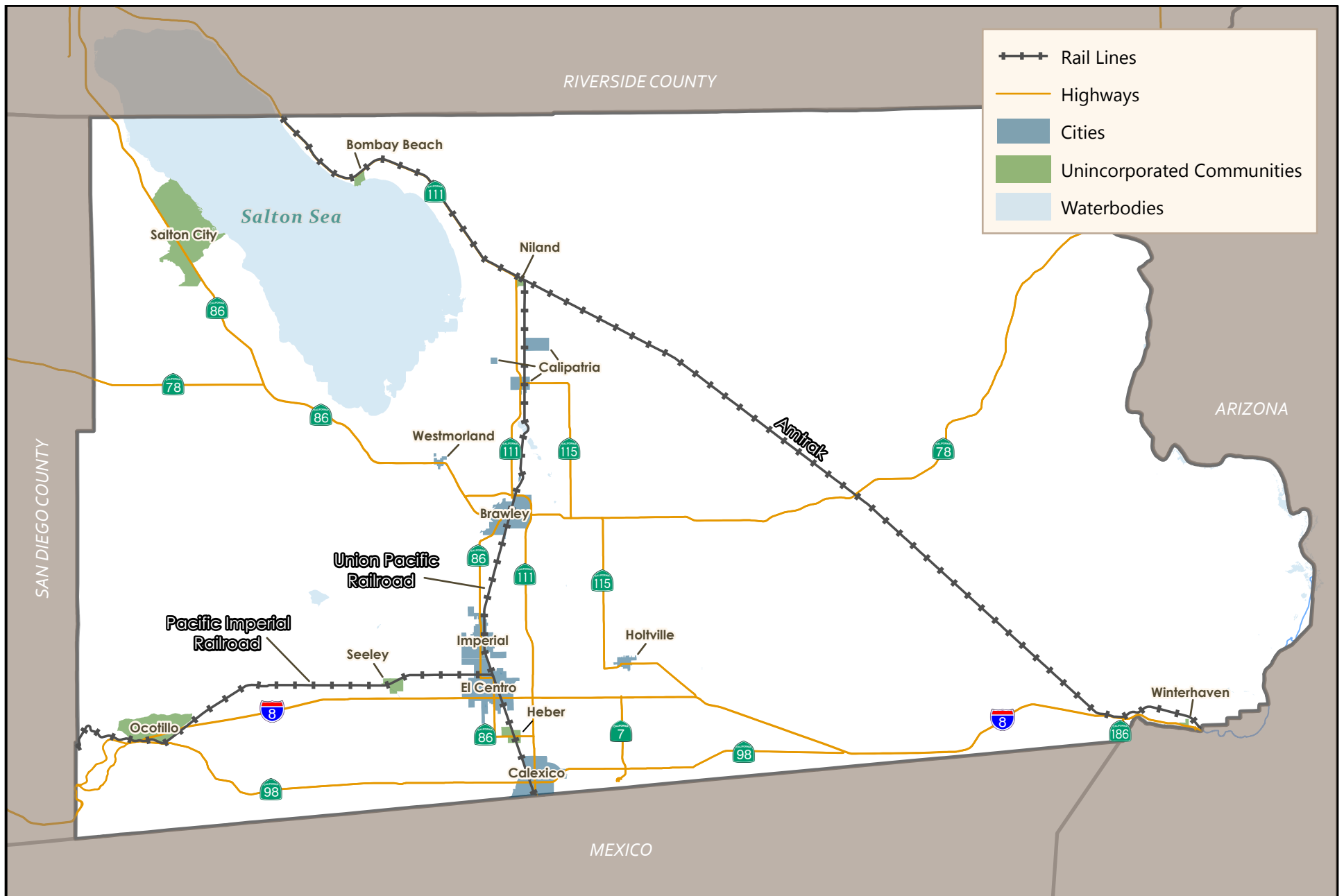
PLANNED RAIL CARGO PROJECTS

Table 12 summarizes the rail cargo projects that are planned to be constructed by 2028. These rail projects range from service and rehabilitation to adding rail lines through the County. **Figure 20** shows the location of each rail cargo project.

⁶ United States Department of Transportation, Bureau of Transportation Statistics, Border Crossing/Entry Data, 2019

⁷ SCAG Goods Movement Border-Crossing Study and Analysis, 2016.





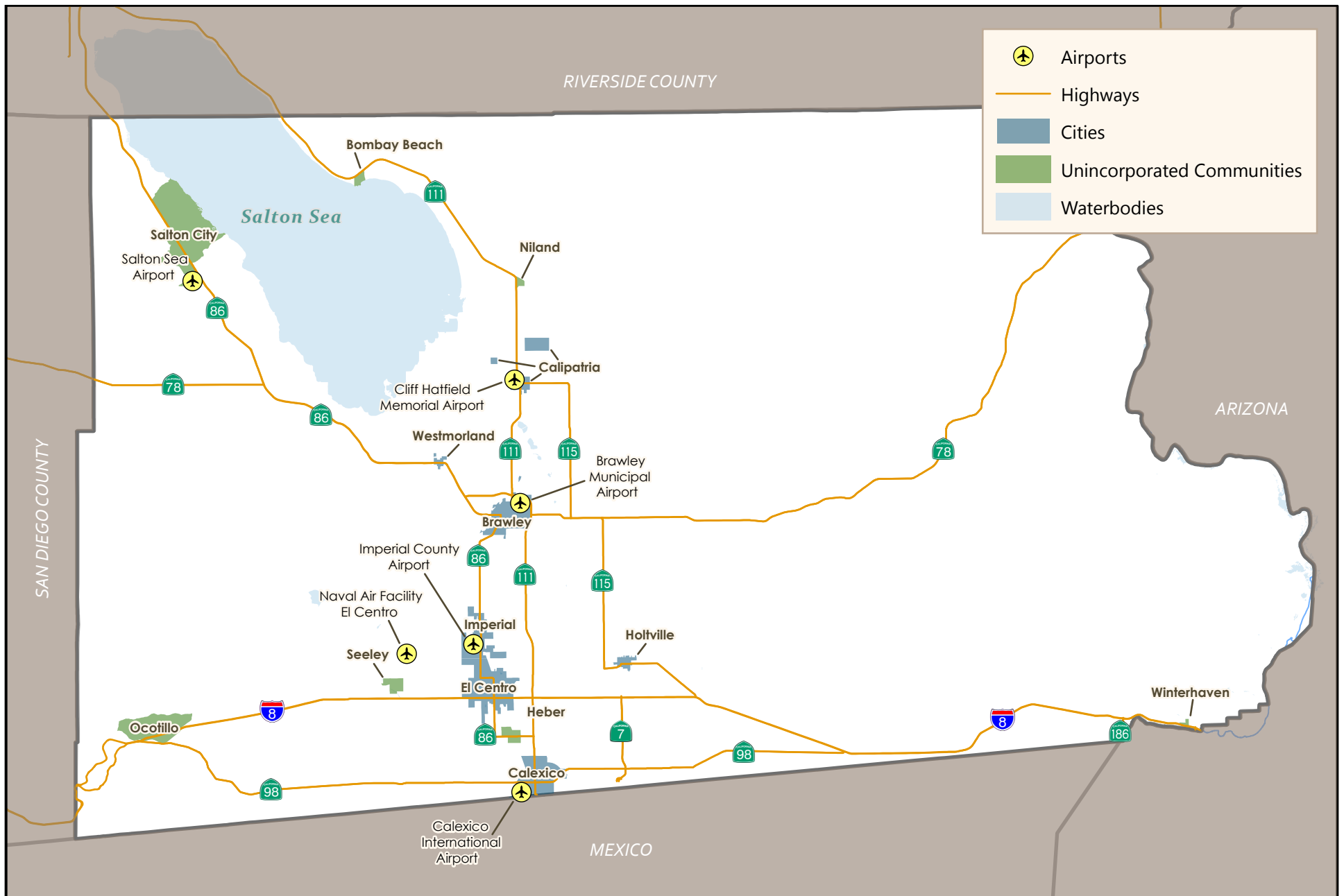
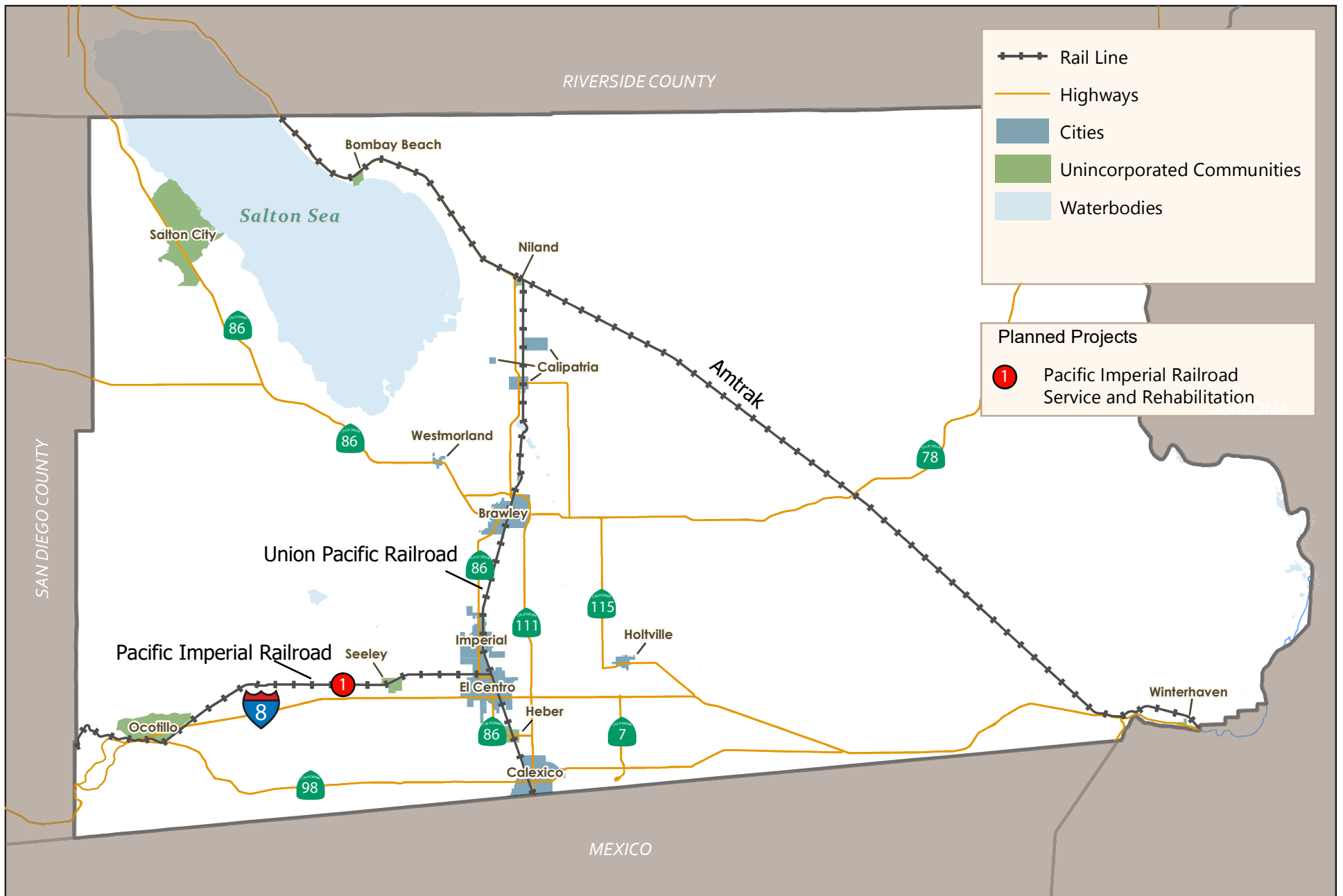


Table 12. Summary of Planned Rail Cargo Projects

Rail Cargo Projects					
Project	Description	Project Area	Estimated Cost	Funding Source / Fully Funded?	Anticipated Completion Year
Pacific Imperial Railroad Service and Rehabilitation	Rehabilitation and restart of service along the Pacific Imperial Railroad (Desert Line)	Campo to Plaster City	\$230,000,000	USDOT Infrastructure for Rebuilding America – Not Fully Funded	Unknown

Source: California-Baja California Border Master Plan (2021)



Transit

Imperial Valley Transit (IVT) is a fixed route public bus service that began in 1989. IVT services all seven cities in the County as well as the communities of Bombay Beach, Niland, Seeley, and Heber. IVT service includes 14 total routes throughout the County, 15 transit stops in the Imperial County Census Designated Places, and 128 transit stops in the seven incorporated cities. Passenger ridership averages approximately 55,000 passengers a month. **Figure 21** shows the fixed route IVT transit network throughout the County.

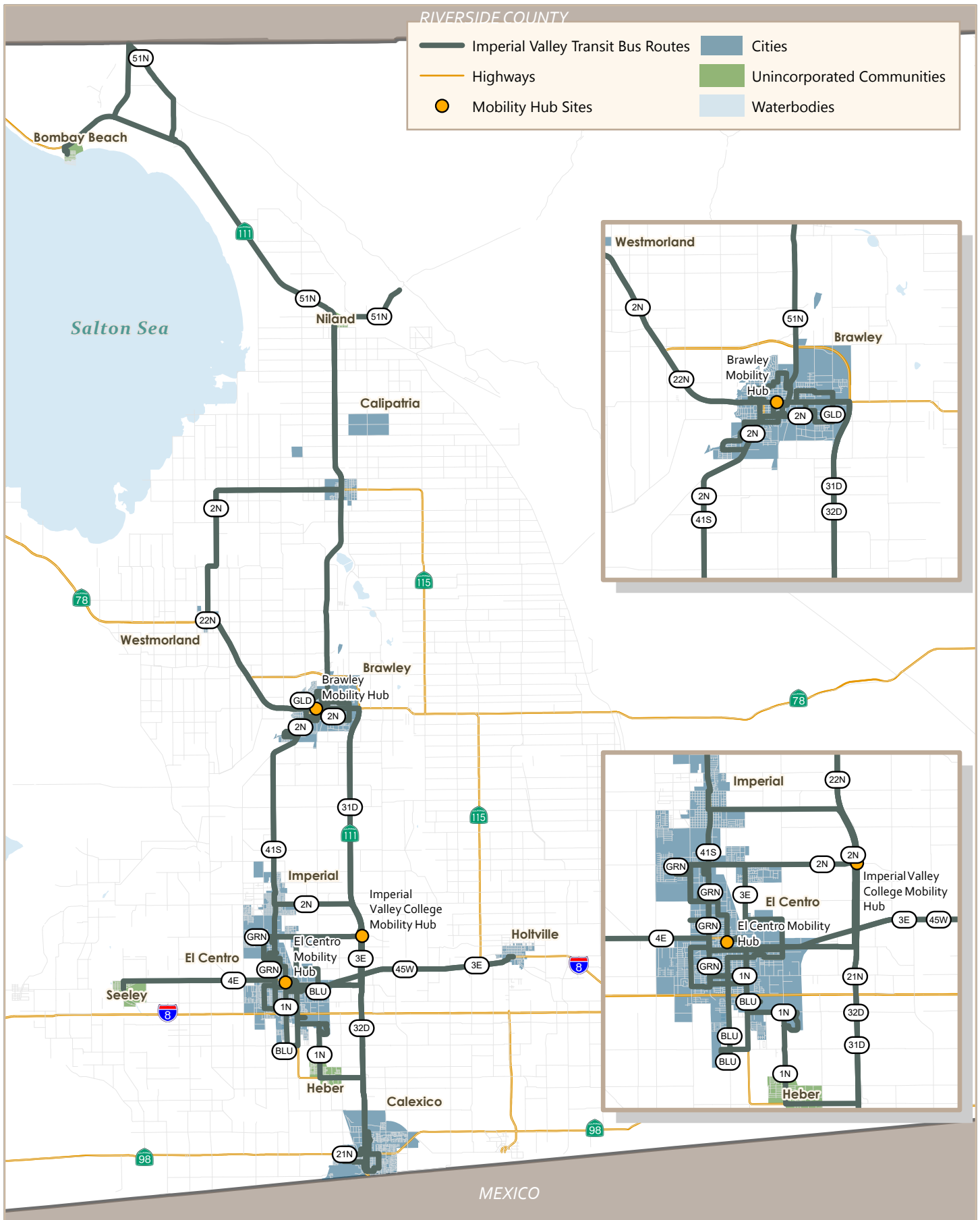
IVT also provides additional accessibility and convenience to riders through various services, depending on their needs. For passengers with disabilities that are unable to use the IVT fixed route system, IVT Access provides a complimentary paratransit bus system under the Americans with Disabilities Act. IVT Ride provides curb-to-curb dial-a-ride for persons aged 55 years and over. IVT MedTrans provides non-emergency transportation service between Imperial Valley and San Diego County medical facilities for those who are reliant on transit.

Reviewing annual data on operational costs, ridership, service hours, and service miles for each transit service provided, we can observe the yearly trends for total miles, total hours, total ridership, total costs per service hour, total costs per service mile, total costs per trip, total ridership per service hour, and total ridership per service mile. County-wide transit trends for the past five years (2017-2021) show that in general, ridership significantly decreased while operational costs significantly increased in 2020 and 2021 compared to prior years, which can be attributed to changes in ridership and service levels resulting from changes reflecting shifts in travel patterns during the COVID-19 pandemic. Transit data for Imperial County from Fiscal Year 2018-2019 is reflected in **Table 13**.

Table 13. IVT Service Summary (Fiscal Year 2018-2019)

Bus Service	Total Miles	Total Hours	Total Rides	Total Cost Per Service Hour	Total Cost Per Service Mile	Total Cost Per Trip	Rides Per Hour	Rides Per Mile
IVT Fixed Route	743,221	34,303	709,455	\$107.72	\$4.97	\$5.21	20.68	0.95
IVT Ride	175,235	25,717	52,515	\$63.85	\$9.37	\$31.27	2.04	0.30
IVT Access	280,128	13,737	30,229	\$109.51	\$5.37	\$49.77	2.20	0.11
IVT MedTrans	111,598	3,351	5,232	\$148.46	\$4.46	\$95.08	1.56	0.05
Blue – El Centro	37,724	3,171	12,857	\$108.22	\$9.10	\$26.69	4.05	0.34
Green – El Centro	38,187	3,172	11,230	\$108.19	\$8.99	\$30.56	3.54	0.29
Gold - Brawley	36,440	3,277	14,167	\$80.53	\$7.24	\$18.63	4.32	0.39

Source: ICTC, FY 18-19



PLANNED TRANSIT PROJECTS

Table 14 summarizes the transit project planned throughout Imperial County. **Figure 22** shows the location of the transit projects outlined in this table.

Table 14. Planned Transit Projects

Transit Projects					
Project	Description	Project Area	Estimated Cost	Funding Source / Fully Funded?	Anticipated Completion Year
Financially Constrained Projects (FY 2019/2020)	Add early evening roundtrip between Imperial Valley College and Calexico.	Route 22 IVC Express	\$12,888	Section 5307 Urbanized Funding and Section 5311 Rural Funding; State Transit Assistance (STA) and Local Transit Fund (LTF) – Fully Funded	2020
	Operate on one additional weekday between Brawley and Bombay Beach, Niland and Calipatria.	IVT Route 51	\$17,740		
	Provide IVT Ride service in Heber on three weekdays.	IVT Ride (Completed)	\$133,212		
Financially Constrained Projects (FY 2020/2021)	Increase Sunday service frequency along the entire corridor between Calexico, El Centro, Brawley, Calipatria, Westmorland and Niland.	IVT Route 1 & Route 2	\$50,428	Section 5307 Urbanized Funding and Section 5311 Rural Funding; STA and LTF – Fully Funded	2021
	Increase service frequency to every 35 minutes on weekdays only between Brawley and El Centro.	IVT Route 2	\$737,965		
	Restructure service in the afternoon	Route 21 IVC Express	N/A		
	Increase weekday service frequency from El Centro and Brawley	IVT Route 41	\$58,217		
Financially Unconstrained Projects	Create intercity IVT RIDE two zone system on weekdays with Northern Zone (Niland, Calipatria, Westmorland, West Shores and Brawley) and	IVT Ride	\$1,750,401	Section 5307 Urbanized Funding and Section 5311 Rural Funding; STA	2025

Transit Projects					
Project	Description	Project Area	Estimated Cost	Funding Source / Fully Funded?	Anticipated Completion Year
(FY 2024/2025)	Southern Zone (Imperial, El Centro, Heber and Calexico) with Seeley and Holtville potentially being served in a future phase.			Rural Funding; STA and LTF – Not Fully Funded	
Financially Unconstrained Projects (FY 2025/2026)	Provide new limited stop/express service and therefore a faster overall trip.	Calexico-El Centro FAST Route	\$1,436,555	Section 5307 Urbanized Funding and Section 5311 Rural Funding; STA and LTF – Not Fully Funded	2026
	Provide new “Microtransit” service zone.	Calexico	\$1,179,885		
Financially Unconstrained Projects (FY 2026/2027)	Operate on Federal Holidays between El Centro and Calexico.	IVT Route 1	\$7,183	Section 5307 Urbanized Funding and Section 5311 Rural Funding; STA and LTF and State of Good Repair (SGR) – Not Fully Funded	2027
	Operate on Federal Holidays along the entire route between El Centro, Brawley, Calipatria, Westmorland, and Niland.	IVT Route 2	\$10,774		
	Increase weekday service frequency between Calexico and Brawley.	IVT Route 31/32 DIRECT	\$138,249		
	Operate on Federal Holidays in Routes 1 and 2 service area.	IVT ACCESS	\$3,371		
Financially Unconstrained Projects (FY 2027/2028)	Provide new “Microtransit” service zone between Calexico and West Port of Entry.	Calexico	\$661,414	Section 5307 Urbanized Funding and Section 5311 Rural Funding; STA and LTF and State of Good	2028
	Operate new “IV Campus Shuttle” service between SDSU Calexico, IVC and SDSU Brawley which might include the use of electric vehicles.	SDSU Calexico & Brawley	\$425,388		

Transit Projects					
Project	Description	Project Area	Estimated Cost	Funding Source / Fully Funded?	Anticipated Completion Year
				Repair (SGR) – Not Fully Funded	
Financially Unconstrained Projects (FY 2028/2029)	Implement a new IVT Red Line (Imperial Circulator Shuttle).	IVT Red Line	\$134,661	Section 5307 Urbanized Funding and Section 5311 Rural Funding; STA and LTF and State of Good Repair (SGR) – Not Fully Funded	2029
	Add weekend service to the IVT Gold Line (Brawley Circulator Shuttle).	IVT Gold Line	\$336,652		
	Implement intercity IVT Ride on a two-zone system on weekends.	IVT Ride	\$1,264,010		
Unmet Transit Needs List FY 2021-22	Expansion of Blue Line route to include a stop near the new Clinicas De Salud Building	IVT Blue Line	N/A	Section 5307 Urbanized Funding and Section 5311 Rural Funding; STA and LTF and State of Good Repair (SGR) – Not Fully Funded	N/A
	Add a mobile ticketing fare option for all transit services	All Services	N/A	N/A	N/A
	Provide an intercity transportation to seniors	Countywide	N/A	N/A	N/A
	Add an IVC Express Route from Calexico to IVC and from IVC to Calexico in the evening after 5:30 PM Monday through Friday	Calexico	N/A	N/A	N/A

Source: Short Range Transit Plan, 2019

Active Transportation

The County is currently built on a foundation of auto-centric infrastructure but is beginning to embrace active transportation as an equally important transportation option. Recent planning efforts such as the *Imperial County Regional Active Transportation Plan (2022)* will help transform the County's street network to support walking, bicycling, transit, and other related forms of transportation using sustainable planning principles such as Complete Streets, First-Last Mile, and Safe Routes to School planning.

The emergence of enhanced active transportation facilities such as separated bikeways, curb extensions, or flashing crosswalks have helped encourage people to use active transportation more often in their day-to-day lives due to improved safety. Active transportation such as walking and bicycling can contribute to a healthier lifestyle improving both physical and mental health. Other benefits of active transportation include a reduction of Greenhouse Gas (GHG) emissions, reduction in vehicle miles traveled (VMT), and potential reduction in traffic congestion. According to the 2020 American Community Survey, approximately 80% drive, 2.8% walk, and 0.7% use public transit as a means of transportation traveling to/from work in the County.

BICYCLE FACILITIES

Cities in the County have developed their own Active Transportation Plans (ATP) over the years and as a result, have designed and implemented bicycle facilities at varying stages. **Figure 23** shows the existing and proposed bicycle facilities based upon datasets provided by municipal ATP's and other related bicycle, pedestrian, and complete street master plans. There are approximately 90 miles of existing bicycle facilities and approximately 633 miles of proposed bicycle facilities Countywide.

PLANNED ACTIVE TRANSPORTATION PROJECTS

Table 15 summarizes the planned active transportation projects throughout Imperial County. The list of projects identified in the table is consistent with Imperial County's Active Transportation Plan dated February 2022.

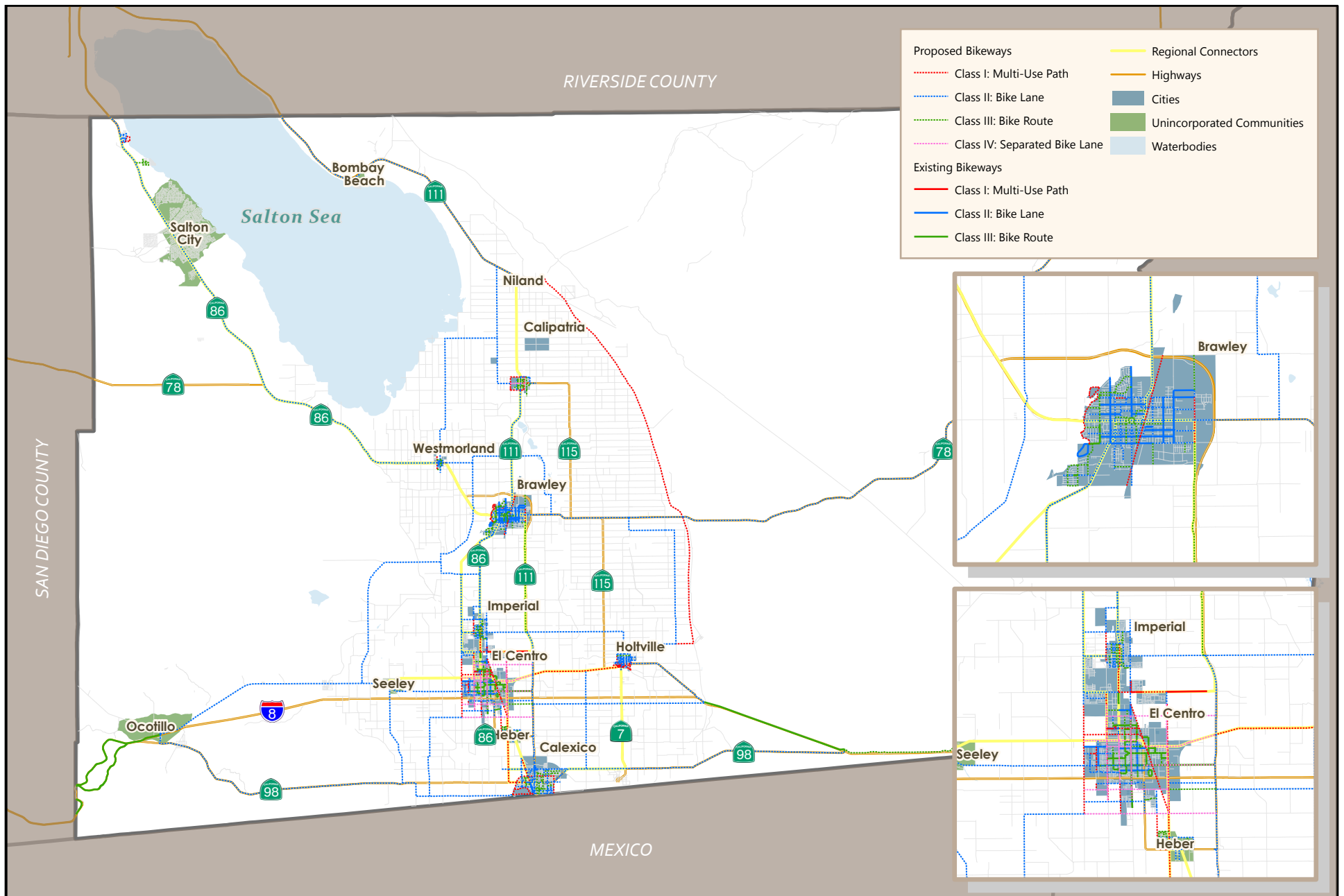


Table 15. Summary of Planned Active Transportation Projects

Active Transportation Projects					
Project	Description	Project Area	Estimated Cost	Funding Source / Fully Funded?	Anticipated Completion Year
Brawley ATP Projects	Pedestrian improvements include the installation of high-visibility crosswalks, ADA curb ramps, and 19.6 miles of missing sidewalks totaling 129 pedestrian improvements.	City of Brawley	N/A	Caltrans Highway Safety Improvement Program (HSIP); Caltrans Active Transportation Planning (ATP) and Sustainable Transportation Planning (STP) Grants and others. Not Fully Funded	N/A
	Bicycle improvements include a total of 44 projects consisting of 6.1 miles of Class I, 5.7 miles of Class II, and 7.0 miles of Class III bicycle facilities.				
	Eleven transit-related improvements are recommended throughout the first-and-last mile focus areas such as bus shelters, transit information and pedestrian amenities.				
Calexico ATP Projects	Pedestrian improvements include 138 items including high-visibility crosswalks, ADA curb ramps, and 0.9 miles of missing sidewalks.	City of Calexico	N/A	HSIP, ATP, STP and others. Not Fully Funded	N/A
	Bicycle improvements include a total of 29 projects consisting of 7.3 miles of Class I, 15.6 miles of Class II, and 2.2 miles of Class III bicycle facilities.				
Calipatria ATP Projects	Bicycle improvements include a total of 16 projects consisting of 1.0 mile of Class I, 0.6 miles of Class II, 5.3 miles of Class III, and 1.5 miles of Class IV bicycle facilities	City of Calipatria	N/A	HSIP, ATP, STP and others. Not Fully Funded	N/A
El Centro ATP Projects	Bicycle improvements include a total of 40 projects consisting of 17.2 miles of Class I, 3.6 miles of Class II, 2.3 miles of Class III, and 15.4 miles of Class IV bicycle facilities.	City of El Centro	N/A	HSIP, ATP, STP and others. Not Fully Funded	N/A

Active Transportation Projects					
Project	Description	Project Area	Estimated Cost	Funding Source / Fully Funded?	Anticipated Completion Year
Holtville ATP Projects	Pedestrian improvements high-visibility crosswalks and ADA curb ramps at 35 locations, and 2.1 miles of missing sidewalks.	City of Holtville	N/A	HSIP, ATP, STP and others. Not Fully Funded	N/A
	Bicycle improvements include a total of 25 projects consisting of 1.9 miles of Class I and 8.7 miles of Class II bicycle facilities.				
Imperial ATP Projects	Pedestrian improvements include high-visibility crosswalks and ADA curb ramps at 40 locations, and 1.1 miles of missing sidewalks.	City of Imperial	N/A	HSIP, ATP, STP and others. Not Fully Funded	N/A
	Bicycle improvements include 5.7 miles of Class I and 7.5 miles of Class II, and 2.5 miles of Class III bicycle facilities.				
Westmorland ATP Projects	Pedestrian improvements include high-visibility crosswalks and ADA curb ramps at 6 locations, and 3.7 miles of missing sidewalks.	City of Westmorland	N/A	HSIP, ATP, STP and others. Not Fully Funded	N/A
	Bicycle improvements include 0.3 miles of Class I and 3.6 miles of Class II, and 1.4 miles of Class III bicycle facilities.				

Active Transportation Projects					
Project	Description	Project Area	Estimated Cost	Funding Source / Fully Funded?	Anticipated Completion Year
Bombay Beach ATP Projects	Transit improvements includes bus shelters and bus amenities at Ave C and 3 rd Street.	Community of Bombay Beach	N/A	HSIP, ATP, STP and others. Not Fully Funded	N/A
	Pedestrian improvements include high-visibility crosswalks, ADA curb ramps at 9 locations, and 10.8 miles of missing sidewalks.				
	Bicycle improvements include Class II bike lanes and Class III bike routes throughout the community connecting SR-111 to future proposed Class II bike lanes.				
Desert Shores ATP Projects	Pedestrian improvements include high-visibility crosswalks, ADA curb ramps at 7 locations, and 19.5 miles of missing sidewalks.	Community of Desert Shores	N/A	HSIP, ATP, STP and others. Not Fully Funded	N/A
	Bicycle recommendations include Class I multi-use paths and Class II bike lanes throughout the community that would connect to SR-86 and a regional connector.				
Heber ATP Projects	Pedestrian improvements include high-visibility crosswalks, ADA curb ramps at 18 locations, and 5.6 miles of missing sidewalks.	Community of Heber	N/A	HSIP, ATP, STP and others. Not Fully Funded	N/A
	Bicycle recommendations include Class I multi-use paths, Class II bike lanes and Class III bike routes throughout the community that would connect to SR-86 and a regional connector.				

Active Transportation Projects					
Project	Description	Project Area	Estimated Cost	Funding Source / Fully Funded?	Anticipated Completion Year
Palo Verde ATP Projects	Pedestrian improvements include high-visibility crosswalks and ADA curb ramps at 3 locations, and 2.8 miles of missing sidewalks.	Community of Palo Verde	N/A	HSIP, ATP, STP and others. Not Fully Funded	N/A
	Bicycle recommendations include Class III bike routes throughout the community connecting SR-78 and a future proposed Class II bike lane.				
Salton Sea ATP Projects	Pedestrian improvements include high-visibility crosswalks and ADA curb ramps at 2 locations, and 8.0 miles of missing sidewalks.	Community of Salton Sea	N/A	HSIP, ATP, STP and others. Not Fully Funded	N/A
	Bicycle recommendations include Class III bike routes throughout the community connecting SR-86 and a regional connector.				

Source: Imperial County Regional Active Transportation Plan (2022)

Mobility Hubs

As the County continues to grow, it will be vital to manage the increased demands on the transportation system in ways that make it more efficient while also offering people viable alternatives to driving alone. Mobility hubs will play an important role in this effort. Mobility hubs are places of connectivity where different modes of transportation such as walking, bicycling, transit and shared mobility options come together in one place to help people make connections quickly and get to where they need to go. Features of a Mobility hub may include enhanced waiting areas with landscaping and lighting, complimentary WiFi and real-time travel information, wider sidewalks, pedestrian lighting and trees for shade, bike parking options, service facilities for shared cars, scooters and electric vehicles, and much more. A mobility hub area includes not just the transit station itself but all those services and destinations that are accessible within a 5-minute walk, bike or drive to/from high-frequency transit. ICTC has identified three locations where mobility hubs would benefit the community: Brawley Mobility Hub, El Centro Mobility Hub, and Imperial Valley College Mobility Hub identified on Figure 21.

- **Brawley Mobility Hub** – Proposed transit improvements include provision of transit signal priority along key transit corridors. Shared use of parking infrastructure is proposed within existing parking lots in the vicinity of the Transit Center. Smart parking applications and car-share alternatives are proposed to be integrated with the shared parking interventions.
- **El Centro Mobility Hub** – Class III bike lanes are proposed to connect the El Centro Transit Center through a finer network of sharrows along 7th Street and the alleyway between 6th and 8th Streets. Bike crossings are proposed for safe cyclist mobility at critical intersections where one or more bike paths intersect. Bike parking is proposed to be provided along key bike routes to enable convenient bike parking and encourage biking for shorter trips. Bikeshare is also proposed an alternative transportation mode for last mile connectivity. Besides the transit center, bikeshare stations are also proposed at strategic locations throughout the bike shed. **Figure 24** shows a conceptual layout of the proposed El Centro Mobility Hub.
- **Imperial Valley College Mobility Hub** – Shuttle services connecting Imperial Valley College to San Diego State University (SDSU) Brawley and Calexico Campuses are proposed to expand the transit connectivity of the Mobility Hub. Smart parking technologies are proposed to be integrated to the existing parking facilities on campus.

El Centro Mobility Hub (Mobility Hub Concept)



Source: ICTC Regional Mobility Hub Implementation Strategy

WALKWAYS <ul style="list-style-type: none">1 Improved Streetscaping2 Shaded Seating Spaces3 Food Vending Kiosks4 Improved Lighting	BIKESHARE <ul style="list-style-type: none">5 Bike Share facility is provided at the station area so that greater number of users have access to affordable biking facilities for short distance trips BIKE PARKING <ul style="list-style-type: none">6 Bike lockers are provided at the station area to ensure a secure bike storage facility	ENHANCED TRANSIT WAITING AREAS <ul style="list-style-type: none">7 Universal Transportation Account Vending Machine8 WiFi9 Information kiosk REAL-TIME TRAVEL INFORMATION <ul style="list-style-type: none">10 The display is updated in real time to account for traffic and other delays	SMART PARKING ↔ DISABLED PARKING <ul style="list-style-type: none">11 Parking is provided to ease a handicap commuter's mobility SMART PARKING ↔ MOBILE RETAIL SERVICES <ul style="list-style-type: none">12 Dynamically assigned space to commercial loading zones and temporary parking areas to support a variety of services.	PACKAGE DELIVERY <ul style="list-style-type: none">13 Package delivery services are secure boxes in which online orders can be picked up that help improve the customer experience WAYFINDING <ul style="list-style-type: none">14 Pedestrian wayfinding signage to enable easy navigation to nearby areas
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Figure 24 - El Centro Mobility Hub Concept

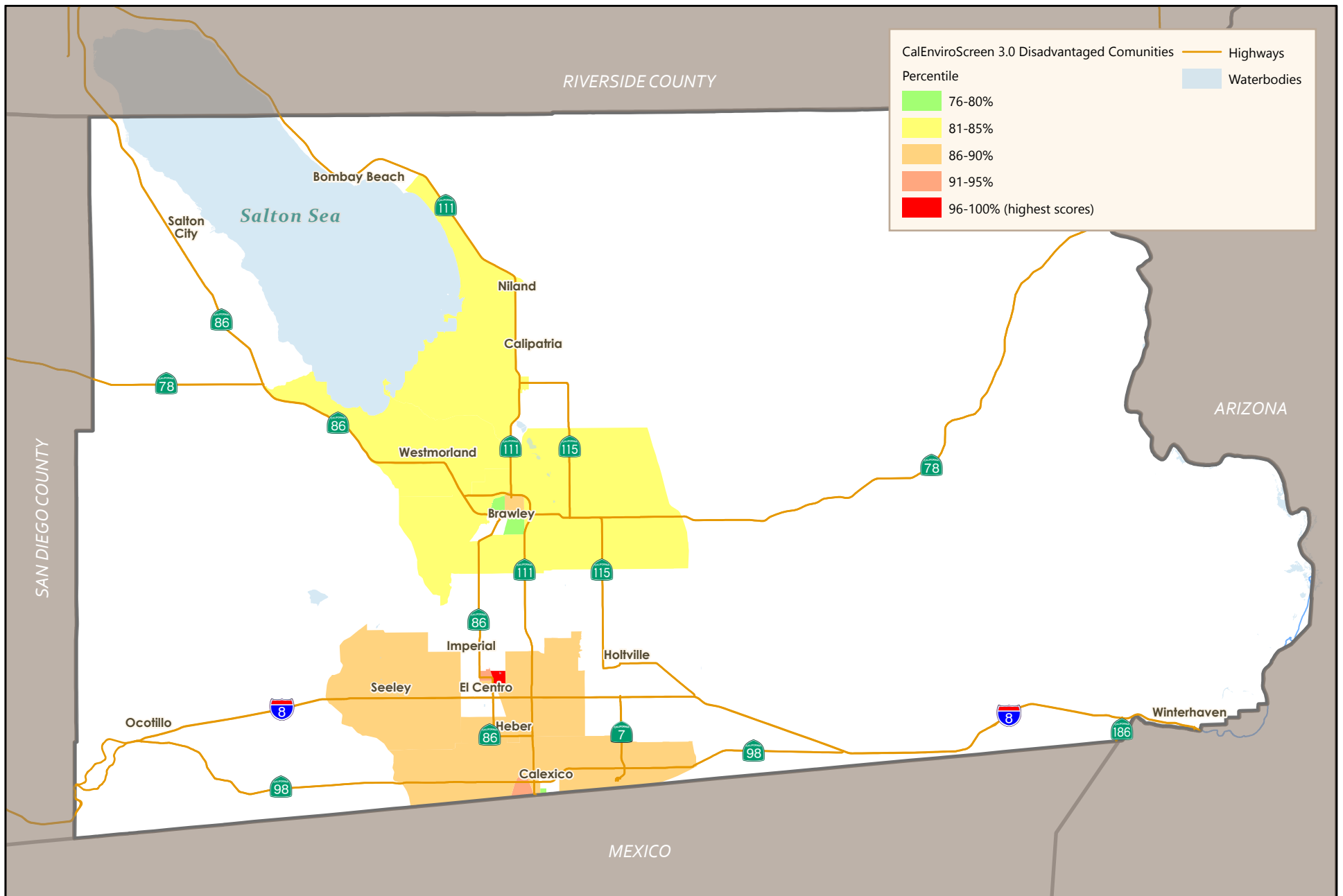
AIR QUALITY

Air pollutants impact the public's health and can be particularly harmful to the very young, the elderly and those with certain preexisting medical conditions. Air pollutants can cause breathing difficulties, asthma, lung damage, bronchitis, cancer, and brain and nervous system damage. The Imperial Valley Regional Climate Action Plan (Regional CAP) prepared in 2021 addresses the impacts of climate change and reduced greenhouse gas emissions (GHG) in the Imperial Valley region. The Regional CAP is consistent with statewide legislation and regulatory mandates, and establishes local strategies, measures, and actions aimed at reducing GHG emissions. The Regional CAP was led by ICTC with the intent to qualify GHG emissions and recommend reduction strategies. Recommendations on the Regional CAP were intended to be a baseline tool for local agencies.

Assembly Bill 617 (AB 617) requires the California Air Resources Board (CARB) and air districts to develop and implement additional emissions reporting, monitoring, reduction plans and measures in an effort to reduce air pollution exposure in disadvantaged communities. The Imperial County Air Pollution Control District and Comité Civico del Valle are proponents of AB 617. It may be noted that AB 617 covers the Calexico, El Centro and Heber corridor for this grant. More information about AB 617 Imperial County can be found at icab617community.org.

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

Disadvantaged communities are defined as the top 25% scoring areas from CalEnviroScreen along with other areas with high amounts of pollution and low populations. The higher the score, the greater the level of pollution and health concern. The results for the County indicated that 16 of the 31 census tracts score at the highest 25% designation. The disadvantaged communities in the County primarily include the higher density cities of El Centro, Brawley, and Calexico as well as communities near the international border and the Salton Sea. **Figure 25** illustrates the results of the CalEnviroScreen throughout the County.



Land Use

Land use designations within the cities and unincorporated communities within Imperial County are outlined in the County's General Plan Land Use Element approved by the Board of Supervisors on October 6, 2015. Agriculture comprises a large share of the land in Imperial County, with approximately 15% designated for this use. Industrial, Residential, and Commercial lands each consume less than 1% of the total land area in the County, while 83% is classified as Other such as Recreation and Government.

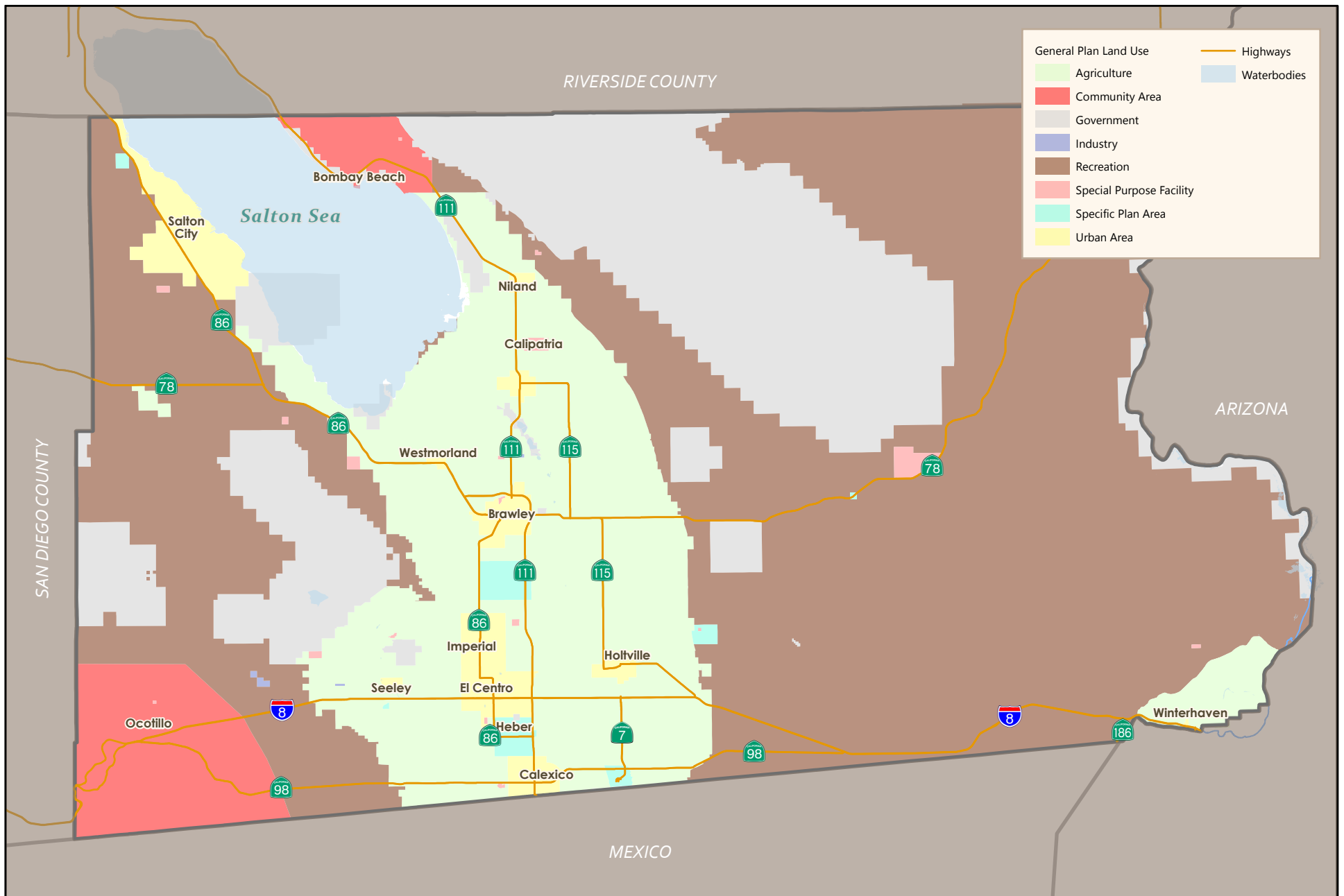
Table 16 provides a summary of the existing land uses including both cities and unincorporated communities under the jurisdiction of Imperial County. The federal government owns approximately 1,460,000 acres of land in the County, primarily the Department of the Interior's Bureau of Land Management (BLM) property and U.S. Military lands⁸. **Figure 26** depicts the County's General Plan land uses.

Table 16. Existing Land Use

Area	Units	Residential	Commercial	Industrial	Agriculture	Other	Total
Imperial County	Acres	22,274	7,032	16,198	438,851	2,357,106	2,841,462
	% of Total	1%	0%	1%	15%	83%	100%

Source: SCAG Existing Land Use Dataset 2018.

⁸ Imperial County General Plan, Land Use Element revised October 2015.



TRANSPORTATION SYSTEM MANAGEMENT (TSM) AND TRANSPORTATION DEMAND MANAGEMENT (TDM)

The transportation system for Imperial County will rely on a range of transportation opportunities. As population continues to grow, reduction of vehicle miles travelled and total number of daily and peak-hour trips need to remain similar or be reduced to prevent congestion and associated emissions and noise. Transportation System Demand and Transportation Demand Management Programs are being developed to better utilize the circulation system and reduce dependency on automobiles. These programs come from both the public agency guidance and through private development features that align with reductions in vehicle miles traveled in accordance with state legislation requirements.

EMERGING TECHNOLOGY

Intelligent Transportation Systems (ITS) strategies continue to be developed in consistency with the Intelligent Transportation Systems County Architecture. Increased technology specifically at the border crossings and for traffic management applications will be critical to mobility of the region as increased capacities are no longer a feasible option for many roadways. Emerging technologies in vehicles, mobile phones and services, and roadway infrastructure continue to improve the opportunities for increased safety, increased mobility options, and increased throughput and capacity. Application of appropriate technologies to meet the needs of roadway users continue to be identified across the region.

The Border Wait Time Systems project will install ITS infrastructure at California land POE's including Calexico West POE, Calexico East POE, and Andrade POE. The project will intelligently link traffic operations at all regional land POE's, providing travelers with real-time information about border wait times, toll rates, special lane conditions, and incidents. This information is expected to help reduce congestion and emissions, improve traffic flow, and create more predictable and reliable wait times. Project cost is estimated at \$34 million funded by the State Highway Operation and Protection Program, Trade Corridor Enhancement Program, and Senate Bill 1. The project is currently under construction and anticipated to be completed January 2023.

APPENDIX B

ISSUES & STRATEGIES TECH MEMO

Date: September 15, 2022

To: Virginia Mendoza, Imperial County Transportation Commission
Marlene Flores, Imperial County Transportation Commission

From: Dawn Wilson, Michael Baker International
Jacob Swim, Michael Baker International
Mychal Loomis, Kittelson & Associates, Inc.

Subject: Transportation Issues and Strategies

INTRODUCTION

The Imperial County transportation system is an integrated network of highways, freeways, and arterial roadways. These facilities are shared by a range of users from buses to farm vehicles and from large trucks to passenger vehicles each day. Providing an efficient and connected transportation system that provides transportation options to the residents, employees, and visitors to the region poses a range of challenges. This report summarizes the existing transportation issues and potential strategies to address these issues. The document is formatted into sections:

- Highways and Regional Arterials
- Public Transportation
- Active Transportation
- Goods Movement
- Economic Development.

Each section is formatted to include previously prepared studies, history or relevant background information, issues and strategies for investment.

Highways & Regional Arterials	
H-1:	Congestion
H-2:	Safety & Reliability
H-3:	VMT & Vehicular Emissions
Public Transportation	
PT-1:	Population & Employment Densities
PT-2:	Service to Disadvantaged Populations
PT-3:	Access to Activity Center
PT-4:	Alignment with Local Demand
PT-5:	Commute Demand on Regional Corridors
PT-6:	Historic Performance and Peer Comparison
Active Transportation	
AT-1:	Gaps in Regional Connectivity
AT-2:	Mix of Users on Roadways
AT-3:	Distance between Communities
AT-4:	Weather
Goods Movement	
GM-1:	Travel Time Reliability
GM-2:	Truck Safety
GM-3:	Supporting Infrastructure
GM-4:	Truck Driver Parking & Workforce
GM-5:	Rail Capacity
GM-6:	Rail Safety
GM-7:	Air Cargo
Economic Development	
ED-1:	Workforce Education & Training
ED-2:	Access to Employment Centers
ED-3:	Workforce Housing
ED-4:	Supportive Infrastructure for Growth

HIGHWAY & REGIONAL ARTERIALS

The Mobility and Accessibility section focuses on issues and strategies related to highways, freeways and regional arterial roadways.

PREVIOUS PLANNING EFFORTS

SCAG CONNECT SOCAL REGIONAL TRANSPORTATION PLAN / SUSTAINABLE COMMUNITIES STRATEGIES

Adopted in 2020, Connect SoCal is the Southern California Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) prepared by the Southern California Association of Governments (SCAG) in collaboration with its member agencies. It was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. The long-range visioning plan builds upon and expands on previous land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern. It focuses on making Southern California a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life. More than \$638 billion in transportation system investments are included in the plan through 2045.

ICTC Long-Range Transportation Plan (2013)

The 2013 ICTC Long-Range Transportation Plan (LRTP) was an update to the 2007 Imperial County Transportation Plan. The 2013 ICTC LRTP included existing conditions of the transportation infrastructure, goods movement, transit program, land use, Transportation Demand Management (TDM) and Transportation System Management (TSM) strategies. A list of improvement projects developed for the 2012 SCAG Regional Transportation Plan/Sustainable Communities Strategy was summarized by Near-Term (2012-2015) projects, Mid-Term (2015-2025) projects, and Long-Term (2025-2035) projects. Funding sources for transportation projects and improvements were identified within the document.

ISSUE H-1: CONGESTION

Congestion is a primary concern for residents in Imperial Valley as it affects air quality, quality of life, and access to employment, goods and services and recreational facilities. Congestion in Imperial Valley is influenced by a number of factors including morning and afternoon commuters, traffic accidents, road closures, construction, limited roadway capacity, etc.

Imperial County Standard Street Classification identifies the roadway classification, cross-section and daily traffic volumes correlating to level of service (LOS), as summarized in **Figure 1**. Roadway segments are evaluated by comparing average daily traffic (ADT) volumes to roadway capacity. Roadway segment operation is described using a range of LOS from LOS A (free-flowing conditions) to LOS F (severely congested conditions) based on comparing the ADT volumes to roadway capacity. For example, the roadway capacity for an Expressway operating at LOS C would be 60,000 ADT.

Figure 1. Roadway Classifications and Capacity Thresholds

Roadway Classification	Cross Section (Curb to Curb / ROW) (feet)	Capacity at				
		LOS A	LOS B	LOS C	LOS D	LOS E
Expressway	154/210	30,000	42,000	60,000	70,000	80,000
Prime Arterial	106/136	22,200	37,000	44,600	50,000	57,000
Minor Arterial	82/102	14,800	24,700	29,600	33,400	37,000
Collector	64/84	13,700	22,800	27,400	30,800	34,200
Local Collector	40/70	1,900	4,100	7,100	10,900	16,200
Industrial Collector	76/96	5,000	10,000	14,000	17,000	20,000

Source: County of Imperial Circulation and Scenic Highway Element of the General Plan.

Table 1 shows the existing ADT volumes and LOS for regional arterials, highways and freeway with a north-south orientation throughout the County with east-west oriented facilities summarized in **Table 2**. ADT volumes were received from Imperial County Public Works Department and Caltrans. Count data from the Imperial County Public Works Department represents data in July 2022. The ADT volumes factors current and/or previous data counts and percentage growth calculations prepared by Imperial County Public Works Department staff. Regional highway volumes on Caltrans facilities were obtained from Caltrans Traffic Census Program: <https://dot.ca.gov/programs/traffic-operations/census>.

Figure 2 illustrates the ADT volumes for the roadway segments listed in Tables 1 and 2.

**Table 1. Existing Traffic Volumes and Level of Service
(North-South Regional Highways/Roads)**

Segment	Limits (Northern limit to Southern limit)	Jurisdiction	Roadway Capacity (LOS C) ¹	Existing	
				Daily Traffic	LOS
Forrester Road	Southern Westmorland City Limits to Keystone Road	County of Imperial	7,100	6,184	C
	Keystone Road to I-8		7,100	5,142	C
	I-8 to McCabe Road		7,100	1,366	A
Austin Road	SR-86 to Keystone Road	County of Imperial	7,100	1,623	A
	Keystone Road to Worthington Road		7,100	1,208	A
	Worthington Road to Aten Road		7,100	5,006	C
	Aten Road to I-8		7,100	3,953	B
	I-8 to McCabe Road		7,100	1,048	A
Imperial Avenue	Aten Road to Adams Avenue	City of El Centro	29,600	26,500	C
	Adams Avenue to I-8		29,600	30,000	D
Dogwood Road	Southern Brawley City Limits to Keystone Road	County of Imperial	7,100	5,943	C
	Keystone Road to Aten Road		7,100	7,286	D
	Aten Road to Northern El Centro Limits		7,100	10,996	E
	Southern El Centro Limits to Correll Road		7,100	16,635	F
	Correll Road to SR-86		14,000	11,777	C
	SR-86 to SR-98		7,100	8,306	D
SR-111	Riverside County Line to Wilkinson Road	Caltrans	7,100	3,150	B
	Northern Brawley City Limits to SR-78	Caltrans	7,100	6,800	C

Segment	Limits (Northern limit to Southern limit)	Jurisdiction	Roadway Capacity (LOS C) ¹	Existing	
				Daily Traffic	LOS
	SR-78 to I-8	Caltrans	40,000	15,000	A
	I-8 to Northern Calexico City Limits	County of Imperial	40,000	34,500	C
	Northern Calexico City Limits to International Border	City of Calexico	29,600	26,000	C
Bowker Road	Evan Hewes Highway to I-8	County of Imperial	7,100	1,755	A
	I-8 to McCabe Road		7,100	1,952	B
	McCabe Road to Heber Road		7,100	1,620	B
	Heber Road to Cole Road		7,100	2,613	B
SR-115	SR-111 to SR-78	Caltrans	7,100	1,300	A
	SR-78 to Evan Hewes Highway	Caltrans	7,100	2,200	B
	Evan Hewes Highway to I-8	Caltrans	7,100	1,100	A
SR-7	I-8 to King Road	Caltrans	40,000	6,000	A
SR-186	I-8 to International Border	Caltrans	7,100	5,700	C

¹ Capacity based on Table 3-1 (Imperial County Standard Street Classification Average Daily Vehicle Trips) from Imperial County's General Plan

**Table 2. Existing Traffic Volumes and Level of Service
(East-West Regional Highways/Roads)**

Segment	Limits (Western limit to Eastern Limit)	Jurisdiction	Roadway Capacity (LOS C) ¹	Existing	
				Daily Traffic	LOS
SR-78	Riverside County Line to Lack Road	Caltrans	7,100	1,850	A
	Lack Road to Western Brawley City Limits	City of Brawley	29,600	16,400	B
	SR-111 to SR-115	Caltrans	7,100	4,350	C
Keystone Road	Forrester Road to Austin Road	County of Imperial	7,100	1,958	B
	Austin Road to SR-86		7,100	2,174	B
	SR-86 to Dogwood Road		7,100	3,096	B
	Dogwood Road to SR-111		7,100	1,481	A
	SR-111 to SR-115		7,100	970	A
	SR-115 to East Highline Canal		7,100	370	A
I-8	Forrester Road to SR-111	Caltrans	60,000	35,000	B
McCabe Road	Austin Road to SR-86	County of Imperial	7,100	4,074	B
	SR-86 to Dogwood Road		7,100	4,146	C
	Dogwood Road to SR-111		7,100	2,607	B
	SR-111 to Meloland Road		7,100	946	A
	Meloland Road to SR-7		7,100	283	A

Segment	Limits (Western limit to Eastern Limit)	Jurisdiction	Roadway Capacity (LOS C) ¹	Existing	
				Daily Traffic	LOS
Jasper Road	SR-111 to Bowker Road	County of Imperial	7,100	495	A
SR-98	Dogwood Road to SR-111	Caltrans	7,100	21,800	F
	SR-111 to SR-7	Caltrans	7,100	12,800	E

¹ Capacity based on Table 3-1 (Imperial County Standard Street Classification Average Daily Vehicle Trips) from Imperial County's General Plan

ISSUE H-2: SAFETY AND RELIABILITY

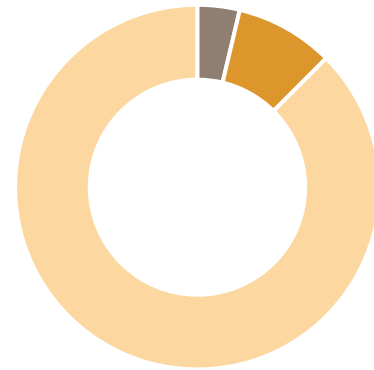
According to the *Transportation Safety Regional Existing Conditions*¹ Report prepared by SCAG in 2021, each year on the average:

- 30 people die in traffic collisions
- 70 people are severely injured
- 700 people are injured

According to this study, most of the auto involved crashes that have occurred at a countywide level occurred in rural areas (73% of fatal and 75% of serious injury), however all pedestrian and bicycle involved crashes occurred in the more urbanized areas of the county. Imperial County includes a roadway network consisting of 94 highway centerline miles, 497 arterial centerline miles, 1,039 collector centerline miles, and 2,339 local road centerline miles. Local roads account for nearly 59 % of all roadways in terms of mileage within Imperial County. In 2019, more than half of fatal collisions across all modes occurred on local roads, while about 19 % occurred on arterials, and 29 % on highways. Forty-four % of serious injury collisions occurred on local roads, while 37 % occurred on arterials, and 19 % on highways.

Crash data was obtained from the Statewide Integrated Traffic Records System (ITRS) for a five-year period from January 2015 through December 2019.

Figures 1 and 2 and Table 3 provide a summary of crashes throughout the County for the five-year period. As shown, the highest volume of crashes occurred in the City of El Centro. During this time period, a total of 8,639 crashes were reported with 150 resulting in fatalities and 374 severe injuries.



■ Fatal (30) ■ Serious (70) ■ Injury (700)

Figure 1: Crash Severity in Imperial County (2015-2019)

Source: SCAG Transportation Safety Regional Existing Conditions

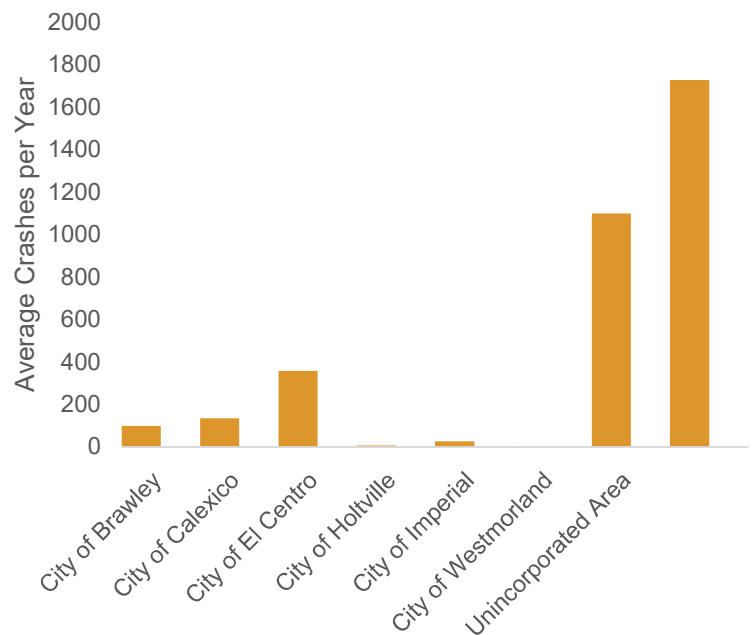


Figure 2: Average Annual Crashes by Agency in Imperial County (2015-2019)

Source: Statewide Integrated Traffic Records Systems (SWITRS) – January 2015 through December 2019

¹ <https://scag.ca.gov/sites/main/files/file-attachments/2021-transportation-safety-full-report.pdf>

Table 3. Imperial County Crash Summary

Area	Number of Crashes (2015 – 2019)					
	2015	2016	2017	2018	2019	TOTAL
City of Brawley	95	131	117	91	63	497
City of Calexico	N/A	199	84	41	351	675
City of El Centro	264	418	383	407	319	1,791
City of Holtville	10	5	21	N/A	N/A	36
City of Imperial	34	53	37	3	7	134
City of Westmorland	N/A	N/A	1	4	4	9
Unincorporated Area	512	1,412	1,367	1,105	1,101	5,497
TOTAL	915	2,218	2,010	1,651	1,845	8,639

Source: SWITRS; N/A = Crash data was not available

Crash Type

Crash type provides an indication of how vehicles are intersecting with other vehicles, pedestrians and bicyclists. As shown in **Figures 3 and 4** below, crashes throughout the County are primarily broadside, rear end, and overturned vehicles. Approximately 17 to 18% of crashes are a result of a driver hitting a fixed object. Figure 3 illustrates crashes on all facilities and Figure 4 illustrates crashes on State Route facilities only. State Routes tend to carry higher traffic at higher speeds, however, the distribution of crash type appears to be relatively consistent when compared to the County roadways as a whole.

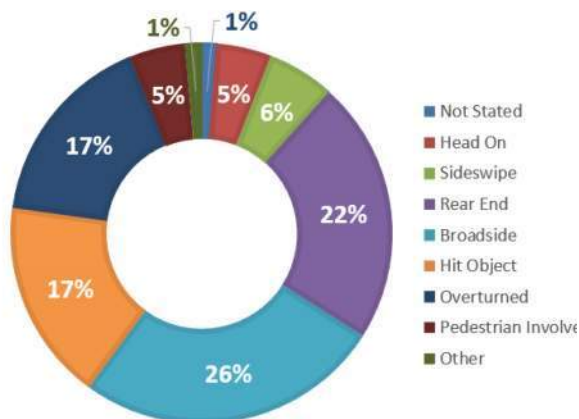


Figure 3: Total Crashes by Crash Cause

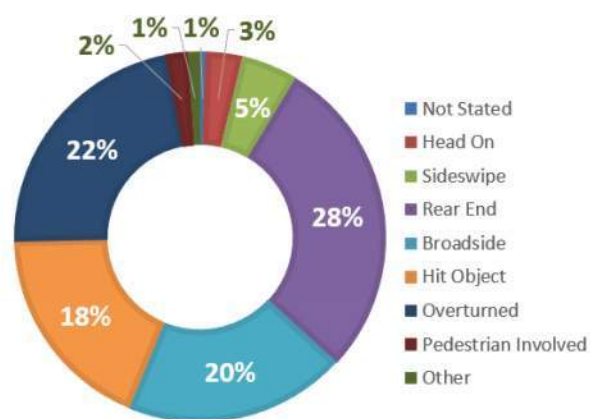


Figure 4: State Route Facilities Only Crashes by Crash Cause

Crash Analysis by Highway Facility

Table 4 provides a summary of crashes along the highways and regional arterials within the County over a five-year period from January 2015 through December 2019. The summary of crashes includes total crashes, fatalities and severe injury crashes. The highest number of crashes is reported on SR-86 with 350 total crashes. However, the highest number of fatal and severe injury crashes are reported along I-8. Crash density is displayed on **Figure 5**.

Table 4. Highways and Regional Arterials Crash Summary (2015 – 2019)

Highway/Regional Arterial	Total Number of Crashes	Total Number of Fatalities	Total Number of Severe Injury
I-8	336	34	72
I-7	17	0	1
SR-78	96	10	15
SR-86	350	23	58
SR-98	121	7	18
SR-111	288	14	33
SR-115	25	4	17
SR-186	12	1	1
Forrester Road	41	1	5
Austin Road	23	1	5
Imperial Avenue	108	0	7
Dogwood Road	120	3	16
Jasper Road	3	0	0
Heber Road	11	1	0
McCabe Road	23	1	2
Evan Hewes Highway	54	2	5
Aten Road	14	0	1
Worthington Road	9	1	0
Keystone Road	13	4	1

ISSUE H-3: VEHICLE MILES TRAVELED AND VEHICULAR EMISSIONS

In 2018, Senate Bill 743 (SB 743) was adopted that shifted the focus of transportation impacts away from delays and level of service to methods that better align with statewide goals of reducing greenhouse gas emissions (GHG). As a result, vehicle miles traveled (VMT) has become the widespread method for evaluating transportation impacts under the California Environmental Quality Act (CEQA). VMT has been a long-standing metric however in the measurement of Air Quality and Greenhouse studies as well as in the development of Climate Action Plans.

The Imperial County Regional Climate Action Plan (ICTC, 2021) utilized vehicle miles traveled as the key metric for evaluating the impacts of on-road and off-road transportation activity in the region. Transportation emissions are generated in Imperial Valley primarily through combustion of fuel in the engines of on-road vehicles and off-road equipment. On-road transportation emissions include both passenger and commercial vehicle trips with origins and/or destinations within Imperial Valley. Off-road equipment includes various classes of vehicles and equipment. Transportation sources accounted for approximately 656,655 metric tons of CO_{2e} in 2005 and 748,111 metric tons in 2018, which is an approximately 14% increase over the 2005 condition. Transportation sources in 2018 account for approximately 20% of the overall GHG emissions in the Imperial Valley region. By year 2050, transportation is anticipated to contribute over 1.068M metric tons of CO_{2e} if trends continue without implementation of mitigation strategies. However, a second model, the Legislatively-Adjusted forecast, has been prepared that accounts for a variety of approved legislative actions that would reduce emissions in the region by estimating the impacts of these actions on the various GHG emissions sectors and adjusting emissions levels accordingly. The Legislatively-Adjusted model suggests that by 2050 the anticipated CO_{2e} from transportation is approximately 742,243 metric tons, which is a 14% reduction over the 2018 baseline conditions.²

The Calexico Ports of Entries (POE's) are another source of transportation related GHG emissions. Stop and go traffic and creeping traffic (speeds less than 10 mph) as well as start-up emissions represent approximately 12,649 metric tons of CO_{2e} or 37% of the annual emissions from northbound traffic entering the United States from Mexico (2018).

Reducing delays and idle times, reducing vehicular trips, and shifting to clean energy vehicles are three potential strategies to address GHG emissions in Imperial Valley. The Regional Climate Action Plan establishes regional and local emissions goals and clearly defines each agency's role in achieving these goals. As a starting point, the State of California legislative goals aim to reduce statewide emissions to: 1990 levels by 2020; 40% below 1990 levels by 2030; and 80% below 1990 levels by 2050. The County established a 24% reduction below 2005 levels by 2030 and 34% below 2005 levels by 2050, in alignment with Senate Bill 32 (SB32). No separate regional reduction targets or goals are set within the Regional Climate Action Plan. GHG reduction measures will primarily occur at the local level and as such the GHG reduction targets were identified for each individual jurisdiction, as summarized in **Table 5**. Implementation of strategies to reduce on-road, off-road, and cross-border emissions will be key to helping the local jurisdictions and the region meet the goals outlined in the Climate Action Plan. Projects, programs, and strategies included in the Long-Range Transportation plan should align with the strategies and goals included in the Climate Action Plan and outline in the following section of this technical memorandum.

² ICTC Regional Climate Action Plan (https://www.imperialctc.org/assets/documents/transportation-plans-and-studies/ICTC-Regional-Climate-Action-Plan_FINAL.pdf)

Table 5. GHG Reduction Goals by Jurisdiction

Agency	2005	2020		2030			2050			Anticipated to Meet Goals?	
		BAU	Legislatively Adjusted	BAU	Legislatively Adjusted	Red. Goal	BAU	Legislatively Adjusted	Red. Goal	2030	2050
City of Brawley	255,111	199,290	180,806	228,616	170,801	39%	302,684	153,655	64%	✓	✗
City of Calexico	293,192	228,658	207,619	274,727	205,105	40%	358,970	179,929	64%	✓	✗
City of Calipatria	86,340	46,981	42,354	52,269	37,174	40%	51,589	21,731	64%	✓	✓
City of El Centro	476,010	333,269	300,969	389,825	288,197	40%	492,488	229,405	64%	✓	✗
City of Holtville	74,509	47,647	42,101	52,967	37,510	40%	59,436	23,216	64%	✓	✓
City of Imperial	112,085	120,872	108,720	145,056	106,003	39%	191,242	85,565	64%	✓	✗
City of Westmorland	34,348	20,047	18,012	20,525	14,946	37%	18,850	8,707	58%	✓	✓
Imperial County	2,674,188	2,818,086	2,936,660	2,785,401	3,073,333	24%	2,770,022	2,818,086	34%	✓	✓

Source: Regional Climate Action Plan

STRATEGIES FOR INVESTMENT – HIGHWAYS AND REGIONAL ARTERIALS

Solutions for Congested Corridors Program – California Transportation Commission

Funded through the Road Repair and Accountability Act (Senate Bill 1 (SB 1), 2017), the Solutions for Congested Corridors Program provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. SB 1 requires preference to be given to comprehensive corridor plans that demonstrate collaboration between Caltrans and local or regional partners, reflecting a comprehensive planning approach.

Comprehensive corridor plans may include improvements to state highways, local streets and roads, rail facilities, public transit facilities, bicycle and pedestrian facilities, and restoration or preservation work that protects critical local habitat or open space. However, the funds cannot be used to construct capacity increasing projects such as general-purpose lanes on state highways. High-occupancy vehicle lanes, managed lanes, and other non-general-purpose lane improvements for safety and/or operational improvements may be considered for all modes of travel. Examples include auxiliary lanes, truck climbing lanes, or dedicated bicycle lanes. Comprehensive Multimodal Corridor Plan Guidelines were developed by the CTC to guide applicants about the statutory requirements for comprehensive corridor plans and must be adhered to by agencies receiving SB 1 funding through this program.

All projects nominated must be identified in a currently adopted regional transportation plan and an existing comprehensive corridor plan. The Commission is required to score and select submitted applications based on the following criteria:

- Safety
- Congestion
- Accessibility
- Economic development, job creation and retention;
- Air pollution and greenhouse gas emission reductions;
- Efficient land use;
- Level of matching funds; and
- The ability to complete the project in a timely manner.

In 2022 over \$500 million in grant funding will be available to eligible projects. Grant applications are typically due in the fall.

Climate Action Plan Strategies

Transportation focused strategies included in the Regional Climate Action Plan include:

Strategy T-1: Reduce Vehicle Miles Travelled

Strategy T-2: Reduce Fuel Consumption

Strategy T-3: Increase Use of Zero Emission/Alternative Fuel Vehicles

Meeting the regional goals will require the collaboration between the Imperial County Transportation Commission (ICTC), the County of Imperial (County), the seven incorporated cities within Imperial County, as well as other regional agencies such as the Imperial Irrigation District and the Imperial County Air Pollution Control District.

Implementation of the plan will be achieved through adoption of local and regional ordinances, policies, resolutions, as well as the successful execution of programs and incentives at the city, county, and regional levels. Sustained improvements will require ongoing outreach and education activities and monitoring. As the Regional Climate Action Plan is a long-term plan, monitoring the effectiveness of different strategies will guide modifications to the plan over time and as such, implementation efforts may need to be refined or adjusted. As new technologies emerge or if State or federal regulations change, the plan may need to be adapted to align with the state of the practice or best practices.

Projects identified in the Long Range Transportation Plan should align with the strategies and specific goals as outlined in the Regional Climate Action Plan.

Transportation Demand Management (TDM) Strategies

Complimentary to improving roadway infrastructure is the opportunity to provide transportation options to residents and employees in the region. SCAG prepared a long-range Transportation Demand Management (TDM) Strategic Plan for the Region that provides an objective-driven, performance-based planning framework for identifying TDM strategies and programs that increase the efficiency of the transportation system through alternative modes of travel.

In addition, the SCAG Connect SoCal Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) identified “Core Vision” strategies that focus on maintaining and managing the transportation network to move people and goods, which expanding transportation options. The Core Visions included in the RTP/SCS include:

Demand & System Management: Better managing the existing transportation system through demand management strategies and Intelligent Transportation Systems (ITS) yields significant mobility benefits in a cost-effective manner.

Goods Movement: The efficient movement of goods is critical to a strong economy and improves quality of life in the SCAG region by providing jobs and access to markets through trade. However, increased volumes of goods moving across the transportation system contribute to greater congestion, safety concerns and harmful emissions. It is critical to integrate land use decisions and technological advancements to minimize environmental and health impacts while fostering continued growth in trade and commerce.

Complete Streets: Creating “complete streets” that are safe and inviting to all roadway users is critical to increasing mobility choices, reducing traffic fatalities and serious injuries and meeting greenhouse gas reduction targets.

System Preservation and Resilience: “Fix It First” has been a guiding principle for prioritizing transportation funding in the regional transportation plan for the last decade. The cost of rebuilding roadways is eight times more than preventative maintenance. Preservation of the transportation system can extend the pavement life in a cost-effective manner and can also improve safety.

Transit Backbone: Expanding the transit network and fostering development in transit-oriented communities is central to the region’s plan for meeting mobility and sustainability goals while continuing to grow the regional economy.

Transportation Demand Management (TDM) is a set of strategies that aims to reduce the demand for roadway travel and aligns with several of the Core Visions included in the RTP/SCS. The goal of TDM programs is to identify investments that will reduce congestion and shift trips from single occupant vehicles (SOV) to other modes. These projects and programs are often cost effective, costing significantly less than roadway or transit capital expansion projects.

The Regional Climate Action Plan identified TDM as one of the key strategies for addressing GHG in the region. The detailed strategies³ include:

- Goal T-1.1:** Create ridesharing program for agricultural workers modeled after the Green Raiterios program in San Joaquin Valley
- Goal T1.2:** Plan and implement a system of bicycle lanes and multi-use trails that link the cities, unincorporated communities, schools, commercial/retail, employment centers, health care service facilities, public transportation and other points of interest.
- Goal T1.3:** Develop and implement active transportation projects such as roadway modifications to install bicycle lanes, sidewalks, pathways, and other infrastructure that encourages and facilitates walking and bicycling.
- Goal T1.4:** Adopt a Complete Streets Ordinance

TDM strategies add transportation choices that improve sustainability, public health and the quality of life by reducing congestion, air pollution and GHG emissions. Connect SoCal allocates \$7.3 billion through 2045 to implement TDM strategies throughout the region. ICTC is committed to support SCAG in the implementation of TDM strategies where feasible. TDM programs can take many forms and can be applied at the local, regional or project level. Examples of potential local and/or project specific TDM programs that may also be considered in the region include:

Education and Marketing strategies include various means of distributing important information about transportation options either through public/web forums or through wayfinding.

³ Regional Climate Action Plan (https://www.imperialctc.org/assets/documents/transportation-plans-and-studies/ICTC-Regional-Climate-Action-Plan_FINAL.pdf)

Incentives and Facilitation strategies encourage people to use alternative modes by providing financial benefits and flexible work schedules or by assisting with rideshare matching.

Infrastructure & System Upgrades strategies include physical or systems improvements designed to make alternative modes more competitive with driving.

Parking strategies typically involve pricing strategies to control demand for parking and increase costs to driving alone.

TDM Supportive Policy includes congestion pricing, land use and other regulations.

Clean Corridor Investment Opportunity

In November 2021, the California Energy Commission (CEC) approved a three-year \$1.4 billion plan to help California achieve its 2025 electric vehicle charging and hydrogen refueling goals. The plan includes light-duty electric vehicle charging infrastructure, medium and heavy duty zero-emission vehicle (ZEV) infrastructure (battery-electric and hydrogen), hydrogen refueling infrastructure, ZEV manufacturing, and workforce training and development. The funds will become available over the next two years and distributed to projects via competitive funding applications. ICTC is currently pursuing investment opportunities provided by the CEC to help improve access to charging stations and alternative fueling options throughout the region.

Align Imperial County with Transportation Safety Goals

To comply with federal requirements, SCAG establishes safety targets for five performance measures shown with the regional goals. The goals for 2022⁴ are summarized below:

	Number of Fatalities	Rate of Fatalities (per 1M VMT)	Number of Serious Injuries	Rate of Serious Injuries (Per 1M VMT)	Number of Non-motorized Fatalities & Serious Injuries
State	3,494	1.04	16,704	4.88	4,084
SCAG	1,511	0.95	7,165	4.5	2,140
Imperial County (Existing)	30	1.5	70	32	5

⁴ SCAG Regional Safety Resolution No. 22-640-4 (February 3, 2022)

In late 2020, SCAG began working with the Federal Highway Administration to develop a series of predictive models for safety planning and target setting. The work resulted in the development of safety target setting models that predict fatalities, serious injuries, and non-motorized fatalities and serious injuries. SCAG used these models to develop the 2022 safety targets. The models forecast trends through 2025, which reflect moderate increases in fatalities as well as more significant increases serious injuries. SCAG continues to maintain the broader vision Toward Zero Deaths, while adopting these evidence-based near-term targets.

Improve Roadway Operations

Smart Cities

The term Smart City defines urban and suburban areas that use technology to collect and distribute data to residents, businesses, and local and regional agencies. Information is gathered from multiple sources then used to improve the efficiency and management of assets, resources, and services, with the goal of improving operations across a City, County or State facility. Data can be used to monitor and manage traffic and transportation systems, utilities, water supply networks, waste, crime detection, public facilities and Parks, hospitals, and other community services.

The Smart City concept integrates information and communication technology and various physical devices connected to a centralized network to optimize the efficiency of city operations and services. Smart City technology allows city officials to interact directly with both community and city infrastructure. From a transportation perspective, this includes monitoring traffic flows, incident management, parking, and other features. Streetlights, traffic signal poles, communications infrastructure such as fiber optic cable and cameras, and other devices can be integrated into a centralized management system to improve City and regional staff's ability to respond to issues and incidents in the community – in some cases remotely – and improve overall response time to operational issues.

In developing strategies to manage and monitor traffic operations and conditions in Imperial County, ICTC and the local agencies should develop a Smart Cities framework to guide the procurement and implementation of Smart City technologies. Key steps to be taken in developing a Smart City framework include:

Identify and Assess Need: Understand the local agency current challenges related to facilities management and monitoring.

Evaluate Readiness: Understand the local agency existing communication and traffic signal system infrastructure as well as the local agency staff experience and training. This includes signal maintenance staff, public works and information technology (IT) staff.

Community Engagement: Introduce the concept of Smart City technology and the applications being considered. Transparency in the process including the need for and the strategies surrounding data management.

Research and Testing: Smart technologies are growing at a rapid pace. Ongoing research and coordination with vendors is key to understanding Smart technologies that align with the local need. Testing including demonstration projects are an effective approach to understanding technology options and limitations prior to the full deployment of systems.

Procurement: Understand and explore different procurement strategies including public-private partnerships and grant funding.

Implementation: Ensure that vendors and contractors provide Ongoing support services to troubleshoot issues with the initial installation and implementation. Have a firm understanding of how data will be collected, stored and used both at the local and regional level. Any inter and intra-agency coordination should be conducted and resolved prior to implementation.

Monitoring and Reporting: Ongoing refinements may be necessary to ensure that the data expected from the system is being reported in a way that is effective and efficient for the local agencies.

Intelligent Transportation Systems (ITS)

Intelligent Transportation Systems (ITS) strategies continue to be developed in consistency with the Intelligent Transportation Systems County Architecture. Increased technology specifically at the border crossings and for traffic management applications will be critical to mobility of the region as increased capacities are no longer a feasible option for many roadways. Emerging technologies in vehicles, mobile phones and services, and roadway infrastructure continue to improve the opportunities for increased safety, increased mobility options, and increased throughput and capacity. Application of appropriate technologies to meet the needs of roadway users continue to be identified across the region.

Border Wait Time Systems project will install ITS infrastructure at California land POE's including Calexico West POE, Calexico East POE, and Andrade POE. The project will intelligently link traffic operations at all regional land POE's, providing travelers with real-time information about border wait times, toll rates, special lane conditions, and incidents. This information is expected to help reduce congestion and emissions, improve traffic flow, and create more predictable and reliable wait times. Project cost is estimated at \$34 million funded by the State Highway Operation and Protection Program, Trade Corridor Enhancement Program, and Senate Bill 1. The project is currently under construction and anticipated to be completed January 2023.

Overall, ITS applications can provide travelers with real-time information to inform decisions about roadway conditions and which border crossing to use, which in turn can help reduce congestion. Current and future ITS infrastructure such as traffic operations centers, traffic cameras, variable messaging signs, ramp-metering, and web and mobile applications for travel information generally help the overall flow of highway, regional arterials and border crossings and will provide helpful information on travel time expectations. The Long-Range Transportation Plan should include identification of potential ITS strategies that will help improve information sharing between the transportation system (Smart City applications) and the driver.

Transportation System Management (TSM)

The transportation system for Imperial County will rely on a range of transportation opportunities. As population continues to grow, reduction of vehicle miles travelled and total number of daily and peak-hour trips need to remain similar or be reduced to prevent congestion and associated emissions and noise. Transportation System Demand and Transportation Demand Management Programs are being developed to better utilize the circulation system and reduce dependency on automobiles. These programs come from both the public agency guidance and through private development features that align with reductions in vehicle miles traveled in accordance with state legislation requirements.

Incident Management / Traveler Information

Roadway travel can be made more reliable by identifying incidents (such as crashes, disabled vehicles, roadway debris, etc.) that occur along local roadways, highways and freeways. This will enable more efficient response times and aid in managing traffic that may re-route as a result of the incident onto parallel routes.

Caltrans and CHP manage the Freeway Service Patrol (FSP), which provides free towing service along urban California freeways. The service is provided weekdays during peak commute periods as well as through construction zones, during special events and weekends where heavy congestion is anticipated. The goal of the program is to address impacts to the freeway system that occur as a result of vehicle breakdowns or minor crashes and is considered a congestion management strategy. By quickly removing vehicles from travel lanes, impacts to traffic flows due to non-recurring congestion are significantly minimized.

Imperial County is not currently included in the Freeway Service Patrol 511 program. However, Imperial County implemented the Service Authority for Freeway Emergencies (SAFE) program in 1990 and began collecting fees through vehicle registrations in 1992. Since its original development 166 call boxes have been installed along State Route 86 (SR-86) and Interstate 8 (I-8).

In 2020 Imperial County Transportation Commission (ICTC) took responsibility as the administrator of the Service Authority for Freeway Emergencies (SAFE) Program. The SAFE Program for the Imperial County is responsible for the installation, operations and administration of approximately 166 call boxes located along State Route 86 (SR-86) and Interstate 8 (I-8).

Services provided through the SAFE program include:

Emergency Call Box Program- Call boxes are telephone boxes installed primarily along highways and local roads that provide motorist direct access to CHP during emergencies. In the Imperial County, call boxes provide emergency services for motorist traveling on our rural highways. The region's highway system is often frequented by interregional and in international traffic that may be unfamiliar with their exact location during an emergency. Call boxes are marked by GPS coordinates allowing CHP to know the precise location of the caller.

California Highway Patrol (CHP)- CHP personnel respond to calls for assistance, and dispatch public safety assistance such as emergency medical services, vehicle roadside assistance, law enforcement, and fire response, as appropriate. SAFE has an agreement with CHP for these services.

As population continues to grow and traffic volumes along state highways increase, the region should monitor and coordinate with Caltrans any need to expand upon the existing SAFE program.

Capacity Enhancements

As discussed in the Existing and Future conditions technical memorandum, a series of capacity enhancing improvements have been identified for the Imperial Valley:

Forrester Road Improvements: Construct Forrester Road as a 4-lane Expressway from I-8 to SR-78.

SR-98 Widening (Phase 1A): Widen SR-98 from two to four lanes from Kloke Road to VV Williams Avenue.

SR-98 (Phase 1C): Widen from four to six lanes from Ollie Avenue to SR-111.

SR-98 (Phase 2): Widen from two to four lanes from Dogwood Road (PM 30.0) to All American Canal.

New Road Connection (SR-7 to SR-115): Construct a new road from SR-7 to SR-115 due to increase in truck traffic on Orchard Road north of I-8 to access SR-115.

Menvielle Widening: Widen Menvielle Road to 4 lanes from SR-98 to SR-7.

Hammer Road Improvements: Due to the new West POE access on Anza Road, traffic has increased and improvements would allow added traffic to circulate safer. The limits of the improvements would be from SR-98 to Anza Road.

Anza Road/Second Street Widening: Widen roadway from 2 to 4 lanes on Anza Road/Second Street from Hammer Road to 1 mile east of the All-American Canal.

Second Street Bridge Widening: Remove and replace the existing Second Street Bridge with a new bridge that will accommodate six travel lanes and sidewalk facilities.

Grade Separation (SR-98 and Cesar Chavez): Grade separation from SR-98 to Cesar Chavez Boulevard.

Grade Separation (Cesar Chavez Boulevard and Second Street): Grade separation from Cesar Chavez Boulevard to Second Street

Figure 6 on the following page illustrates the locations of the planned capacity improvements.

Comparing the existing conditions analysis (Tables 4 and 5) with the planned improvements, the seven segments listed below will continue to operate above the available capacity at LOS C according to the *Imperial County Public Works Department Roadway Classification and Capacity Thresholds* (refer to *Figure 1* in this report). Additional improvements should be identified in the Long-Range Transportation Plan to address the constrained capacity issues along these corridors.

Imperial Avenue (Adams Avenue to I-8) – This segment of Imperial Avenue is classified as a four-lane Minor Arterial with a LOS C capacity of 29,600 vehicles per day. Today, approximately 30,000 vehicles per day travel on this segment of Imperial Avenue which exceeds the capacity by 400 vehicles per day. One option to increase capacity of this roadway is to widen the roadway from four to six travel lanes. This would classify this segment as a Prime Arterial with an allowed curb-to-curb width of 106 feet and increasing the LOS C capacity from 29,600 to 44,600 vehicle per day. However, existing commercial uses along this corridor are built and established. Widening would most likely require additional right-of-way and constructing an additional lane in each direction would be expensive. Alternatively, ITS and TSM strategies could be explored along this segment in efforts to improve the overall efficiency and potentially, increase the capacity of the corridor.

Dogwood Road (Keystone Road to Aten Road) – This segment of Dogwood Road is classified as a two-lane Local Collector with a LOS C capacity of 7,100 vehicles per day. Today, approximately 7,286 vehicles per day travel on this segment of Dogwood Road which exceeds the capacity by 186 vehicles. In order to meet the current demand and provide capacity for future growth, this segment would require widening from a two-lane facility to a four-lane facility increasing the LOS C capacity from 7,100 to 27,400 vehicles per day. This improvement would increase capacity of Dogwood Road by 20,114 vehicles per day. Undeveloped land and farmland currently exist along both sides of Dogwood Road between Keystone Road to Aten Road. However, additional research is needed to determine if widening is feasible due to potential right-of-way constraints.

Dogwood Road (Aten Road to Northern El Central Limits) – This segment of Dogwood Road is classified as a two-lane Local Collector with a LOS C capacity of 7,100 vehicles per day. Today, approximately 10,996 vehicles per day travel on this segment of Dogwood Road which exceeds the capacity by 3,986 vehicles per day. In order to meet the current demand, this segment of Dogwood Road would require widening from a two-lane facility to a four-lane facility increasing the LOS C capacity to

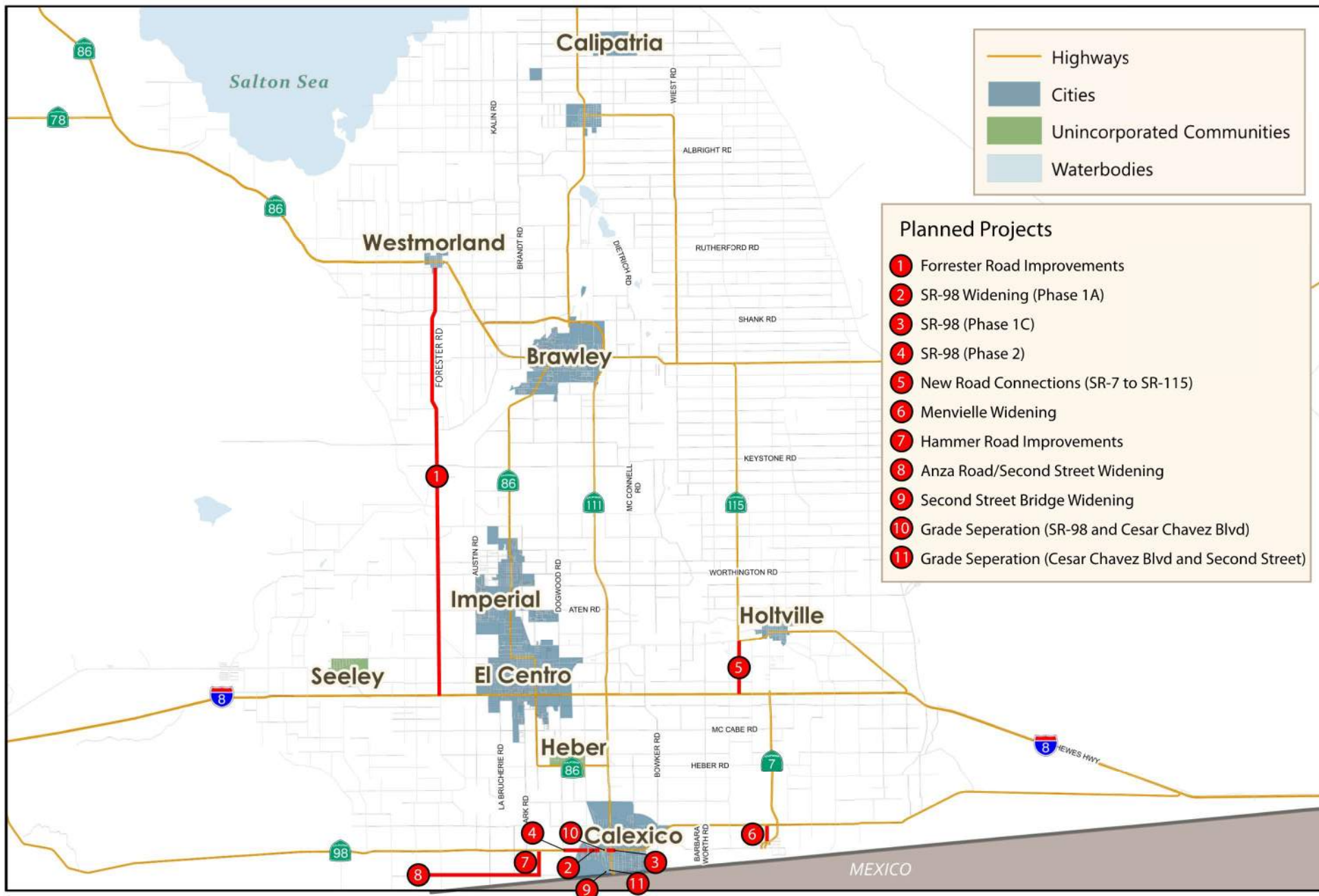
27,400 vehicles per day. This improvement would increase the roadway capacity by 16,404 vehicles per day. Four-lane Collectors have a curb-to-curb width of 64 feet and right-of-way width of 84 feet. Along the westside of Dogwood Road is farmland and Dogwood Canal runs parallel to the roadway on the eastside. Additional research is needed to determine if widening is feasible and whether right-of-way acquisition is needed on Dogwood Road from Aten Road to the Northern El Centro Limits.

Dogwood Road (Southern El Centro City Limits to Correll Road) – This segment of Dogwood Road is also classified as a two-lane Local Collector with a LOS C capacity of 7,100 vehicles per day. Today, it carries approximately 16,635 vehicles per day which exceeds the LOS C capacity by 9,535 vehicles per day. Widening this segment of Dogwood Road from two-lanes to four-lanes is needed in order to meet the current demand. This improvement to Dogwood Road would increase the LOS C capacity to 27,400 vehicles per day providing additional capacity by 10,765 vehicles per day. A four-lane Collector has a curb-to-curb width of 64 feet and right-of-way width of 84 feet. Farmland is located along the westside of Dogwood Road and the Dogwood Canal runs parallel to the roadway along the eastside. Additional research is needed to determine if widening this segment of Dogwood Road is feasible due to potential right-of-way constraints.

Dogwood Road (SR-86 to SR-98) - This segment of Dogwood Road is classified as a two-lane Local Collector with a LOS C capacity of 7,100 vehicles per day. Today, approximately 8,306 vehicles per day travel on this segment of Dogwood Road which exceeds the capacity by 1,206 vehicles. In order to meet the current demand and provide additional capacity for future growth, this segment would require widening from a two-lane facility to a four-lane facility (i.e. Collector) increasing the LOS C capacity from 7,100 to 27,400 vehicles per day. This improvement would increase capacity of Dogwood Road by 19,094 vehicles per day. Undeveloped land and farmland currently exist along both sides of Dogwood Road between SR-86 and SR-98. However, additional research is needed to determine if widening is feasible due to potential right-of-way constraints.

SR-98 (Dogwood Road to SR-111) – This segment of SR-98 is primarily a two-lane facility with left-turn lanes provided at intersections and then transitions to four lanes from V V Williams Avenue to SR-111. SR-98 from Dogwood Road to SR-111 is classified as a two-lane Local Collector with a LOS C capacity of 7,100 vehicles per day. Today, SR-98 carries approximately 21,800 vehicles per day which exceeds the LOS C capacity by 14,700 vehicles per day. Widening this segment of SR-98 from two-lanes to four-lanes would increase the LOS C capacity to 27,400 vehicles per day. This would provide additional capacity to the roadway by 5,600 vehicles per day. Future widening of SR-98 to four-lanes appears feasible along the northside of SR-98 east and west of the All American Canal based on approximately 45 feet of undeveloped land that has been reserved by Imperial County for future improvements.

SR-98 (SR-111 to SR-7) – This segment of SR-98 is primarily a two-lane facility with the exception of 1.4 miles from SR-111 to East Rivera where this segment is a four-lane facility. From SR-111 to SR-7, SR-98 is classified as a two-lane Local Collector with a LOS C capacity of 7,100 vehicles per day. Today, this segment of SR-98 carries approximately 12,800 vehicles per day which exceeds the LOS C capacity by 5,700 vehicles per day. Widening SR-98 from two to four lanes would increase the LOS C capacity to 27,400 vehicles per day. This would provide additional capacity to the roadway by 14,600 vehicles per day. Farmland currently exists along the north and south side of SR-98 from East Rivera to SR-7. However, additional research is needed to determine if widening this segment of SR-98 is feasible due to potential right-of-way constraints.



PUBLIC TRANSPORTATION

This section identified issues related to the public transportation system and provides strategies for investment to resolve these issues and meet community needs. Unlike the other sections of this memorandum, this section identifies issues raised through various analyses, summarizes issues, and presents a range of options that could help to address these. Public transportation issues typically need a suite of solutions to adequately address the needs and assigning only one strategy to each issue would not likely capture the full range of need within that issue.

PREVIOUS PLANNING EFFORTS

While many previous plans identify transit-related needs and improvements, this section focuses on two key documents – the Short-Range Transit Plan (2019) and 2021/2022 Unmet Transit Needs.

Short-Range Transit Plan

The Short-Range Transit Plan (SRTP) provided ICTC with a ten-year planning framework for implementing transit services and operations. The unmet transit needs identified in this document are carried forward below.

Fare Structure: Lack of free transfers between circulators and main line routes, which may discourage some passengers and be limiting ridership on circulators, main lines, or both.

Demand Response: Areas lacking fixed route service (West Shores) are served by demand response. In areas served by fixed route service, dial-a-ride service (IVT RIDE) is only available to seniors age 55 or older and passengers certified to ride IVT ACCESS.

Information: ICTC should consider a review of public information available. No system map is published publicly, and bus stop signage is not consistent.

The plan also identified long-term needs, including:

Service Improvements: Generally, there is need for increased span and frequency of service on weekdays, weekends (particularly Sundays), and federal holidays (particularly Martin Luther King Day, Presidents' Day, and Veterans' Day).

- Weekend service (e.g., Routes 1, 2, and IVT Gold line)
- Increased frequency (e.g., Route 2 to 35 minutes on weekdays, only as far north as Brawley)
- Increased span (e.g., Routes 21 and 51)
- Eventual extension of Calxico Microtransit service to East Port of Entry
- New service:
 - Expansion of service beyond “primary service corridor” into Westmorland, Calipatria, and Niland on Sundays.
 - Examine the potential for connection with the SunLine transit system (and thus into Coachella Valley and Palm Springs) on the northern side of Salton Sea.

- Expansion of IVC service in evening to Calexico
- Implementation of new intercity IVT ride zonal system to provide demand responsive service in Calipatria, Holtville, and Heber
- Expansion on existing efforts included:
- Continued pursuit of IVT Red Line implementation in the City of Imperial
- Continued simplification of IVT route nomenclature/identification system

2021/2022 Unmet Transit Needs

The following are the unmet needs adopted by the ICTC on June 16, 2021.

In order of priority:

New Stop: IVT-Expansion of Blue Line: stop needed near new Clinicas De Salud building (852 E. Dannenberg Dr., El Centro, CA 92243)

Operations improvement (systemwide): mobile ticketing fare option

New service: Intercity transportation options for seniors

New service: IVC Express Route needed from Calexico to IVC and from IVC to Calexico weekdays after 5:30 PM

Continuing Existing Efforts:

- Continue to pursue resource for implementation of proposed IVT Red Line in Imperial
- Continue required coordination and implementation of the new microtransit service in City of Calexico

ISSUE PT-1: POPULATION AND EMPLOYMENT DENSITIES

The following sections describe population and employment densities throughout Imperial County used to identify appropriate transit service types and frequencies to serve local contexts. Household and employment data were collected from the 2020 Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) growth forecast for existing and future conditions in 2016 and 2045, respectively. Where other sections in this report evaluate regional service, this analysis emphasizes local services that meet first and last mile travel needs. **Table 6** summarizes appropriate transit service types by land use type and density, including typical service models and service frequencies.

Table 6. Local Transit Service Design Guidance Summary

Land Use			Transit	
Land Use Type	Households per Acre	Jobs per Acre	Appropriate Types of Transit	Frequency of Service
Urban Mixed-Use	15+	15+	BRT Rapid Bus Local Bus	10–15 minutes (64+ trips per day)
Neighborhood & Suburban Mixed-Use	6–15	10–15	Local Bus	15–30 minutes (32+ trips per day)
Mixed Neighborhoods	4–6	5–10	Local Bus On-Demand	30–60 minutes or on-demand (16+ trips per day)
Low Density	1–4	2–5	On-Demand Rideshare Volunteer Driver Program	60+ minutes or on-demand (<16 trips per day)

Source: Synthesis of industry standards, including TCRP Report 165: Transit Capacity and Quality of Service Manual, adapted to local context.

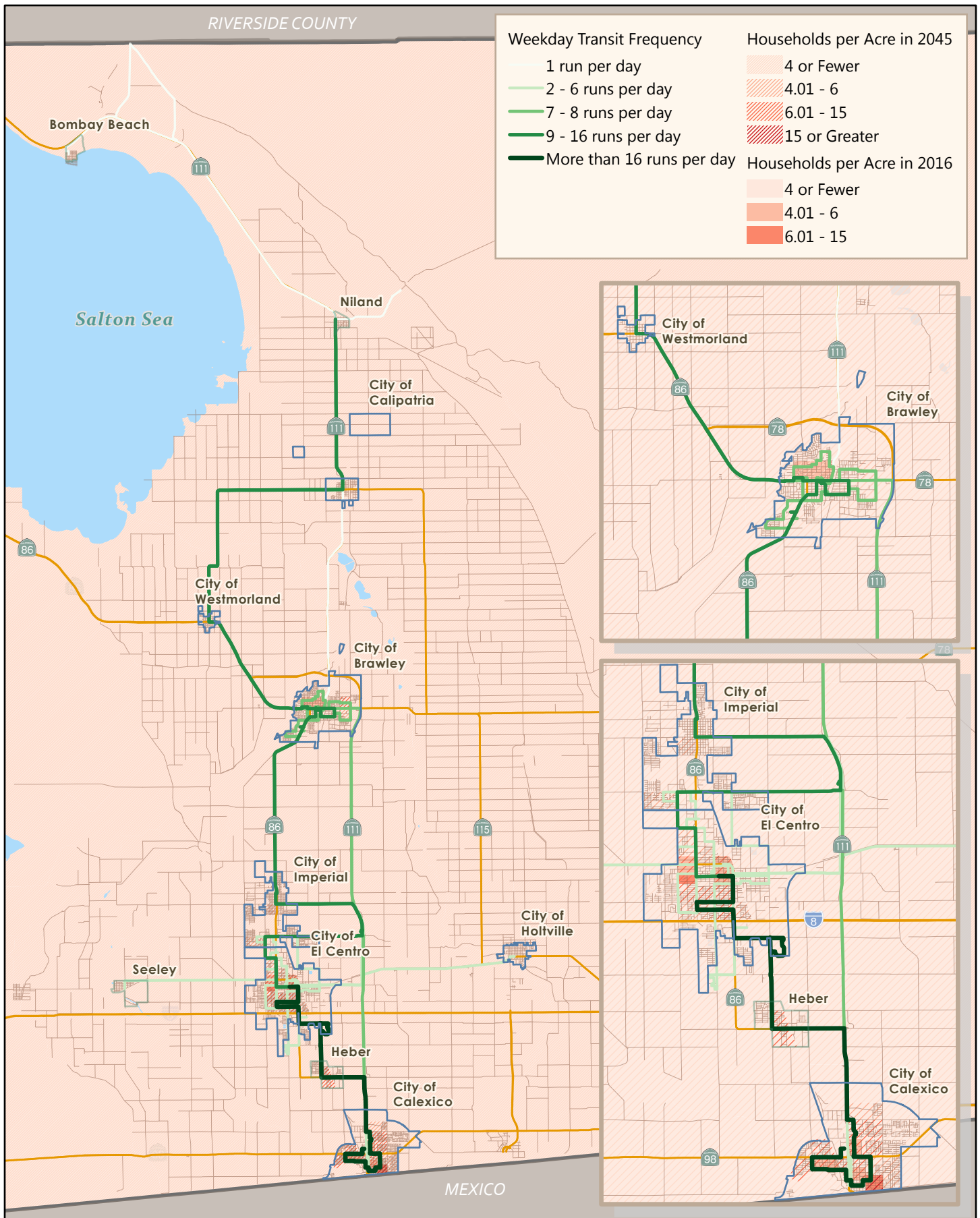
Population Density

An important factor for transit planning is the density of developed residential areas, which helps match bus service to the expected number of riders. **Figure 7** shows the residential density throughout Imperial County in the years 2016 and 2045 as well as existing transit service runs per day, a proxy for frequency. Note that the unshown County area’s model data shows household density under 4 households per acre, or Low Density.

Moderate or higher residential density is an indicator of an adequate concentration of population to support reasonably frequent fixed-route transit service. Some areas of higher residential density not currently served by their recommended service frequency in Imperial County, from north to south, include:

Bombay Beach (2045)

- Niland (2045)
- Eastern Brawley (2045)
- Southwestern Imperial (2045)
- Western El Centro (2016 and 2045)
- Eastern Calexico (2016 and 2045)



Employment Density

Understanding job locations and densities is equally important to informing transit service priorities.

Figure 8 shows employment densities in Imperial County in years 2016 and 2045 and transit service runs per day. Note that the unshown County area's model data shows household density under 5 employees per acre, or Low Density. Just as population density is a characteristic of an environment that may support reasonably frequent fixed-route transit service, higher employment density is a similar indicator. Some areas of moderate employment density not currently served by their recommended transit service frequency in Imperial County include:

- Bombay Beach (2045)
- Niland (2045)
- Northeastern Brawley (2045)
- Southwestern Imperial (2016 and 2045)
- Western El Centro (2016 and 2045)
- Holtville (2016 and 2045)

ISSUE PT-2: SERVICE TO DISADVANTAGED POPULATIONS

Transit service can be a lifeline for people who do not have reliable, affordable access to other transportation options. For the purposes of this analysis, the Imperial County transit dependent areas were defined by examining the location of the following target populations¹:

- Senior (65 and older)
- Zero vehicle households
- Persons with a disability
- Persons with limited English proficiency
- Low-income households
- Youth (Under 18 years old)
- Minority (non-white or Hispanic) populations

While fixed-route service is beneficial to disadvantaged populations, demand-response services may be necessary to serve certain populations, such as people with a disability that impacts their mobility. Demand-response services include those shown in **Table 7**.

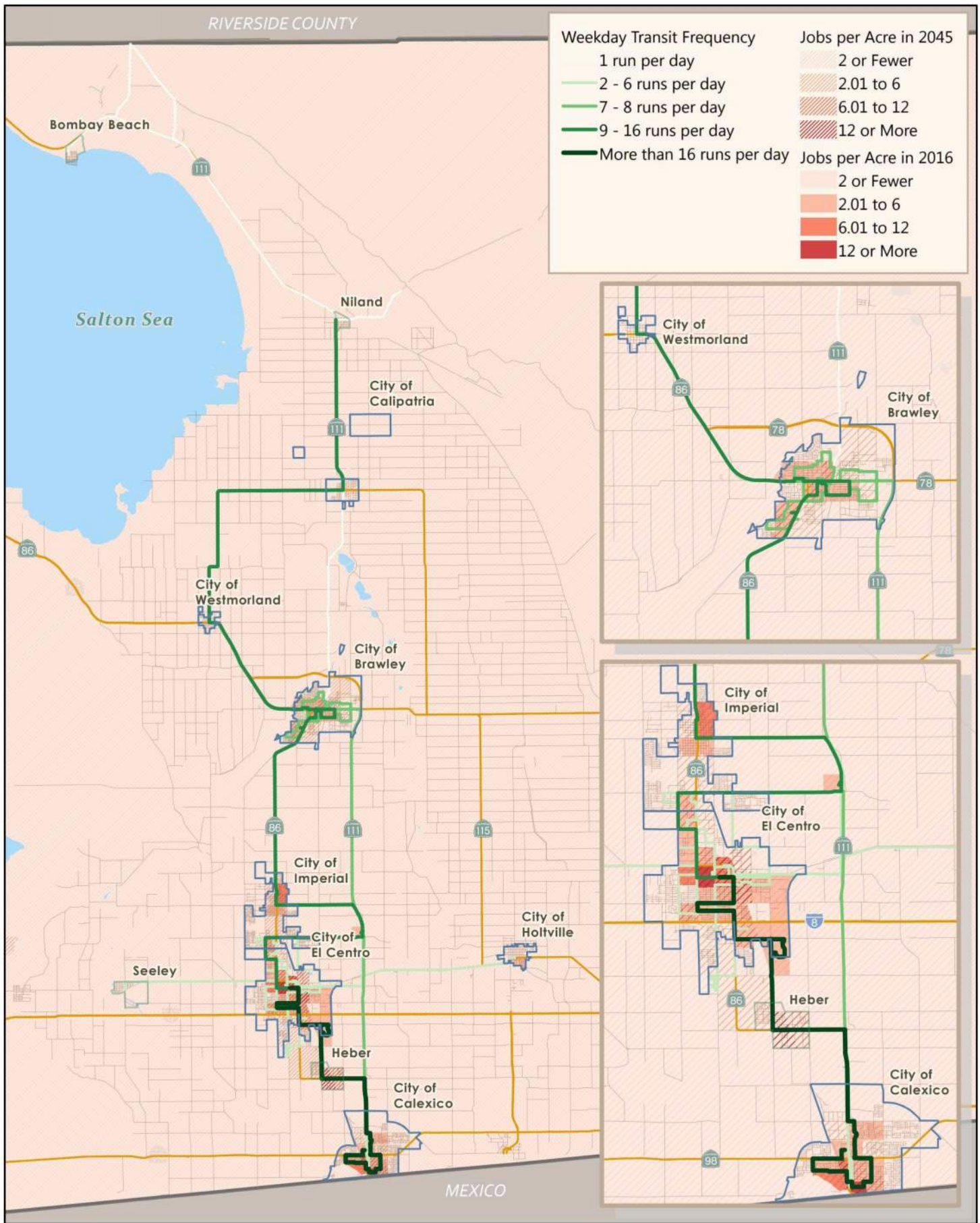


Table 7. IVT Demand-Response Services

	Description of Service and Eligibility	Service Area
IVT Access	Shared-ride demand-response paratransit for ADA-certified customers with physical or cognitive disabilities who cannot use the fixed-route system. Advance reservations required.	Calexico, Heber, El Centro, Holtville, Seeley, Ocotillo, Imperial, Brawley, Bombay Beach, Calipatria, Westmorland, Niland
IVT Ride	Demand-response service for seniors (55+) and persons with disabilities.	Brawley, Calexico, El Centro, Heber Imperial, Desert Shores, Salton City, Salton Sea Beach, Coolidge Springs

As shown in **Figure 9**, areas with a higher concentration of transportation disadvantaged individuals and limited transit service, from north to south, are:

Unincorporated County – Persons with a disability, low-income households, and senior populations that are more likely to need demand-response services, in particular due to the dispersed nature of these areas.

City of Calipatria – Zero vehicle households,

City of Westmorland – Low-income households, youth populations

Eastern Brawley – Persons with a disability, persons with limited English proficiency, low-income households, youth populations

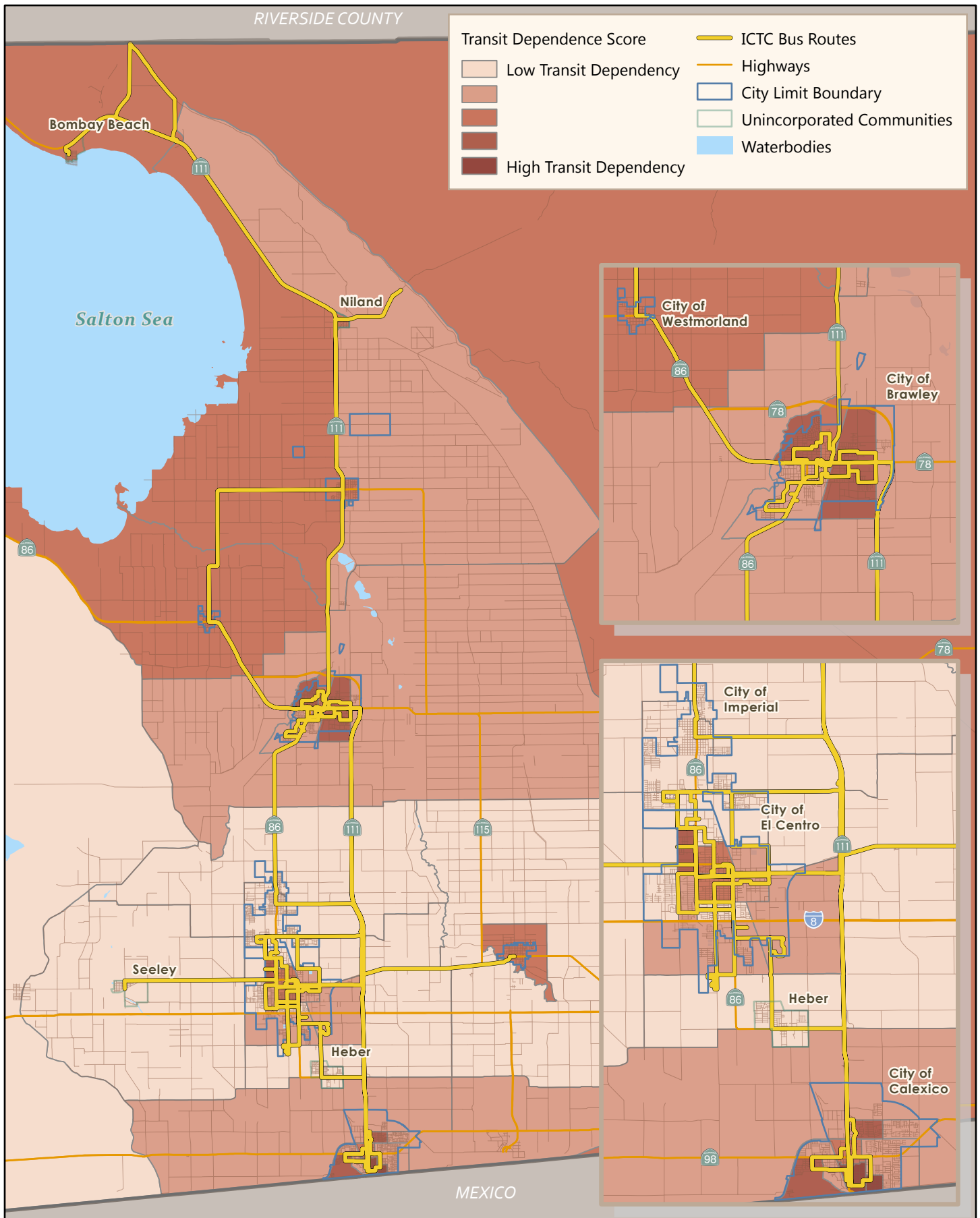
Southern El Centro - persons with limited English proficiency, low-income households, youth populations

City of Holtville – Persons with a disability, persons with limited English proficiency, low-income households, youth populations

Southwestern Calexico – Persons with a disability, persons with limited English proficiency, low-income households, youth populations

Community of Winterhaven (to east of view) – Persons with a disability, low-income households, senior populations, youth populations

The majority of the identified cities are served by IVT fixed-route service, IVT Access, and a subset are served by IVT Ride. While Heber and Imperial do not appear to have high concentrations of these target populations and are still served by fixed-route and demand-response transportation, these cities may be high destination areas for transportation disadvantaged populations to connect into.



ISSUE PT-3: ACCESS TO ACTIVITY CENTERS

Activity centers are destinations that people need to get to or from on a regular basis. Like residential and employment densities, activity centers concentrate travel demand. These trip attractors in particular may include lifeline services as SNAP retailer grocery stores or medical care centers, especially for transit-dependent users. Comparing where these activity centers are in relation to existing IVT fixed route transit reveals a high-level understanding of potential mobility gaps. The result of that analysis is below and shown in **Figure 10-A** and **Figure 10-B**.² Figure 10-A shows existing bus routes and includes activity centers such as hospitals, urgent cares, nursing homes, Public Health Department, Veterans Health Administration, and pharmacies throughout the County. Figure 10-B includes existing bus routes and activity centers such as public schools, private schools, childcare facilities, and Colleges/Universities.

City of Calexico:

- SNAP retailers in southwest Calexico just west of Cesar Chavez Boulevard – including the major grocery store California Mayorero Y Menudeo
- SNAP, childcare, and public schools in east Calexico on Andrade Ave and E Cole Boulevard
- One SNAP retailer in far east Calexico, near the Calexico East Port of Entry

City of El Centro:

- Public school in east El Centro on E Ross Road
- Nursing homes and a public school in west El Centro
- Public school in the unincorporated southwest area of El Centro

City of Holtville:

- SNAP retailers, childcare centers, public schools, and a nursing home in east Holtville
- Public schools in northwest of the community.

City of Imperial:

- Public schools and childcare center in the north of the city, west of Imperial Avenue
- Public school in the southeast corner of the city

City of Westmorland:

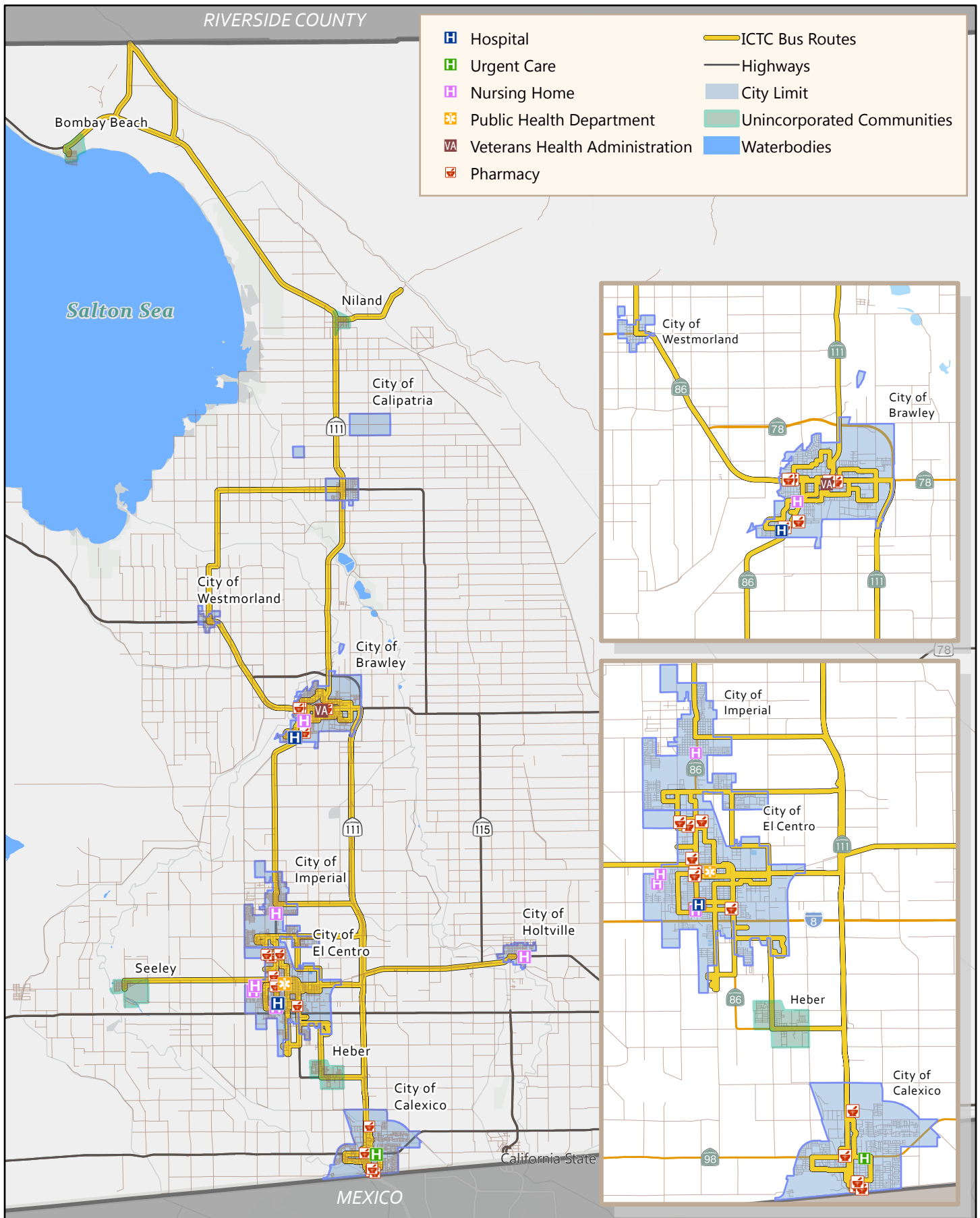
- A SNAP retailer in west Westmorland

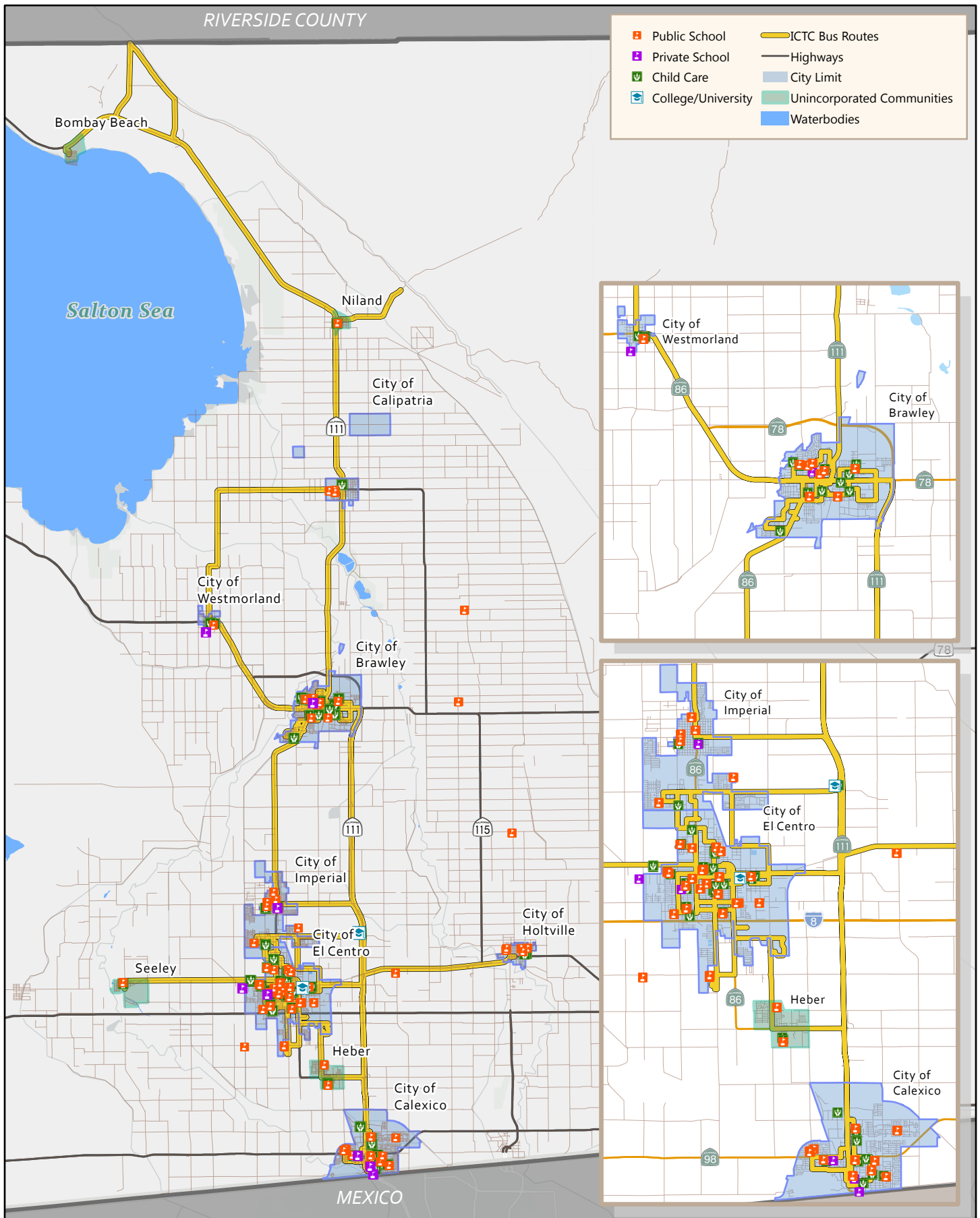
Community of Heber:

- Childcare center and a public school in south Heber

Community of Bombay Beach:

- A SNAP retailer in southeast Bombay Beach





ISSUE PT-4: ALIGNMENT WITH LOCAL DEMAND AND COMMUTE DEMAND ON REGIONAL CORRIDORS

This section evaluates commute demands between and within major cities in Imperial County and compares these demands to existing transit service. *TCRP 161: Methods for Forecasting Demand and Quantifying Need for Rural Passenger Transportation* provides a step-by-step process for determining passenger transportation need and demand in rural communities. The methodology is meant as a broad-brush assessment and is not intended to be used to make determinations about specific routes or neighborhoods, nor should it be used to estimate demand on a nascent transit system (one in operation less than 12-18 months).

TCRP 161 provides a framework for assessing the potential transit demand in four markets: general public services, program or sponsored trips, service in small urban towns in rural areas, and commuters from rural areas to central cities. For each market, the analysis synthesizes characteristics and existing system operational attributes of that market to generate an expected transit demand. A comparison of expected transit demand to existing ridership in a system or on a route can indicate if transit need is being met in the respective market area. These models are high level and do not take into consideration additional local context such as land use and thus should be treated as advisory.

The TCRP methodologies were performed to (1) assess expected demand for IVT's intracity fixed-route service and (2) assess expected demand for commuter transportation between cities within the IVT service area.

The results of both prior analyses indicate a total demand of 381,100 for local and regional commuter services (**Table 8**). The difference between the estimated total demand for these services and IVT FY18/19 actual ridership on these services is 366,609 additional trips served by the IVT network. It is expected that IVT ridership would exceed the commute demand specifically since, as noted previously, the intercity demand estimates were not inclusive of non-commute trip purposes nor community college enrollment. The difference between total commuter demand (250,800) and FY18/19 ridership on intercity routes (709,455) is 458,655 and may represent at a high level these non-work commute trips taken on the IVT system.

Table 8. Total Demand for IVT Fixed-Route Local and Commuter Services

Demand Type	Demand
Estimated Commuter Demand	250,800
Estimated Local Fixed Route Demand	130,300
Estimated Total Demand	381,100
FY18/19 Ridership on all fixed-route services	747,709
Excess Ridership	+366,609

Transit Passenger Demand for Local Fixed-Route Service

IVT's fixed-route services fall into two categories (1) intracity services and (2) regional services. Only two cities – Brawley and El Centro – are served by routes that perform solely as local circulators. TCRP 161 was used to calculate expected annual intracity transit demand within these communities. TCRP Worksheets are documented in the appendix. The inputs for this assessment and their caveats are listed in **Table 9**.

Table 9. TCRP 161: Small City Fixed Route Needs Assessment Inputs

Input	Consideration
Population of City	Population of urban center should be less than 50,000
University/College Enrollment	Does not include community college, but may include other major trip generators in the area such as a military base
Annual Revenue Hours of Service	Must be greater than 0 hours (and less than 70 vehicle-hours of service per day)

Table 10 provides a comparison of estimated fixed-route **intracity** demand to actual FY18/19 ridership on the Gold, Blue, and Green Lines. The information in the table indicates that the IVT services are not meeting expected demand for local circulation within El Centro and Brawley. However, many of IVT's intercity routes provide local circulation that may be capturing some of this ridership and demand. For example, some of these intercity routes which traverse the larger urban cores – such as Route 3 – or have several intracity stops and higher frequency than the Gold, Blue, or Green Lines such as routes 1 and 2 - may be serving local trips and meeting some of the “unmet demand” identified by the calculations below. Thus, it is difficult to determine if the Blue, Green, and Gold fixed-route services are indeed underperforming, or if their demands are captured by these regional services.

Table 10. Annual Fixed Route Demand Estimates Compared to Actuals

	Fixed Route Demand	FY18/19 Ridership
El Centro (Blue & Green Lines)	83,600	24,087
Brawley (Gold Line)	46,700	14,167
	130,300	38,254

City of El Centro

El Centro's transit demand is estimated at 83,600 one-way passenger trips, which exceeds FY18/19 actual ridership (24,087) for the two intracity routes (Blue and Green Lines) by 59,513. Ridership for the regional routes that serve El Centro was not "prorated" to determine what proportion of those trips may have had local purpose, shown in **Table 11**. Thus, this unmet demand may be overstated.

Table 11. El Centro: Small City Fixed Route Calculation Inputs

Input	Consideration
Population of City ¹	43,881
University/College Enrollment	There are no four-year universities or colleges in El Centro.
Annual Revenue Hours of Service ²	6,343

¹ Source: American Community Survey, 2020; ² FY18/19 IVT Annual Revenue Hrs Service

City of Brawley

Brawley's transit demand is estimated at 46,700 one-way passenger trips, which exceeds FY18/19 actual ridership (14,167) for the Gold Line by 32,533 as shown in **Table 12**. Ridership for the regional routes that serve Brawley was not "prorated" to determine what proportion of those trips may have had local purpose. Thus, this unmet demand may be overstated.

Table 12. Brawley: Small City Fixed Route Calculation Inputs

Input	Consideration
Population of City ¹	25,942
University/College Enrollment	There are no four-year universities or colleges in Brawley.
Annual Revenue Hours of Service ²	3,277

¹ Source: American Community Survey, 2020; ² FY18/19 IVT Annual Revenue Hrs Service

Transit Passenger Demand for Commute Services

This information is largely based on Longitudinal Employer–Household Dynamics (LEHD) employment data from the U.S. Census Bureau. This dataset provides valuable information about where workers live and work. Because this dataset is generated from administrative records, some work locations may be over- or underrepresented. For example, if workers in Calexico have their paychecks processed with an address in Sacramento, their job site may be recorded as Sacramento instead of Calexico, if no local address is given in the administrative data. All data in this section are from 2019, which is the most recent year with complete data. Detailed information about commute demands is provided in the appendix.

The inputs required for this TCRP analysis are:

- Number of one-way commuters between city pairs
- Distance between city pairs

A direct comparison of regional commute demand to applicable IVT alignment is complicated by the high amount of duplication of city pairs served by IVT routes. At a high level, after removing duplicated city pairs from the TCRP estimates, **total commute demand within Imperial County was determined to be 250,800**. This analysis does not encompass demand for non-work commute trips such as to school, shopping, recreation, or medical appointments. Indeed, routes serving Imperial Valley College, are all regional services and among the highest performing in the IVT system.

ISSUE PT-5: HISTORIC PERFORMANCE AND PEER COMPARISON

This section covers performance measures that will inform how well the ICTC transit system is currently performing, identify transit system improvement needs, help prioritize transit investments, track over time how well an agency is progressing in meeting transit or related community goals, and identify points at which transit investment should move forward.

Performance Measures

The performance measures identified in this section were identified based on available IVT data, National Transit Database (NTD) measures, and measures identified in *Transit Cooperative Research Program (TCRP) Report 88: A Guidebook for Developing a Transit Performance-Measurement System*.

The performance measures derived from NTD data include:

- Annual Passenger Trips
- Annual Service Miles
- Annual Service Hours
- Cost Per Service Hour
- Number of Vehicle System Failures
- Incidents
- Average Headways

For each of these measures, an initial five-year benchmark was developed to compare current performance with an agency's own past performance and/or peer agency performance. The benchmarks provided here are based on data availability in the NTD database and data provided by ICTC. Imperial Valley Transit data is provided for 2017 to 2021 and the NTD database was used for 2015 and 2016 data. The benchmark year is set as 2019. 2020 and 2021 data are provided here for reference but are not benchmarked against given the continuing impacts due to the COVID-19 pandemic.

The NTD data includes fixed route and demand response data. Demand response data includes IVT Ride, IVT Access, and IVT MedTrans services. Some measures have incomplete data. For example, the NTD data for Demand Response measures do not include the totality of all demand response services. In

instances where the NTD database data does not match the Imperial Valley Transit data, it was left out. When a five-year benchmark is not possible, a three-year benchmark is used instead.

Service Utilization

Passenger trips measures the annual number of passenger boardings on transit vehicles and is an important metric to track to assess passenger service utilization. **Table 13** shows that 2019 passenger trips do not meet the five-year average benchmark. 2021 ridership has dropped significantly further than 2020 trips for both demand-response and fixed-route services.

In addition to annual passenger trips, ICTC can also track **annual service miles and hours**. Service miles is the number of annual miles of vehicle operation in action while available to pick up passengers. This number is slightly smaller than annual total miles because this number excludes deadhead miles such as vehicle miles from the garage to the start of service, vehicle miles from the end of service to the garage, driver training, and other miles that are not considered to be in direct service.

Table 14 shows that ICTC's total service miles. Due to an NTD data discrepancy, 2015 and 2016 are not shown, and instead a three-year benchmark was used. The reduction in service due to the pandemic can account for the significant decrease in service miles in 2020, with service still recovering in 2021. Like annual service miles, annual service hours have remained relatively stable for fixed route service between 2015 and 2019, as seen in **Table 15**. Hours are similarly low in 2020 and 2021.

Table 13. Annual Passenger Trips.

	Fixed Route	Demand Response	Total
Benchmark	803,104	93,039**	861,536**
2015*	867,192	-	-
2016*	842,836	-	-
2017	782,836	99,479	882,315
2018	774,947	91,661	866,608
2019	747,709	87,976	835,685
Meets Benchmark?	No	No	No
2020	570,808	65,211	636,019
2021	255,591	18,240	273,831

*NTD data was used. **Due to lack of data, three-year benchmark was used.

Table 14. Annual Service Miles.

	Fixed Route	Demand Response	Total
Benchmark**	857,251	576,257	1,433,508
2015	-	-	-
2016	-	-	-
2017	857,907	587,060	1,444,967
2018	858,275	574,749	1,433,024
2019	855,572	566,961	1,422,533
Meets Benchmark?	No	No	No
2020	771,118	439,884	1,211,002
2021	523,001	202,331	725,332

*NTD data was used. **Due to lack of data, three-year benchmark was used.

Table 15. Annual Service Hours.

	Fixed Route	Demand Response	Total
Benchmark	44,048	43,095**	87,051**
2015*	43,932	-	-
2016*	44,441	-	-
2017	44,023	43,572	87,595
2018	43,922	42,909	86,831
2019	43,923	42,805	86,728
Meets Benchmark?	No	No	No
2020	39,173	37,739	76,912
2021	25,776	20,311	46,087

*NTD data was used. **Due to lack of data, three-year benchmark was used.

Cost Efficiency

Table 16 shows the **cost per service hour**, which is the total operating expenses (not including capital) divided by service hours of operation. It is a key comparative measure which differs from operating expense per vehicle mile in that the vehicle speed is factored out. As shown in the table below, there was a slight decrease in 2019 operating costs as compared to 2017 for both fixed route and demand response services. 2020 and 2021 costs are higher because while some cost savings could be found if drivers were not paid during stay-at-home orders, managerial and administrative staff would have continued to incur costs without service in-place and without the ridership recuperate some of those costs.

Table 16. Cost per Service Hour

	Fixed Route	Demand Response	Total
Benchmark**	\$107.14	\$86.24	\$96.79
2015	-	-	-
2016	-	-	-
2017	\$110.12	\$87.63	\$98.93
2018	\$105.52	\$85.97	\$95.86
2019	\$105.76	\$85.13	\$95.58
Meets Benchmark?	Yes	Yes	Yes
2020	\$108.08	\$88.38	\$98.41
2021	\$127.33	\$86.02	\$109.12

**Due to lack of data, three-year benchmark was used.

Quality of Service

In addition to the overall miles, hours, and ridership, quality of service can be measured in reliability through several metrics:

Number of vehicle system failures, which measures the number of times service vehicles experience failures, have decreased significantly. Based on NTD data, in 2015 there were 48 such failures for fixed route services. By 2019, that number was down to 16, a decrease of 66%.

The number of **incidents** has been documented at 0 for every year between 2015 and 2020.

The **average headways** have hovered around 92 minutes. It is recommended that ICTC conduct surveys to understand the impact of headways on ridership retention.

Typical **on-time performance** is 1 minute early to 5 minutes late from scheduled stop times. On-time performance requires automatic vehicle location (AVL) data and is recommended as a metric to track with AVL technology in-place. This metric not only serves as a proxy for customer's perception of service, but the AVL data can be used to identify congestion points and improve schedule reliability.

Peer Agencies

To gain a better understanding of ICTC's performance, **Table 17** shows the metrics for 2019 for comparable agencies selected through the NTD peer agency tool which considers factors such as service area population, service miles, and service hours. The five peer agencies chosen are Yuma County Intergovernmental Transit Authority, Yuba-Sutter Transit Authority, City of Portville, Butte County Association of Governments, and Santa Maria Area Transit.

Based on the NTD data, ICTC provides more trips per hour than most of its peers at a lower cost per ride. The total cost per hour is second only to Yuma County (the geographically closest peer).

Table 17. Peer Agency Comparison

2019 Metrics	ICTC	Yuma County	Yuba-Sutter Transit Authority	Butte County Association of Governments	City of Porterville	Santa Maria Area Transit
Service Area Population	181,698	195,751	143,795	187,257	75,691	120,097
Service Hours	44,012	36,133	49,457	67,780	49,837	56,451
Service Miles	878,260	778,830	581,158	971,728	696,141	829,987
Ridership*	747,709	455,475	731,507	949,871	622,447	663,526
Types of Service Provided	Fixed-Route; Demand-Response	Fixed-Route; Demand-Response; Vanpool	Fixed-Route; Demand-Response	Fixed-Route; Demand-Response	Fixed-Route; Demand-Response	Fixed-Route; Demand-Response
Cost per Hour*	\$105.76	\$125.85	\$83.34	\$90.97	\$69.05	\$91.27
Cost per Trip*	\$6.21	\$9.98	\$5.63	\$6.49	\$5.53	\$7.77
Rides per Hour *	17.02	12.61	14.79	14.01	12.49	11.75

Source: 2019 National Transit Database. *Indicates performance measure for fixed routes.

ISSUES SUMMARY

Issues have been identified through the above analyses and will be supplemented with advisory committee and public feedback. Potential issues have been grouped by transit markets, shown in **Table 18**, as well as service enhancements and efficiencies below. The transit markets also identifies which analyses highlighted the need for the connection or service area. Note that some identified needs, such as additional service to Imperial, could be captured by other needs, such as the IVC Red Line implementation.

The following service enhancements and efficiencies were identified as needs not specific to geographic or demographic transit markets. These improvements could help improve existing rider experience, draw new ridership, and improve efficiencies of partnerships and IVT's operations.

Improved education, marketing, and partnerships: Previous plans identified the need for better information for the public, including a possible system map and simplification of the current route naming. Having easy-to-understand information can help to draw and retain riders. In addition to these, trip planning apps can help riders understand use of the system and allow the agency to integrate with other networks.

Bus stop amenities and access: Individual bus stops could be improved with amenities, sidewalk access, bike facility access, park-and-ride access, and more. Specific improvements identified through outreach include shelters, updated information boards, and benches. Previous plans found that signage at stops was inconsistent, and new stops such as the Blue Line expansion should include a new stop at Clinicas De Salud. The activity centers assessment also identified potential new stop locations.

Improved fare amenities: Previous plans also identified the lack of free transfers between circulators and main line routes, and that mobile ticketing was a goal of the agency. Mobile ticketing can help facilitate easy transfer calculations, in addition to the reduced administrative burden for IVT and the ease of use for riders. Additionally, potential future connections with the SunLine system could benefit from mobile ticketing via potential fare reciprocity (shared fares between different agencies).

Compared to several of its peers, IVT operates at a **higher cost per hour**. A deeper evaluation of IVT's fleet, management strategies, coordination, and partnerships may highlight cost saving strategies.

Marketing: While they were able to do Zoom meetings with other agencies and organizations to teach people about services and how to ride, staff noted that working with other organizations is more limited than desired in the COVID-19 era. Additional partnerships and enhanced existing partnerships with neighboring providers, local cities, Area Agency on Aging, social services, and more could help to promote better use of the service and more feedback on meeting community members' needs.

Technology: IVT is working to enhance its technology capabilities, which will support both customer-facing tools and information as well as agency-side efficiency and understanding. IVT is working toward automatic vehicle location (AVL), which provides information on on-time performance and can be used to provide riders real-time vehicle arrival information and see where the bus is. Dispatch software was recently upgraded to start recording the conversations and enhancing customer service and information. IVT is working to provide mobile applications, especially for students, though some users lack the technology or capacity to use mobile applications. While they're interested in mobile ticketing technologies, cash fare options will need to remain in-place.

Table 18. Transit Markets

Improvement	Previous Plans	Population and Employment Densities	Disadvantaged Populations	Activity Centers	TCRP Report 161
Improve Fixed-Route Services in:					
West Shores	X				
Coordination and potential connection to SunLine transit system	X				
IVT Red Line implementation (Imperial)	X	X		X	
IVC Express Route needed from Calexico to IVC and from IVC to Calexico weekdays after 5:30 PM	X	X		X	
Bombay Beach		X		X	
Niland		X			
Brawley		X	X		X
Holtville		X		X	
Imperial		X		X	
El Centro		X	X	X	X
Calexico		X		X	
Calipatria			X		
Westmorland			X	X	
Improve Flexible Services (Demand-Response/Microtransit) in:					
Calexico Microtransit Extension	X	X	X	X	
Intercity demand responsive service in Calipatria, Holtville, and Heber	X	X	X		
Intercity transportation options for seniors	X		X		
Unincorporated County			X		
Modify or Enhance Services for:					
Weekend Services on Routes 1, 2, and IVT Gold	X	X	X		X
Increased Frequency on Route 4	X	X	X		X
Sunday service into Westmorland, Calipatria, Biland	X		X		
Evening service in Calexico	X	X	X		

STRATEGIES FOR INVESTMENT – PUBLIC TRANSPORTATION

Public transportation service is generally designed with several factors in mind. These include:

The characteristics and travel needs of potential riders (e.g., key origins and destinations within the service area);

The trade-offs the community is willing to make in providing service (e.g., balancing geographic coverage and frequency); and

The surrounding land use context and intensity of development (e.g., population and employment densities).

The service model may focus on one or several types of services, including:

Local fixed-route services: These services tend to be the most visible and are increasingly cost-efficient as ridership increases. Local service provides connections within communities, generally with relatively closely spaced stops. Local service is suitable in areas with higher population and/or employment densities. The Americans with Disabilities Act (ADA) requires complementary paratransit service within $\frac{3}{4}$ mile of the fixed route during the hours that fixed-route service operates, which entails extra costs.

Deviated fixed-route services: These services combine elements of fixed-route and demand-response service (e.g., a route serves specific stops at specific times) but is allowed to deviate from the route to pick up and drop off passengers. Some small-city systems with relatively low ridership use flexible routes to eliminate the need for ADA paratransit service (as the ability to deviate serves some needs of people with limited mobility), with the trade-off that additional time must be provided in the schedule to accommodate these deviations. UPTD does not currently provide deviated fixed-route services. Deviation areas can be defined and are not required to extend $\frac{3}{4}$ mile from the route.

Demand-response services: These services do not follow fixed routes or serve fixed stops and therefore can provide curb-to-curb service between origins and destinations. Passengers request rides (often over the phone or via a smartphone app), and the provider optimizes vehicle routing to serve passengers most efficiently. Transit accessibility is maximized, but per-trip costs can be significantly higher than other service types, as there are typically only one or two people traveling between any given origin and destination. Non-ADA passengers may not be able to travel at their desired time in order to better match trips.

Microtransit

Microtransit is an increasingly popular service option for suburban areas. It is typically run using a smaller vehicle, but can operate as fixed-route, deviated fixed-route, or demand-response, providing flexibility and accessibility.

Shuttles: This service is designed to serve regular trips to key local or regional activity centers such as commercial districts, grocery stores, or medical facilities. These routes may be the only regular or fixed-route service available within the area or times that they operate. Service models for shuttles are typically deviated fixed-route or demand-responsive.

Vanpools: Vanpools can be considered public transportation services. Vanpools are well-suited to commute trips between clustered residences and job locations, and vanpool fares can cover much of the expense of operating the program.

Rural intercity or commuter service: This longer-distance fixed-route service typically connects cities, serving relatively few major stops at key activity or employment centers and connecting to local service with each city. Intercity frequency is based on market size and can be scaled to meet demand; some may

operate every day, while others are “Lifeline” routes that operate once a week. They are not required to provide ADA paratransit service, which lowers the overall cost of providing service.

Express service: This service typically is similar to rural intercity or commuter service in that it is a longer-distance fixed route service that connects two destinations. In addition, this service will only stop at the two major destinations on the route, skipping locations that may fall in between. This service may include intra-city routes with limited stops; for example, serving stops every mile as compared to non-express services serving every ¼ mile. This service type is most appropriate where there is considerable demand or commute patterns between two fixed locations.

Each of these service types requires coordination with other transit providers, other county departments, cities, Caltrans, and other organizations. For example, new transit services desirably would develop and provide their route information to adjacent providers and to trip planning applications such as Google Transit. New services also need to use stops – existing transit centers, new stops, or improved existing stops -- that would then have more activity. Lastly, services need to consider the likely transfers to adjacent providers.

Table 19 shows estimates for the typical coverage area, route flexibility, vehicle size/capital cost, operating cost per hour, and rides per hour for the service types listed above. Generally, services using smaller vehicles or covering smaller geographic areas tend to be lower cost per hour. Those covering longer-distance or more fixed-route trips tend to have higher cost and more rides per hour than those serving more local, curb-to-curb needs. IVT has already identified service models for many of its needs, while newly identified needs in this memorandum could potentially be addressed with multiple models.

Table 19. Service Type Specifications

Services	Typical Coverage Area		Flexibility			Vehicle Size and Capital Cost		Typical Operating Cost per Hour	Rides per Hour
	Regional	Local	Fixed-Route	Deviated Fixed-Route	Demand-Response	Lower	Higher		
Fixed-Route	X	X	X				X	\$80-\$108/hour	3-21
Deviated Fixed-Route		X		X			X	\$80/hour	3-5
Demand-Response		X			X	X		\$64/hour	1-3
Shuttles		X	X	X	X	X		\$64/hour	3-4
Vanpools	X		X	X	X	X		\$80/hour	4-5
Intercity Service	X		X	X		X	X	\$108/hour	21
Express Service	X	X	X			X	X	\$110/hour	20-25

Note: The range of fixed-route costs and ridership is due to service type. Regional services tend to have both higher costs per hour due to higher mileage and resulting higher fuel and maintenance costs, but also have some of the higher rides per hour due to the heavier regional demand compared to local demand.

ACTIVE TRANSPORTATION

PREVIOUS STUDIES

ICTC Regional Active Transportation Plan (2022)

The Imperial County Transportation Commission conducted an in-depth community engagement process to better understand how they can meet the active transportation needs of Imperial Valley. The Commission then identified regional and local priority projects for seven cities and communities that have not received an ATP plan or have plans older than 5 years. One of the goals of the plan was to review active transportation infrastructure around transit stops, and to recommend projects that are designed to encourage walking, bicycling, and using transit. The prioritization process for the ATP was approached in two phases focused on mitigating connectivity gaps in the active transportation networks as well as improving access to community destinations such as schools, parks, and transit stops.

Imperial County Pedestrian Master Plan (2021)

The Pedestrian Master Plan highlights needs and priorities that address issues such as safety and security, environmental issues, convenience, accessibility and connectivity of pedestrian infrastructure. The goal of this plan is to be the guiding document for Imperial County as it goes through the process of grant development for Active Transportation Program funding. The proposed recommendations within the Pedestrian Master Plan intend to create a safe and enhanced walkable environment throughout the communities within Imperial County. Strategies such as high-visibility crosswalks, lighting enhancements, rectangular rapid flashing beacons, and pedestrian paths all seek to enhance walking, bicycling and transit access in unincorporated areas of Imperial County.

Imperial County Safe Routes to School Regional Master Plan (2016)

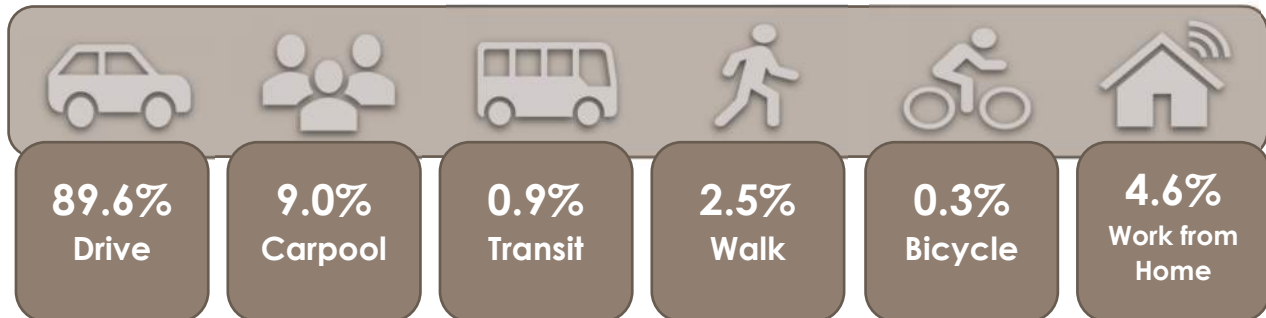
The Safe Routes to School (SRTS) Regional Master Plan is a roadmap for roadway projects and programs that will make it safer for students to walk and bike to school and increase the number of students doing so. The SRTS Plan includes results of public workshops where local stakeholders identified safety issues and other barriers that discourage more students from walking or bicycling to the schools in the County. For each of the twelve Unified School Districts evaluated, a planned list of improvements was created so that funding opportunities can be pursued.

Regional Mobility Hub Implementation Strategy (2017)

SANDAG in coordination with ICTC developed a strategy to locate and design several mobility hubs in the County. By locating multiple transportation services and amenities in one location, mobility hubs will help people take advantage of transit and other alternate transportation options. Stations along high-volume bus routes are prime candidates for mobility hub locations. The strategy identified areas where mobility hubs could be located and prioritized them as potential pilot locations to receive transportation and mobility improvements. The three mobility hubs assessed in the County; El Centro, Brawley and Imperial Valley College, were considered viable locations to encourage alternative transportation options.

SUMMARY OF ISSUES

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



Data suggests that investments in transit and other forms of transportation can help reduce commuter dependency on vehicular trips. This would result in reduced vehicle miles traveled, reduction of GHG emissions, and potential reduction of traffic congestion in Imperial County.

Disadvantaged communities are defined as the top 25% scoring areas from CalEnviroScreen along with other areas with high amounts of pollution and low populations. The results for Imperial County indicated that 16 of the 31 census tracts score at the highest 25% designation. The disadvantaged communities in Imperial County primarily include the higher-density cities of El Centro, Brawley, and Calexico, as well as communities near the International Border and the Salton Sea. Agencies that distribute grants value an ATP process that prioritizes projects located in underserved areas.

Throughout the County, a total of 96 bicycle-related crashes and 143 pedestrian-related crashes have been recorded over this five-year span. 26 of these crashes resulted in a fatality, which is approximately 11% of the bicycle-related and pedestrian-related crashes. The majority of the crashes occurred in El Centro (46%), followed by Calexico (18%) and Brawley (16%).

ISSUE AT-1: LACK OF REGIONAL INFRASTRUCTURE

Active transportation infrastructure exists in individual cities and communities throughout the County, but the lack of regional infrastructure is a key issue. Cities like El Centro, Brawley, and Calexico have made great strides in addressing active transportation at the local level, but the large distances between communities and the lack of safe and comfortable regional infrastructure makes active transportation a harder form of transportation for many residents. The availability of funding for large regional infrastructure is also a primary constraint. The long distances between communities and the type of infrastructure that would likely encourage people to travel, such as Class 1 multi-use paths, require larger sums of money. Grants and other forms of funding are often spent at the local level to address smaller and more important needs.

The lack of regional active transportation infrastructure is offset by access to regional public transit to some degree. The Imperial Valley Transit strives to provide safe, convenient, regional access to residents that live in areas outside of the bigger communities, but access to these transit stops can be improved. First-last-mile improvements play a large role; addressing missing infrastructure such as lack of

sidewalks, lighting, street trees, bus shelters, and signage can greatly improve access to public transit to regionally connect Imperial County Residents.

ISSUE AT-2: MIX OF USERS ON SHARED FACILITIES

Most collector and arterial roadways throughout the County provide direct access to major community destinations, but the surrounding land uses, and the vehicles associated with them, make sharing the road a challenge. The large vehicles associated with agricultural and industrial land uses can create both perceived and physical difficult situations related to speed and visibility. People have expressed concerns with speeding, lack of yielding to pedestrians by motorists, and lack of separated bicycling infrastructure on major roadways.

ISSUE AT-3: DISTANCE BETWEEN ADJACENT COMMUNITIES

Most of the cities and communities in Imperial County are far from one another. Of the seven cities in the County, only two (El Centro and Imperial) share boundaries with each other. All the other cities are miles apart from each other. For example, The City of Brawley is 10 miles from the City of Imperial and the City of Holtville is 11 miles from the City of El Centro. The Census-Designated Places within the County are also negatively affected by the large distances between each other. For example, Ocotillo is 21 miles from Seeley and Bombay Beach is 18 miles from Niland.

These issues are also exacerbated by the lack of infrastructure that would accommodate active transportation. The lack of sidewalks, separated bikeways as well as unmaintained shoulders discourage any form of active transportation between the cities and communities. The idea of active transportation as an everyday, utilitarian form of transportation is not viewed as feasible for most people, even the most avid recreational cyclists believe the long distances and lack of infrastructure are key issues.

ISSUE AT-4: WEATHER AND CLIMATE

Extreme weather and a harsh climate are key issues that most residents identify with. Imperial County experiences arid and sweltering summers where daytime temperatures often reach over 100 degrees over consecutive days. The heat can be experienced as early as May and can last into October, creating an environment that is not conducive for active transportation for over half of the calendar year. The arid and open landscape creates environments that are dusty and hot, making active transportation a difficult transportation option. The lack of street trees, sidewalks, and bus shelters also negatively impact a person's desires to walk or bike to and from their destinations.

STRATEGIES FOR INVESTMENT – ACTIVE TRANSPORTATION

Active Transportation Plan Regional Improvements

The Active Transportation Plan identifies city specific and regional corridor improvement projects to complete the active transportation network in Imperial County. **Figure 11** depicts the top two projects identified in the ATP, which are organized by segments. The top two priority projects span three major

cities and unincorporated areas of the County. Segments shown on the map were not being evaluated by the respective cities or the County.

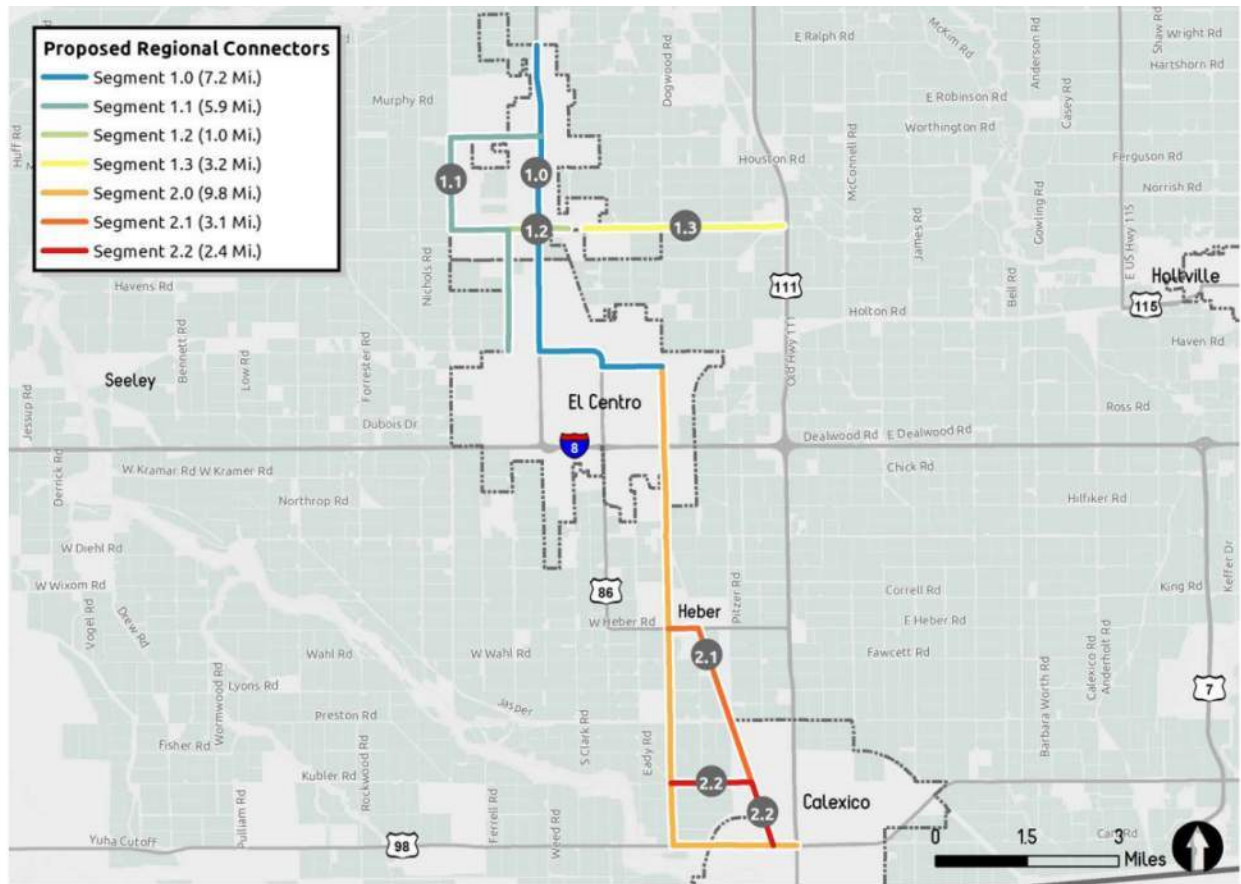


Figure 11: Regional Connectors (Source: County ATP)

In addition to constructing high priority projects identified in the Active Transportation Plan, future projects identified in the Long-Range Transportation Plan should align with the goals included in the Active Transportation Plan, including:

Goal 1: Improved Access. Provide a bicycling and walking experience within each community and between communities by providing multimodal facilities designed following local and national best practices. Develop walkable communities that provide pedestrian and bike access to community destinations such as schools, parks, public facilities, and community centers.

Goal 2: Network Connectivity. Identify and create a well-connected network of local on-street walkways and bikeways designed for people of all ages and abilities. While resources may not be available to address all streets, develop an active transportation network that provides a consistent level of service for the length of the trip. Identify gaps in the pedestrian and bicycle systems and provide projects that reduce barriers to travel.

Goal 3: Safety. Pedestrians and bicyclists travel at a slower speed than motorists. They are smaller and less visible. Higher speed vehicles pose a potential safety hazard for pedestrians and bicyclists. A project goal is to provide a plan and identify projects that will provide a safer environment for walking and bicycling. As part of the plan, address the shared roadway with vehicles by addressing travel speeds and crossings at intersections. Enable safe pedestrian and bicycle travel during daytime and during evening hours.

Goal 4: Increase Active Transportation Travel Within Each Community. Develop a pedestrian and bicycle network that will meet the needs of community residents that will encourage walking and biking, in order to provide a viable travel option to the use of a vehicle. Make walking and biking a way of traveling through each community. This may include improving both educational programs that provide information about the benefits of walking and biking, as well as providing improved multimodal facilities. Chapter 2 Background Imperial County Regional Climate Action Plan 2-11

Goal 5: Health. Promoting the health benefits of walking and biking through education programs in schools and events around the community can be effective in increasing physical activity amongst residents.

Goal 6: Equity. Provide an active transportation network that serves all people. Establish walking, bicycling, and transit links within areas that have higher concentrations of disadvantaged and underserved communities, where reliance on active transportation is often greatest.

Construct Regional Mobility Hubs

As the County continues to grow, it will be vital to manage the increased demands on the transportation system in ways that make it more efficient while also offering people viable alternatives to driving alone. Mobility hubs will play an important role in this effort. Mobility hubs are places of connectivity where different modes of transportation such as walking, bicycling, transit and shared mobility options come together in one place to help people make connections quickly and get to where they need to go.

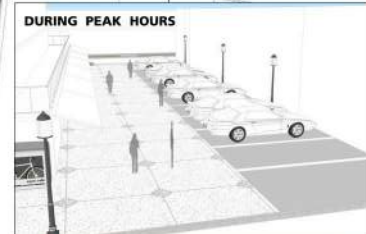
Features of a Mobility Hub may include enhanced waiting areas with landscaping and lighting, complimentary WiFi and real-time travel information, wider sidewalks, pedestrian lighting and trees for shade, bike parking options, service facilities for shared cars, scooters and electric vehicles, and much more. A mobility hub area includes not just the transit station itself but all those services and destinations that are accessible within a 5-minute walk, bike or drive to/from high-frequency transit. ICTC has identified three locations where mobility hubs would benefit the community: Brawley Mobility Hub, El Centro Mobility Hub, and Imperial Valley College Mobility Hub.

Brawley Mobility Hub – Proposed transit improvements include provision of transit signal priority along key transit corridors. Shared use of parking infrastructure is proposed within existing parking lots in the vicinity of the Transit Center. Smart parking applications and car-share alternatives are proposed to be integrated with the shared parking interventions.

El Centro Mobility Hub – Class III bike lanes are proposed to connect the El Centro Transit Center through a finer network of sharrows along 7th Street and the alleyway between 6th and 8th Streets. Bike crossings are proposed for safe cyclist mobility at critical intersections where one or more bike paths intersect. Bike parking is proposed to be provided along key bike routes to enable convenient bike parking and encourage biking for shorter trips. Bikeshare is also proposed as an alternative transportation mode for last mile connectivity. Besides the transit center, bikeshare stations are also proposed at strategic locations throughout the bike shed. **Figure 12** shows a conceptual layout of the proposed El Centro Mobility Hub.

Imperial Valley College Mobility Hub – Shuttle services connecting Imperial Valley College to San Diego State University (SDSU) Brawley and Calexico Campuses are proposed to expand the transit connectivity of the Mobility Hub. Smart parking technologies are proposed to be integrated to the existing parking facilities on campus.

El Centro Mobility Hub (Mobility Hub Concept)



WALKWAYS

- 1 Improved Streetscaping
- 2 Shaded Seating Spaces
- 3 Food Vending Kiosks
- 4 Improved Lighting



BIKESHARE

- 5 Bike Share facility is provided at the station area so that greater number of users have access to affordable biking facilities for short distance trips



BIKE PARKING

- 6 Bike lockers are provided at the station area to ensure a secure bike storage facility



ENHANCED TRANSIT WAITING AREAS

- 7 Universal Transportation Account Vending Machine
- 8 WiFi
- 9 Information kiosk



REAL-TIME TRAVEL INFORMATION

- 10 The display is updated in real time to account for traffic and other delays



SMART PARKING ↔ DISABLED PARKING

- 11 Parking is provided to ease a handicap commuter's mobility



SMART PARKING ↔ MOBILE RETAIL SERVICES

- 12 Dynamically assigned space to commercial loading zones and temporary parking areas to support a variety of services.



PACKAGE DELIVERY

- 13 Package delivery services are secure boxes in which online orders can be picked up that help improve the customer experience



WAYFINDING

- 14 Pedestrian wayfinding signage to enable easy navigation to nearby areas

GOODS MOVEMENT

PREVIOUS PLANNING EFFORTS

This section focuses on key documents for freight movement in Imperial County and the associated recommendations made.

SCAG Goods Movement Border Crossing Study and Analysis (2012 and 2016)

This report documented the existing conditions and opportunities that arise from goods movement border-crossings at the US-Mexico border in Imperial County. The primary purpose of the study was to gather and summarize information on goods movement across the border, which included Origin-Destination (O/D) surveys and wait time measurements at the Calexico West and Calexico East ports of entry (POE). A series of recommendations were developed based on a holistic assessment of the findings and the information provided throughout the study. The following summarizes key findings from the study:

- A significant share of origins and destinations of international trade flows is generated by firms clustered in industrial parks near the border.
- For northbound flows through Imperial County's POEs, the main origin is Mexicali, Baja California Mexico and the main destinations are in the SCAG region. Southbound flows originate primarily in California (and specifically in the SCAG area) and are bound almost entirely for the City of Calexico.
- Commercial vehicles using the Calexico East POE saw better performance and reliability indicators for border crossing times traveling northbound vs. traveling southbound.
- Border delays can cause significant revenue and output losses. Revenue losses are more heavily felt on the Mexican side of the border, whereas employment losses are greater on the U.S. side.

Recommendations made included:

- Policy measures to reduce border-crossing times, including optimizing the use of existing capacity, improving throughput, and expanding capacity.
- Rail and roadway investments to improve access for labor and other production inputs, as well as facilitate goods movement in the County.
- Rail and roadway infrastructure investments to facilitate energy production, which in turn could improve energy transmission efficiency by eliminating barriers and increasing capacity.

California Freight Mobility Plan (2020)

In alignment with the goals and principles of the California Transportation Plan (CTP) and the California Sustainable Freight Action Plan (CSFAP), the California Freight Mobility Plan (CFMP) 2020 is a complete update to California's first Freight Mobility Plan originally adopted in 2014. The guiding vision influencing freight sustainability in California is derived from three perspectives: economic vitality, environmental stewardship, and social equity. The CFMP 2020 covers several technological innovations and potentially disruptive trends such as e-commerce, autonomous trucks, and the greening of the freight industry. These innovations could potentially impact established supply chains, and the CFMP provides some insight into future implications these innovations may have for California's freight system. The CFMP

proposes specific objectives and strategies to support the accomplishment of its goals. This incorporates many of the strategies of previous documents as well as several new strategies, which are reflective of changes in legislation, department policy, private industry trends, public outreach and engagement efforts, and other recent changes.

California-Baja California Border Master Plan (2021)

One of the key tasks in the Border Master Plan is the prioritization of ports of entries (POEs) and related transportation projects. A total of 183 POE and related transportation projects representing an investment of approximately \$13.5 billion (\$2015 USD) are planned for the California–Baja California region over the next 20 years to promote and facilitate the efficient movement of people and goods. The plan identified long-term needs related to goods movement, including roadway, port of entry, and rail improvements. The planning process involved nearly 40 agencies from the United States and Mexico including Caltrans, U.S.-Mexico Joint Working Committee, State of Baja California Secretariat of Infrastructure, Urban Development, Territorial Reorganization, and SANDAG.

California Sustainable Freight Action Plan (2016)

This Action Plan provides a recommendation on a high-level vision and broad direction to the Governor to consider for State agencies to utilize when developing specific investments, policies, and programs related to the freight transport system that serves California's transportation, environmental, and economic interests. It developed the Advanced Technology Corridors at Border Ports of Entry (California-Mexico Border) pilot project being implemented in Imperial County.

The plan also developed a vision for the state that is considered as we look at Imperial County's freight movement:

“Utilize a partnership of federal, State, regional, local, community, and industry stakeholders to move freight in California on a modern, safe, integrated, and resilient system that continues to support California's economy, jobs, and healthy, livable communities. Transporting freight reliably and efficiently by zero emission equipment everywhere feasible, and near-zero emission equipment powered by clean, low-carbon renewable fuels everywhere else.”

Interregional Transportation Strategy Plan (2021)

The ITSP provides guidance for the identification and prioritization of interregional transportation improvements. Projects identified are eligible for Interregional Transportation Improvement Program (ITIP) funding. The 11 ITSP Strategic Interregional Corridors comprise a subset of legislatively designated interregional routes, known as the Interregional Road System (IRRS). California's IRRS includes key corridors for the movement of freight and people within the state and is currently considered Caltrans' priority for the allocation of interregional funds. Imperial County priorities are included in the United States/Mexico Border Region and include the following:

- Balance Local Community and Interregional Travel Needs
- Expand Truck Parking
- Expand Vehicle and Freight Truck ZEV Charging and Fueling Infrastructure
- Implement Advanced Technology
- Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair

- Improve Safety
- Support Freight Alternatives to Trucks to Decrease VMT

FREIGHT NETWORK STATE-OF-THE-SYSTEM ASSESSMENT

Freight transportation infrastructure is critical in providing an efficient link to transport goods between manufacturers, distributors and consumers. Imperial County plays an important role in the regional goods movement system due to the prevalence of border crossings, commercial trucks, rail and airports. This section discusses the existing infrastructure available for goods movement throughout Imperial County which includes the highway and truck route network and truck parking facilities, rail network, airports, port of entry locations and facilities, and location of industrial and freight clusters.

This section discusses the quality of the facilities that support truck, rail, and air goods movement in Imperial County.

Commercial Vehicles

Truck Roadway Network

The vast majority (typically 98%) of all cross-border trade that moves through the Mexico-California border travels via commercial truck through the Otay Mesa POE (72%), Calexico East POE (27%), and Tecate POE (1%). The high volume of commercial trucks moving freight throughout the County primarily rely on the interstate system and designated truck routes.

There are five major north-south corridors handling freight within Imperial County:

- Forrester Road, from Interstate 8 to State Route 78/86 in Westmorland;
- State Route 7 from the Calexico East Port of Entry to Interstate 8;
- State Route 111 from the Calexico West Port of Entry to State Route 86 in Riverside County;
- State Route 115 from SR-111 to SR-78 and connecting to I-8; and
- State Route 86, from State Route 111 to Riverside County where it connects with Interstate 10.

Additionally, there are two major east-west corridors for trucks:

- Interstate 8 which originates in San Diego County and traverses through Imperial County to the California/Arizona Border; and
- State Route 98 which parallels I- 8 through most of the southern part of Imperial County.

The Imperial County freight highway system facilitates the movement of goods from the international border with Mexico and \$2 billion in agricultural products from Imperial County through to Riverside County with connections west to the Los Angeles/Long Beach Seaports and other key distribution centers throughout California. The interstates handle most of the state's truck traffic due to their connectivity to major population centers, businesses, logistics centers, and international and domestic gateways. While interstates are a critical portion of the network, they are also supplemented by other facilities that provide connectivity and serve all freight users.

National Highway Freight Network

Highway freight, or “trucking”, transports 70% of all the tonnage in the U.S. The National Highway Freight Network (NHFN) includes highway facilities that are most critical to national and global freight movement. The NHFN consists of four components:

Primary Highway Freight System (PHFS). This is a network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable and objective national data based on:

- Origins and destinations of freight movement in the US;
- Total freight tonnage and value of freight moved by highways;
- Percentage of annual average daily truck traffic on principal arterials;
- Annual average daily truck traffic on principal arterials;
- Access to land and maritime ports of entry;
- Access to energy exploration, development, installation, or production areas; and
- Access to population centers

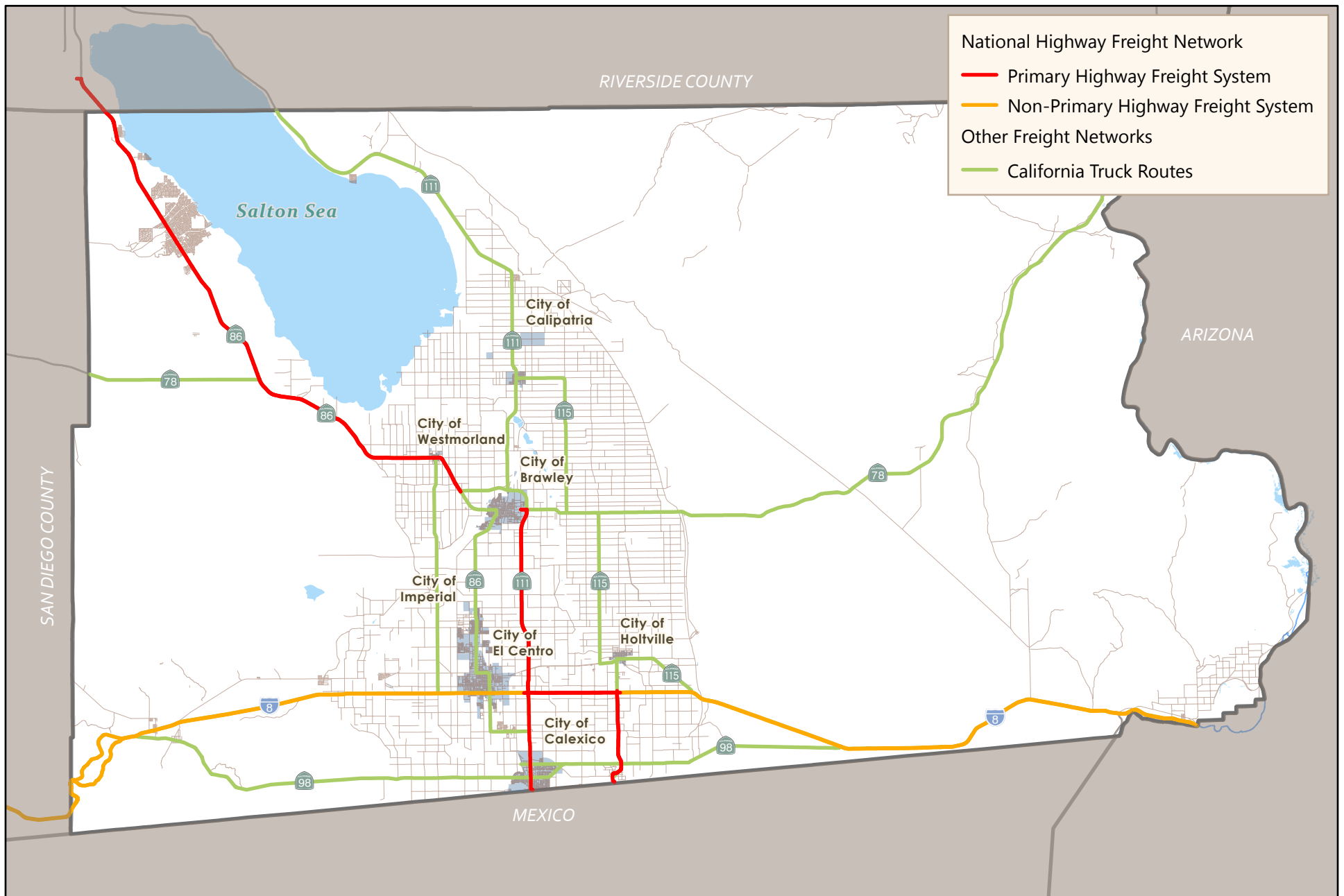
Non-PHFS Interstates. FHWA included the remainder of the interstate system in the National Highway Freight Network as non-PHFS interstates as they provide important continuity and access to freight transportation facilities.

Critical Urban Freight Corridors (CUFCs). These are public roads in urbanized areas which provide access and connection to the PHFS and the Interstate with ports, public transportation facilities, or other intermodal transportation facilities.

Critical Rural Freight Corridors (CRFCs). These are public roads = not in an urbanized area which provide access and connection to the PHFS and the Interstate with important ports, public transportation facilities, or other intermodal freight facilities.

Figure 13 illustrates the truck routes in Imperial County and the corridors included in the NHFN in Imperial County. The California Freight Mobility Plan (2020)⁵ acts as a blueprint for California’s short and long-range freight planning activities and capital investments. As part of developing the plan, Caltrans collaborated with Metropolitan Planning Organizations to designate portions of the NHFN as Critical Urban Freight Corridors and Critical Rural Freight Corridors (CUFC/CRFC) across the state. No segments within Imperial County were designated as CUFCs or CRFCs.

⁵ Add reference; California Freight Mobility Plan



Truck Operations

The ability of goods movement via vehicle, which is a prominent mode for distributing goods throughout the region, is evaluated by travel time reliability, bottlenecks, and crash history. The operational quality and potential impact of truck activity on a highway depends on a variety of factors such as the volume of trucks, the mix of truck and auto traffic, the number of lanes available in which to operate, and the terrain and geometry of the route. The current truck operations for Imperial County are described in this section.

Number of Lanes

Figure 14 illustrates the number of lanes planned for Imperial County's highway system by 2045. The figure represents the general number of through lanes; there may be short segments with more lanes or fewer lanes than shown for additional intersection or ramp capacity. Key findings include:

Imperial County is primarily served by 4-lane roadways on the primary freight network connections and 2-lane local roadways;

Roadway capacities increase near the Calexico East and Calexico West POEs to support border crossing queues; and

State Route 86 (to the north) and Interstate 8 (to the west and east) are the primary roadway connections outside of the County with their 4-lane cross-sections.

Speeds

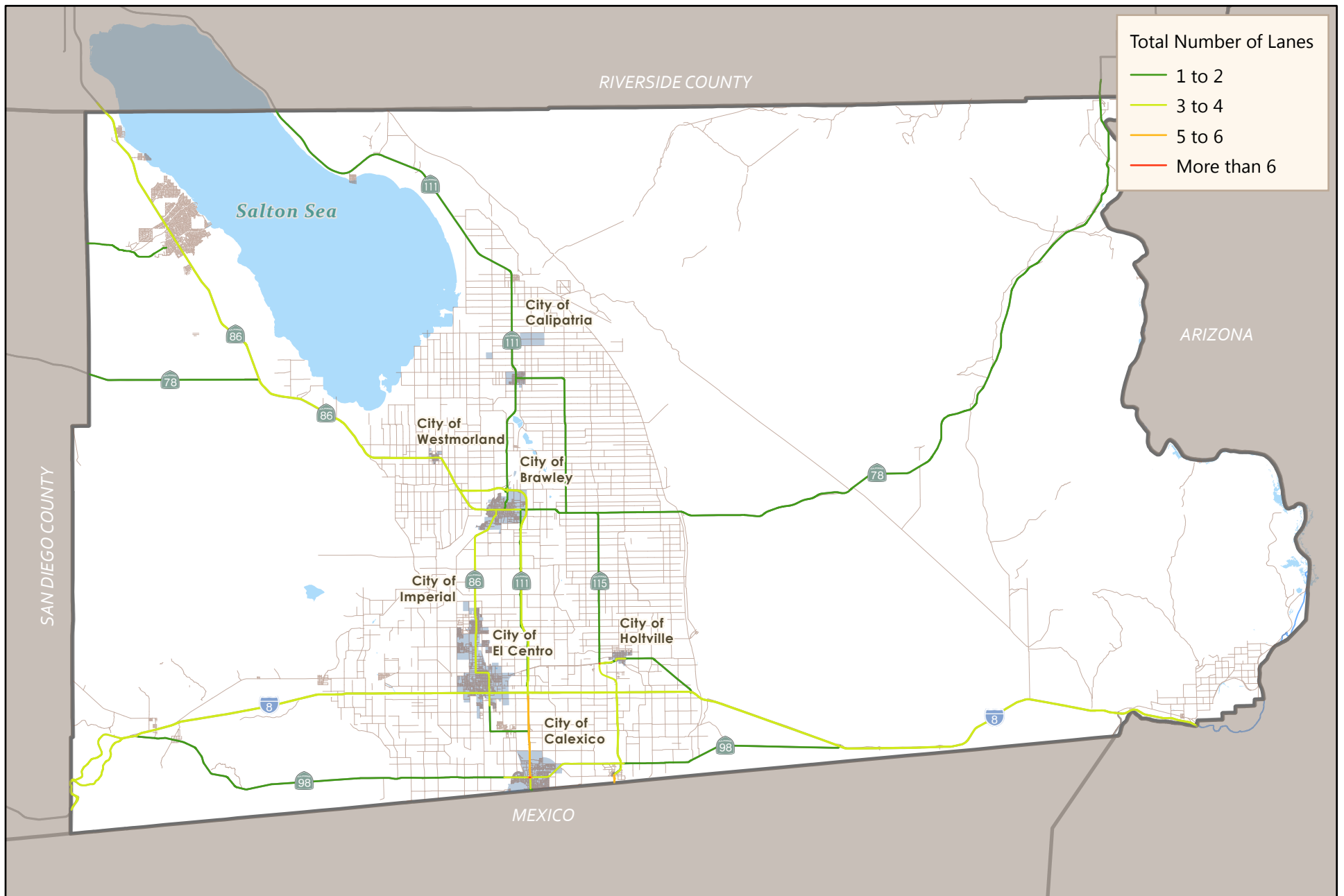
The speed limit of a corridor effects traffic flows, travel times, and can also be a critical factor in the number and severity of crashes. **Figure 15** illustrates posted speed limits along the highway network. Findings show:

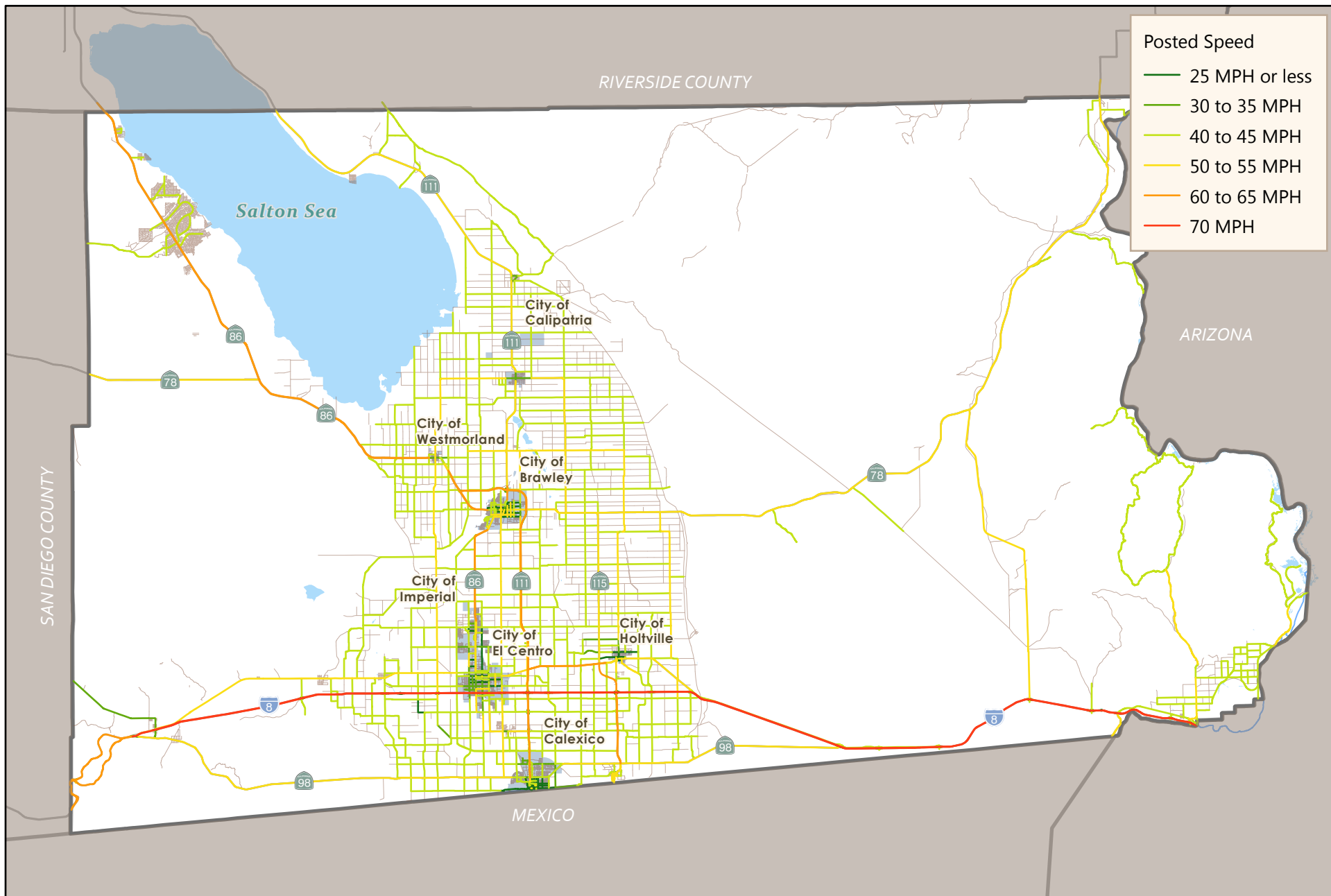
Due to the regional nature of corridors, much of the highway network has a posted speed of 65 MPH or higher;

Interstate 8 is the only 70 MPH facility in the County;

State Routes range from 50 to 65 MPH depending on the terrain and surrounding land uses; and

Roadways in the County are generally 40 MPH or greater except local residential streets.





Truck Size and Weight Policy

Truck length and weight limits were imposed by Congress in 1982 to improve highway safety and reduce pavement impacts and repair costs. Current federal regulation specifies that the maximum load for the National Network (which includes the Interstate system and other designated highways) is 80,000 pounds gross vehicle weight. Off the National Network, states may set their own commercial vehicle weight standards. In California, truck size limitations include:

Length: 65 feet single trailer or 75 feet double trailer

Weight: 80,000 pounds overall (GVW), 20,000 pounds on single axles and 34,000 pounds on tandem axles

Width: 8.5 feet wide maximum; and

Height: 14 feet maximum.

Trucks traveling over the legal limit may be eligible for oversize/overweight permits (e.g., Class C Permits) obtained through Caltrans.

Mexico currently allows trucks with loads of up to 176,000 pounds and lengths exceeding 100 feet, which are higher than what is allowed in California and the United States. This creates additional transfers and logistic coordination as trucks cross the border.

Diesel Idling

Idling diesel trucks and buses create toxic air pollution, contribute to global warming, and waste costly fuel. In California, idling for more than 5 minutes is prohibited for heavy-duty diesel vehicles with a Gross Vehicle Weight Rating of 10,000 pounds or heavier. Truck idling commonly occurs while drivers rest during layover periods to maintain comfort in the cab of their truck.

FREIGHT-RELATED TRENDS

This section discusses near-term and long-term freight trends specific to Imperial County to understand the freight characteristics and economic context. Further, current national intelligent transportation system and emerging technology strategies will be explored that include opportunities for incorporating new technologies for freight in the region.

Infrastructure

California is currently attracting and will continue to attract business activity tied to specific state industry clusters. It is also experiencing and will continue to experience "organic" growth in businesses and establishments serving the population. For the most part, businesses seeking to serve California customers will continue to have a physical presence in the State. Some of the perceived losses of economic activity and market share are resultant of exogenous logistics developments and strategies. Motor carriers within California are concerned about highway and facility congestion that reduces driver productivity, vehicle productivity, and effective capacity. The higher cost of port drayage in California is

likely to be a significant factor when choosing the location for import distribution facilities or export-oriented businesses, partially offsetting the State's advantage with close access to Asian markets.

The State is investing in freight transportation improvements through implementation of the Road Repair and Accountability Act of 2017, also known as Senate Bill (SB) 1. SB 1 provides stable, long-term funding for both state and local transportation infrastructure. SB 1 projects an estimated average of \$5.4 billion per year over the next ten years for a strategic mix of state and local transportation projects, depending on tax and fee revenue. The current budget provides \$4.8 billion in new SB 1 funding, of which \$300 million per year is available to improve trade corridors, and \$250 million per year is available to increase throughput on congested corridors.

Air Quality

In alignment with the Imperial County Regional Climate Action Plan and similar statewide plans, efforts should be made to reduce greenhouse gas emissions. Transportation is one significant contributor to greenhouse gas emissions in the County and is a result of vehicle miles travelled on the roadways. Trucks also have higher emissions due to the need to move larger loads and vehicles. The Imperial County Regional Climate Action Plan has identified three strategies to combat increasing greenhouse gas emissions:

- Reduce Vehicle Miles Travelled
- Reduce Fuel Consumption, and
- Increase Use of Zero Emission/Alternative Fuel Vehicles

These local measures are intended to serve as the foundation for identifying and addressing ways in which the region can reduce greenhouse gas emissions and improve air quality.

Clean Energy Capacity and Infrastructure

Alternative fuels that are considered cleaner energy can help mitigate climate impacts. For truck fleets, there is a tension and a balance when it comes to creating clean energy equipment and infrastructure that meets the needs of the industry. Operators need available energy to fuel equipment, while energy providers require enough demand to support significant infrastructure investments. Having larger truck fleet quantities invest in alternative fuel provides demand and economies of scale that can support infrastructure investments from the providers. However, this could negatively impact smaller fleet providers may not be able to purchase new equipment. Changes to emissions standards and fleet requirements should continue to be monitored and developed with necessary assistance from public and private partners.

Technological Trends

The two technologies that are likely to have the greatest impact on freight movement in the future are automation and electrification. Automation has been slower to implement than expected and there remain several barriers to deploying fully automated vehicles. Vehicle electrification is gaining momentum; however, heavy vehicles face barriers to wide adoption.

Automation

Autonomous, or self-driving, vehicles are increasingly identified as a “disruptive trend” that upends business as usual. Automated vehicles could reduce the need for drivers, thereby reducing wage costs,

and reducing the monetary cost of freight travel. AVs also have the potential to increase roadway capacity by reducing vehicle headways and to increase fuel efficiency by altering driving behavior. Further, industry is looking for ways to reduce costs of the complex and expensive “last-mile” of deliveries, and they are turning to automation as a potential solution, even considering use of drones and personal delivery devices. Embark, in partnership with Ryder, has been testing autonomous trucks between El Paso, Texas and Palm Springs, California. The focus has been on the freeway route, with the driver managing the local roadway driving. McKinsey & Company, an American management consulting firm, recently published an in-depth article on the future of automated trucks. According to their research, they anticipate Level 4 (nearly fully autonomous trucks capable of operating within a constrained geo-fenced environment without a driver) will be deployed as early as 2025.

California currently does not allow automated or connected vehicle technology for heavy-duty trucks. The California Department of Motor Vehicles is allowing driverless light-duty trucks and cargo vans to be tested on public roads. With this upcoming penetration of automated and connected vehicles, the practice and standards for allowing automated or connected vehicles and trucks will continue to be developed and evolve to address maturing technology and its supporting infrastructure, especially as it relates to commercial vehicles.

Electrification

Battery electric vehicles can impact freight travel through reduced fuel consumption, reduced noise pollution, and possibly increased vehicle weight due to batteries. Electric truck tractors are available on the market with some subsidies available for purchase, but their adoption is limited by lack of charging facilities, greater up-front costs, and reduced load-carrying capacity due to greater vehicle weight. Electrification of freight vehicles is likely to support truck automation as electrification of vehicles reduces some complexities for automated steering and acceleration. While private industry is constructing infrastructure to support electrification, greater adoption would likely require increased support from public agencies through planning, providing funding support (potentially including distributing federal funding), or incentivizing land development for charging areas. The cost of electricity and demand for fast-charging stations poses a challenge in rural areas along rural highways such as Imperial County.

ISSUE GM-1: TRAVEL TIME RELIABILITY

Travel time reliability provides a valuable metric for assessing roadway performance through the ability of travelers to reach their destination in a consistent and dependable amount of time. While congestion and travel times can vary from day to day, motorists depend on consistent, predictable travel routes to get where they are going on time. A highway's travel time may be reliable and still experience slowdowns, but these slowdowns are predictable and recurring (rush hour for example). Several factors can affect travel time reliability, including traffic congestion, weather, traffic incidents, work zones, and special events.

Freight carriers also require dependable travel times to remain competitive. Just as traffic congestion delays everyday commuters, it also delays freight, which can create supply chain issues. Truck Travel Time Reliability (TTTR) is the measure used to determine delay for freight carriers and are calculated using FHWA's NPMRDS data. TTTR is determined based on a comparison of the 95th %ile travel time to the 50th %ile travel time for each period analyzed. Within the analyzed periods, travel time data is evaluated in 15-minute increments.

TTTR performance scale ranges established by Arizona Department of Transportation's Corridor Profile Studies and shown in **Table 20** were used to determine truck travel time reliability for each roadway where NPMRDS data was available.

Table 20. Truck Travel Time Reliability Scale

Uninterrupted Facilities	
Performance Scale	TTTR
Good	< 1.15
Fair	1.15 – 1.35
Poor	> 1.35

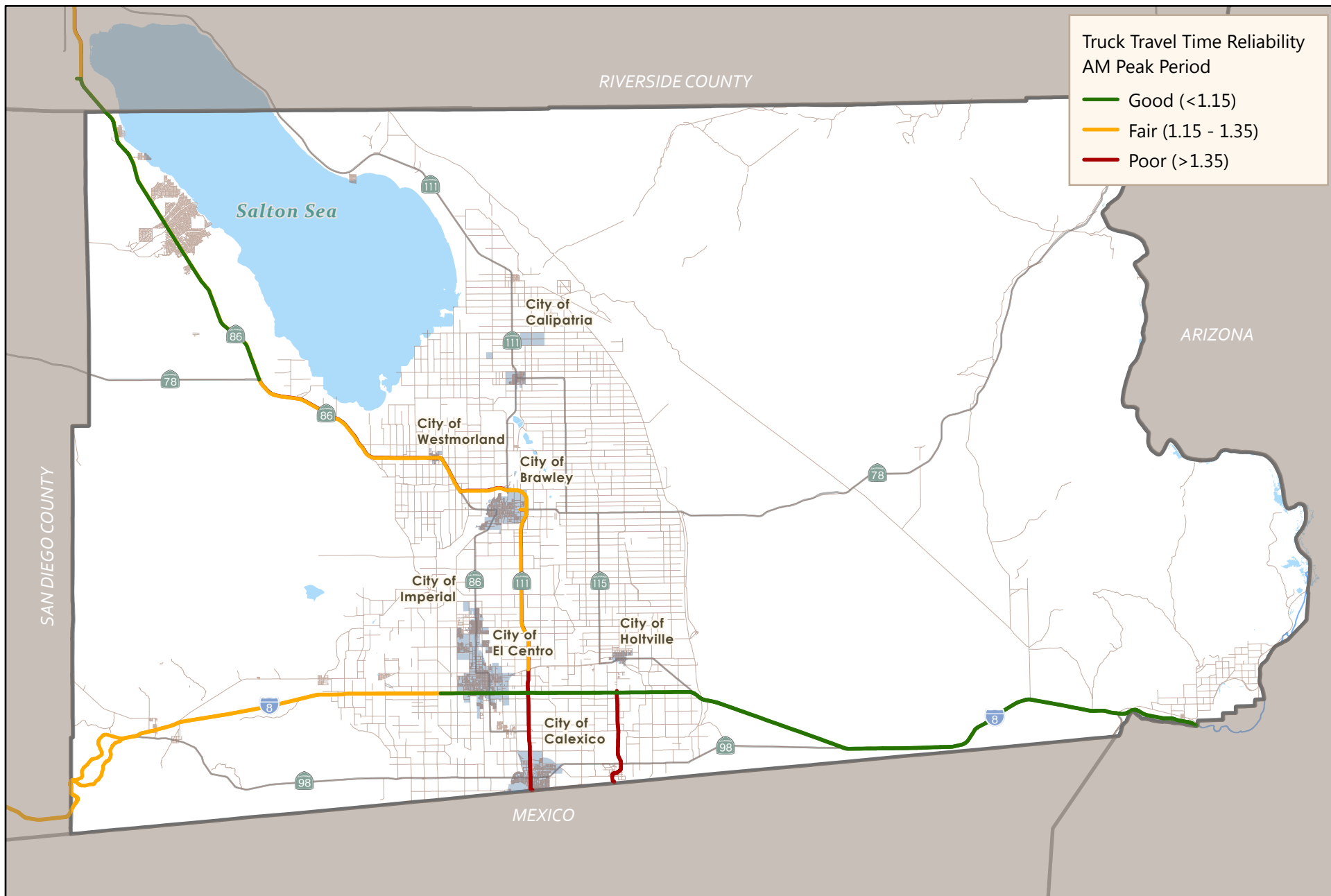
Source: ADOT Corridor Profile Studies

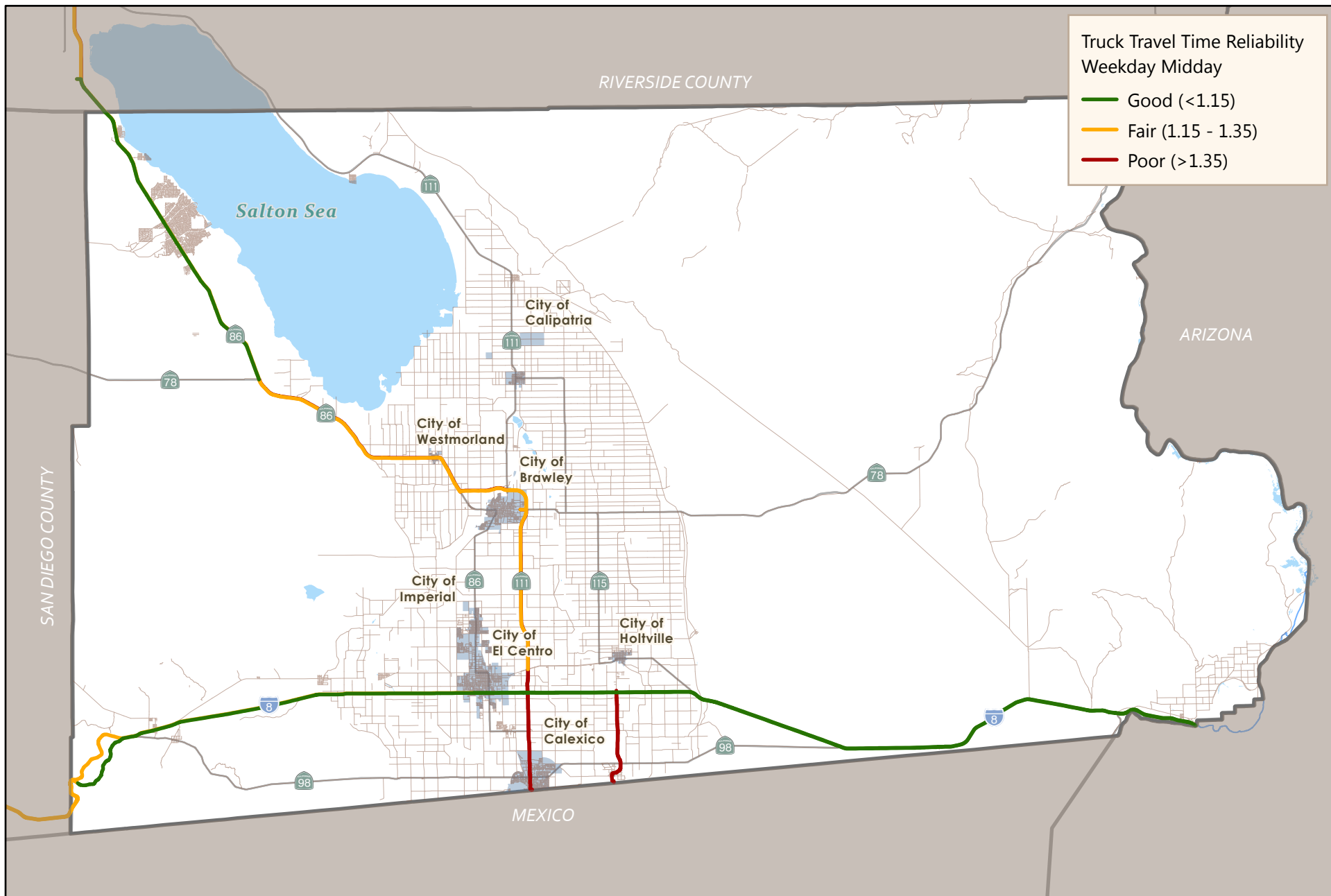
Average truck travel times were determined for six different time periods for each segment on the Imperial County system and are illustrated in the respective figures: morning (**Figure 16**), mid-day (**Figure 17**), evening (**Figure 18**), overnight (**Figure 19**), weekend (**Figure 20**), and daily (**Figure 21**). Key findings of the TTTR analysis include:

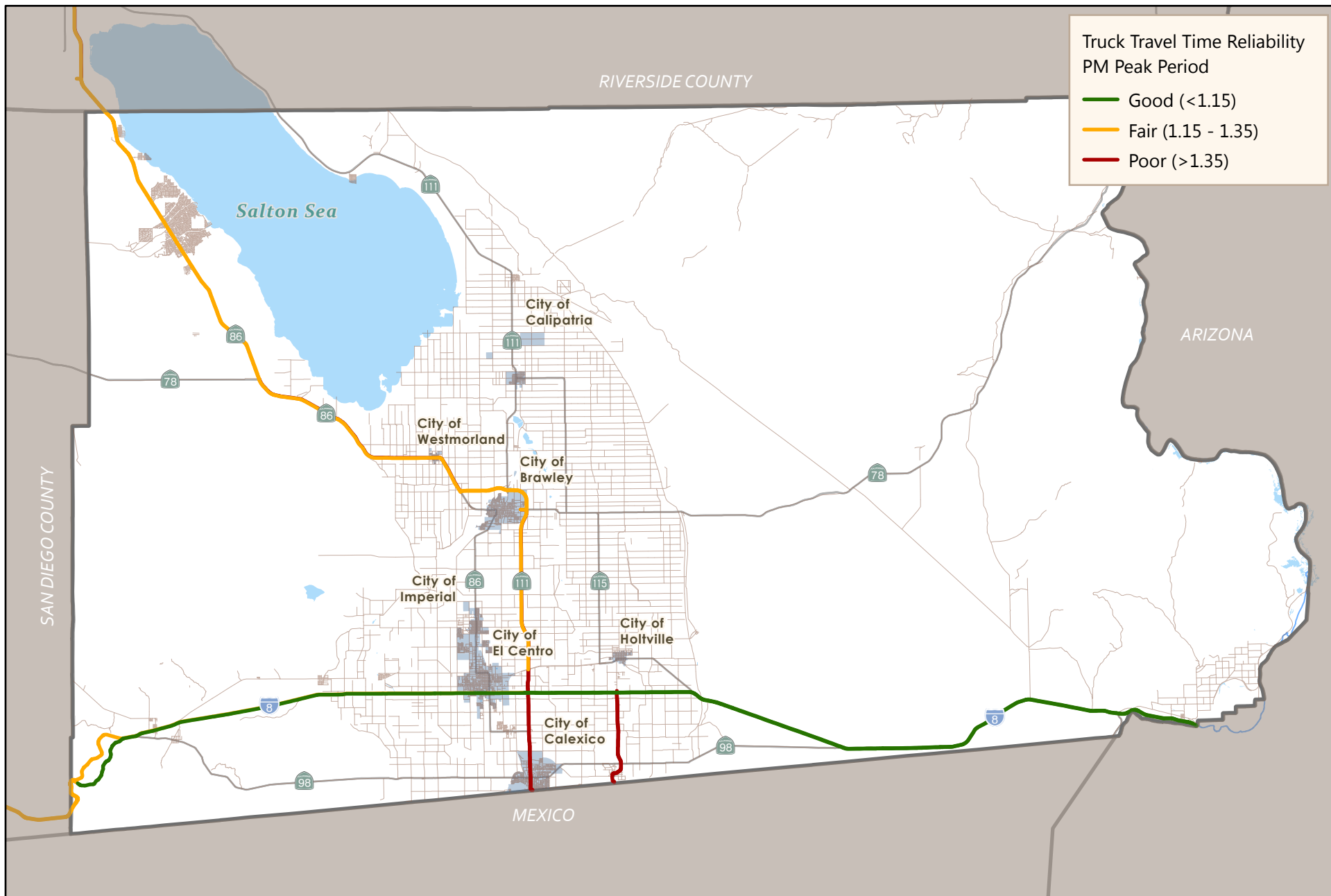
Interstate 8 delivers generally good reliability during both the AM and PM weekday peak periods;

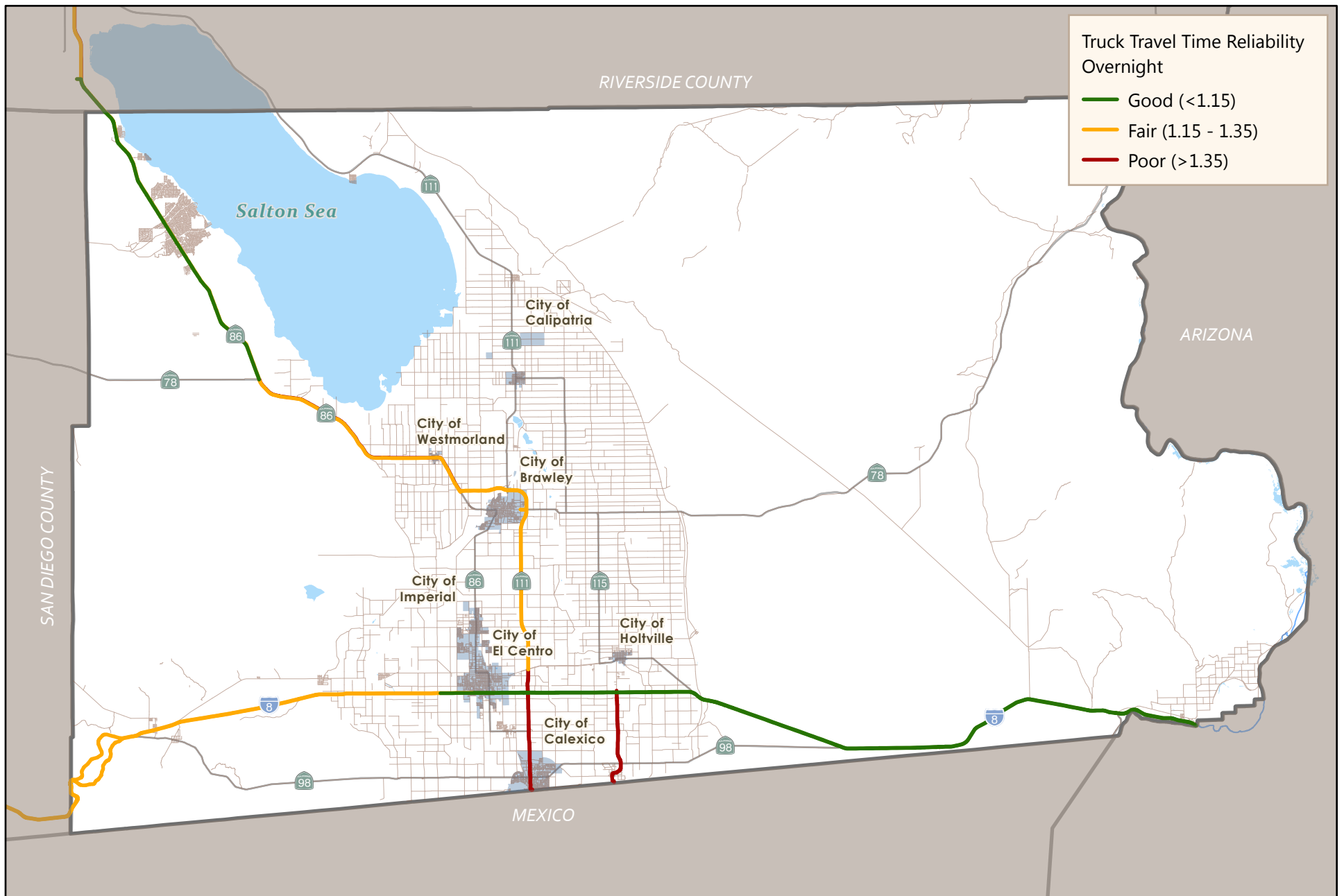
North-south serving routes within Imperial County (SR 7, SR 78, SR 86, and SR 111) generally deliver "poor" reliability (TTTR > 1.35) during either or both the AM and PM weekday peak periods;

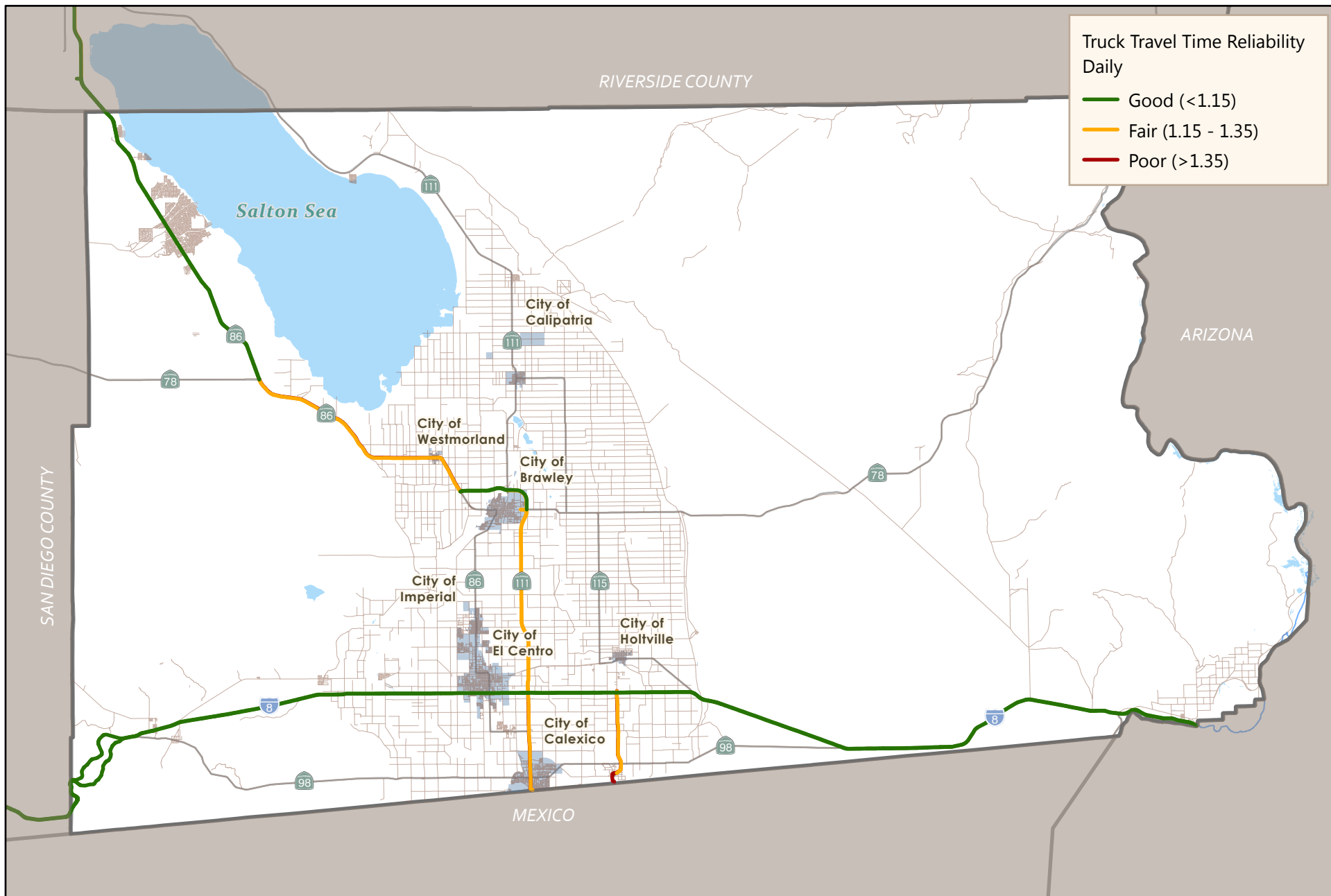
Daily truck travel time reliability is particularly poor on the jointly signed SR 78/86 corridor between Brawley, Westmorland, and the US Border Patrol Station at the SR 78/86 diverge, west of Kane Spring; and The stretch of SR78/86 within Westmorland and at the Border Patrol station are travel time bottlenecks that introduce uncertainty into the delivery times for trucks using this route.

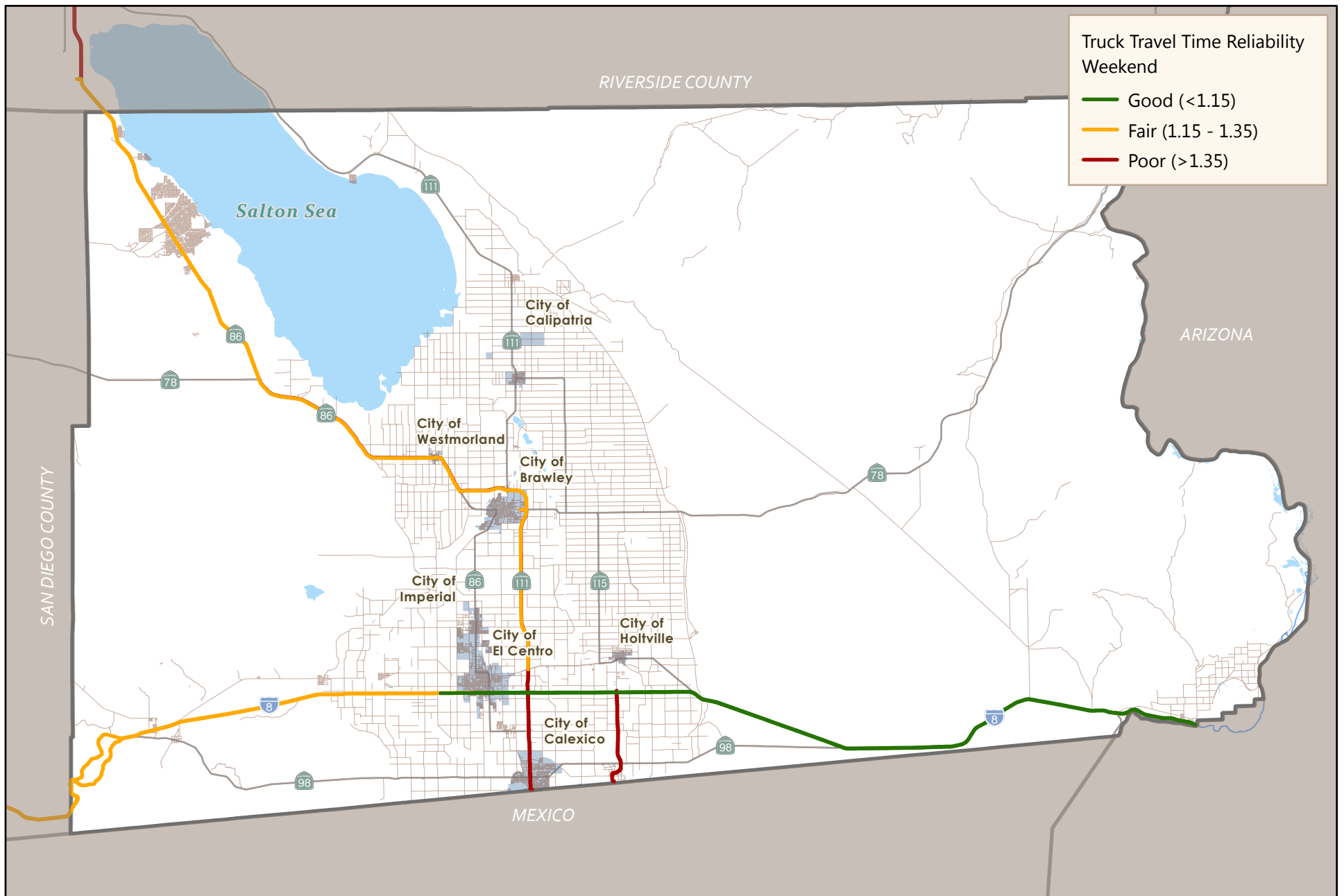












Bottlenecks

Congestion on the highway network adds to the travel time of freight, which affects the cost of getting goods to market. Congestion is often associated with “bottlenecks”, which are locations that limit traffic flow based on either recurring or non-recurring activity or geometry. A truck freight bottleneck is defined as a segment of roadway having constraints that cause a significant impact on freight mobility and reliability. Recurring bottlenecks on roadways could be due to traffic demand exceeding available capacity, roadway geometry changes, or delays from traffic control devices and occur at predictable times of the day and at specific locations. These are often captured in the travel time reliability described and evaluated in this report. Removing or reducing recurring bottlenecks on the network can improve overall travel time along a corridor and help goods move along the network faster.

Non-recurring bottlenecks occur due to temporary incidents such as work zone activity, crashes, weather events, and special events. Due to their unpredictable or temporary nature, non-recurring bottlenecks are often best resolved by having effective procedures for responding to incidents and identifying potential detour routes.

To help determine where congestion is occurring on the highway network annual hours of delay per mile was calculated for highway system segments in Imperial County. This analysis was based on year 2019 data from National Performance Management Research Data Set (NPMRDS). **Figure 22** illustrates the traffic delays across Imperial County truck routes and symbolized as their relation to each other. This may not necessarily show the performance of the truck route facilities itself but gives an indication of where the most delays are occurring along the truck route system.

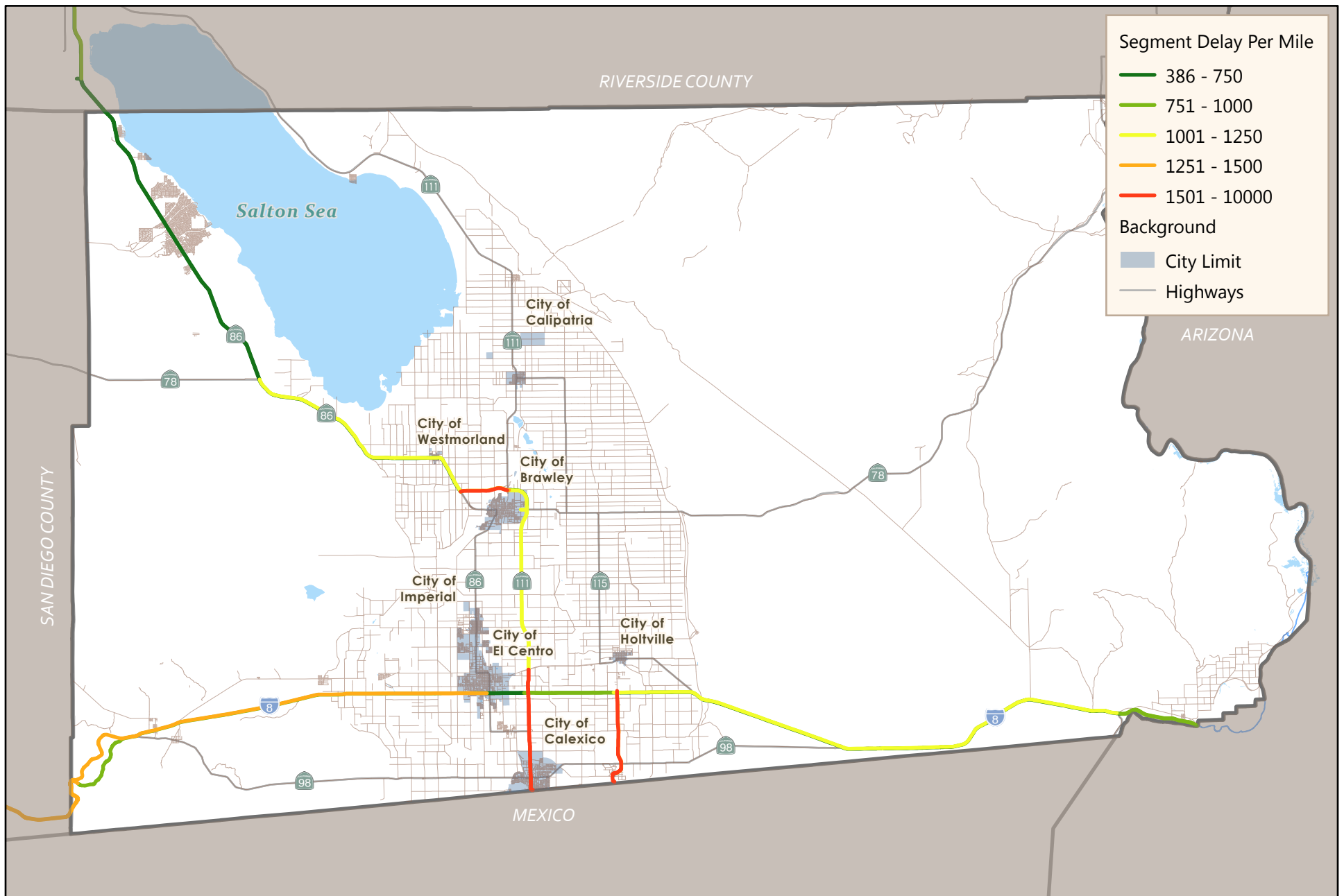


Table 21 shows the highest TTTR condition and delay per mile for each of the truck route segments analyzed to help identify where and when potential bottleneck locations may occur. Not surprisingly, the higher delays and TTTRs are located near the border on State Routes 111 and 7.

Table 21. Truck Congestion Evaluation

Bottleneck Location	TTTR (Worst Condition)	Delay Per Mile Per Segment	Total Delay Per Segment (Hours Per Year)
CA-111: I-8 to Mexico border (SB)	2.15 (Midday)	3,331	24,158
CA-111: Mexico border to I-8 (NB)	1.8 (Midday)	3,262	25,813
CA-111: I-8 to Evan Hewes Hwy (NB)	1.7 (Weekend)	2,724	4,114
CA-111: Evan Hewes Hwy I-8 (SB)	1.53 (AM)	2,423	5,048
CA-7: I-8 to Mexico border (SB)	2.01 (PM)	2,069	15,715
CA-78: CA-86 to Old Highway 111(EB)	1.34 (PM)	1,501	5,499
I-8: Imperial Ave to Campo Rd (San Diego County) (WB)	1.24 (Weekend)	1,322	64,596
I-8: Forrester Rd to 4th St (EB)	1.13 (Weekend)	1,303	4,601
CA-78: Old Highway 111 to CA-86 (WB)	1.58 (AM)	1,271	4,831
CA-7: Mexico border to I-8 (NB)	1.59 (PM)	1,261	8,225
CA-111: Evan Hewes Hwy to Main St (Brawley) (NB)	1.44 (PM)	1,161	15,104
CA-111: Main St (Brawley) to Evan Hewes Hwy	1.35 (PM)	1,121	14,561
CA-111: Old Highway 111 to Main St (Brawley) (SB)	1.3 (AM / PM / Weekend)	1,060	2,773
CA-78: CA-86 to CA-78 (NB)	4.28 (Weekend)	1,051	20,333
I-8: Algodones Rd to CA-7/Orchard Rd (WB)	1.12 (PM)	1,024	41,814
CA-111: Main St (Brawley) to Old Highway 111 (NB)	1.28 (Overnight)	964	2,431
I-8: CA-111 to CA-7/Orchard Rd (EB)	1.13 (Overnight)	852	6,291

Bottleneck Location	TTTR (Worst Condition)	Delay Per Mile Per Segment	Total Delay Per Segment (Hours Per Year)
I-8: Arizona border to Algodones Rd (WB)	1.12 (Overnight)	829	5,344
I-8: Imperial County border to Forrester Rd (EB)	1.21 (Weekend)	806	24,690
I-8: Algodones Rd to Arizona border (EB)	1.12 (PM)	806	4,871
I-8: 4th St to Imperial Ave (WB)	1.15 (PM)	795	806
I-8: CA-7/Orchard Rd to CA-111 (WB)	1.12 (Weekend)	792	5,417
I-8: CA-7/Orchard Rd to Algodones Rd (EB)	1.1 (Overnight)	669	27,238
CA-86: CA-78 to 81st Ave (Riverside County) (NB)	1.33 (Weekend)	665	18,462
I-8: CA-111 to 4th St (WB)	1.24 (PM)	653	1,878
I-8: 4th St to CA-111 (EB)	1.15 (Weekend)	535	1,531
CA-86: 81st Ave (Riverside County) to CA-78 (SB)	1.19 (Weekend)	423	11,746
CA-78: CA-78 to CA-86 (SB)	1.35 (Weekend)	386	7,472

ISSUE GM-2: TRUCK SAFETY

In addition to the already negative impacts of loss of life and injuries that are often associated with crashes, commercial vehicle crashes can also impact goods movements and supply chains by damaging goods or causing delays. Crash data helps identify trends and patterns and provides insight on specific roadway locations that may be more hazardous than others for trucks and passenger vehicles. The crash data trends for crashes in 2015 through 2019 showed that trucks are involved in 8% of total crashes in Imperial County, but disproportionately account for 15% of fatal crashes, as shown in **Figure 23**. Truck-related injury crashes have fluctuated over the years but have consistently experienced unacceptable injury and fatal crash numbers. About two-thirds of truck-related crashes are occurring along roadways and not at intersections, as shown in **Figure 24**. **Figure 25** illustrates the location and density of crashes involving a truck between the years of 2015 – 2019 and notes fatal and severe injury crash locations.

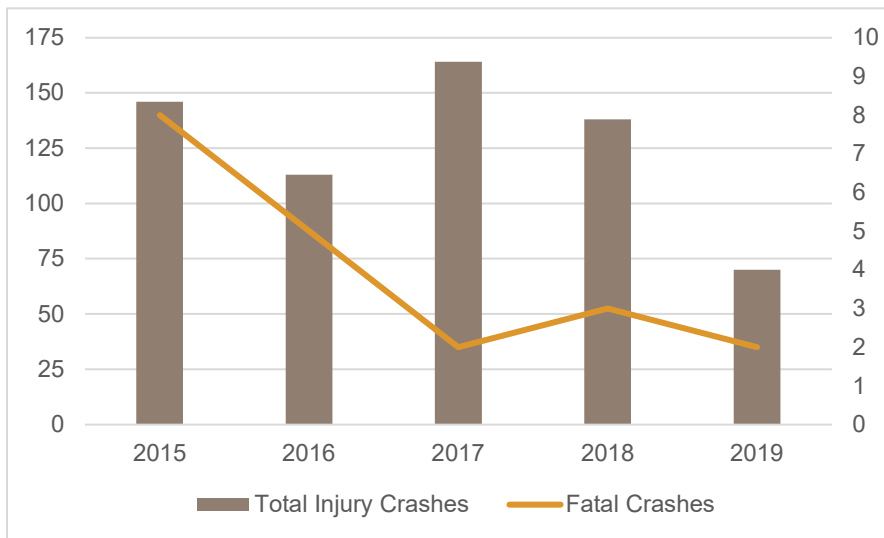


Figure 23: Truck Related Injury Crash Trends (2015 – 2019)
(Source: SWITRS)

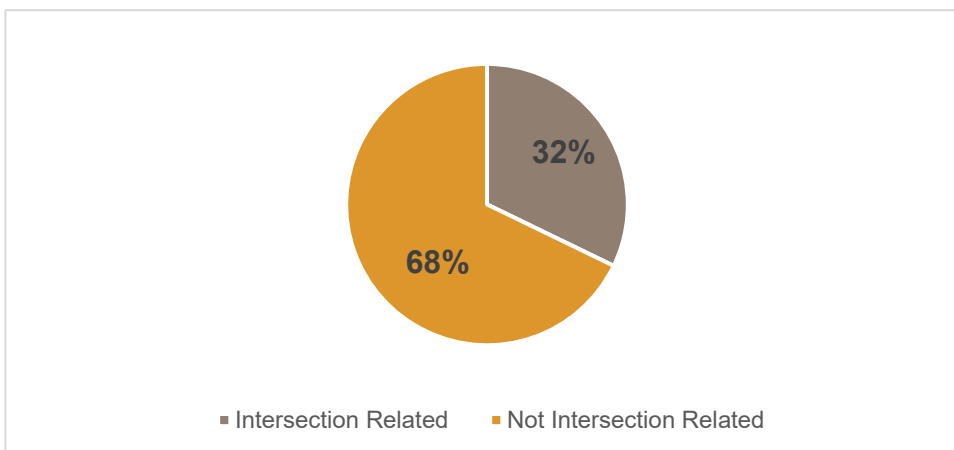
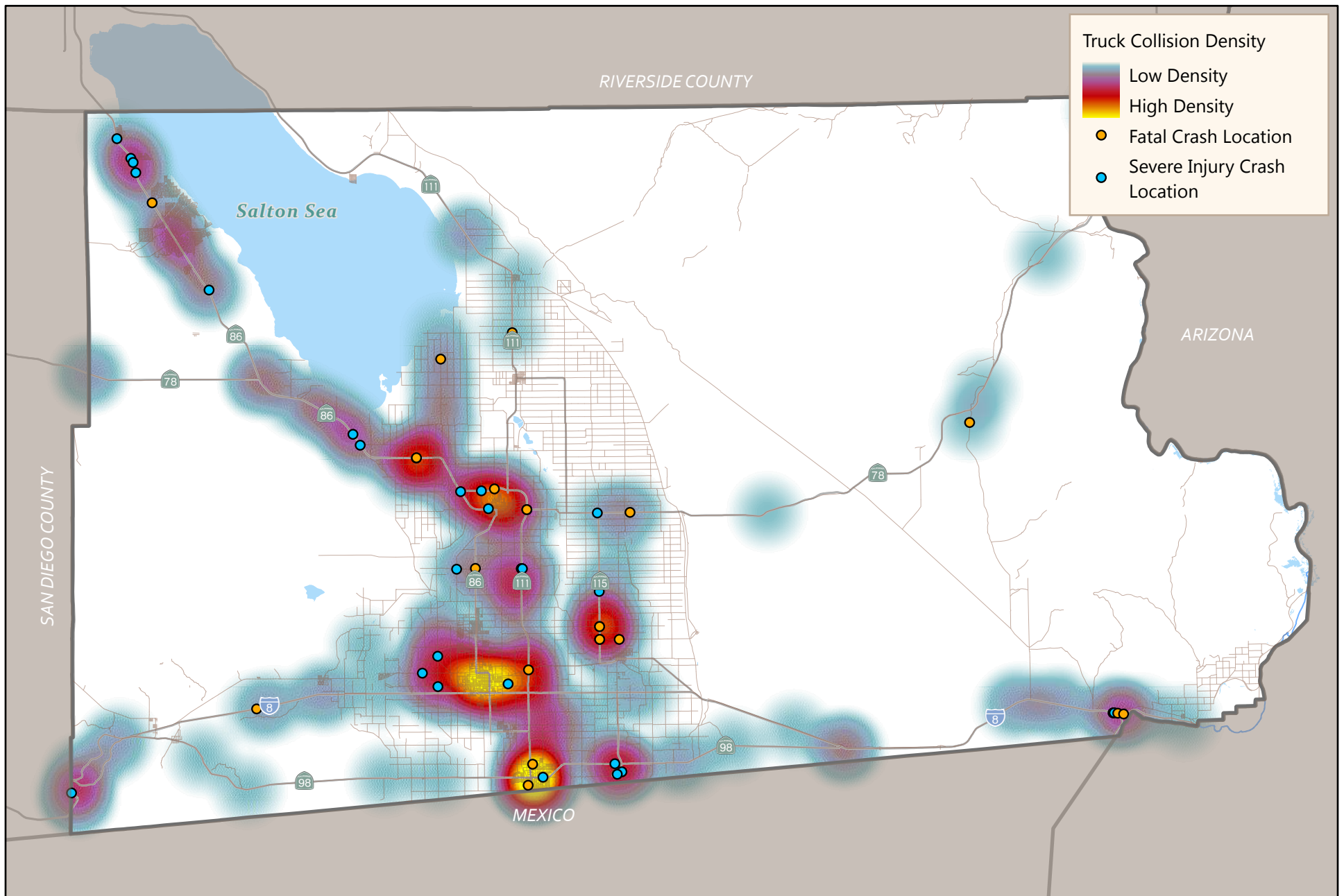


Figure 24: Crashes Occurring in Intersections and Outside of Intersections (2015-2019)
(Source: SWITRS)



The 2020-2024 *California Strategic Highway Safety Plan* identified commercial vehicles as a focus area for the state and has several actions being implemented to address commercial vehicle safety statewide. Since 2010, commercial vehicle related fatalities and serious injuries have increased 35% and represent 12% of total statewide fatalities and serious injuries. The SHSP Data Dashboard⁶ shows that there was a total of 107 fatal and severe injury crashes involving a commercial vehicle in Imperial County for the period of 2010-2019 and about 66% of those occurred on the state highways as summarized in **Figure 26**.

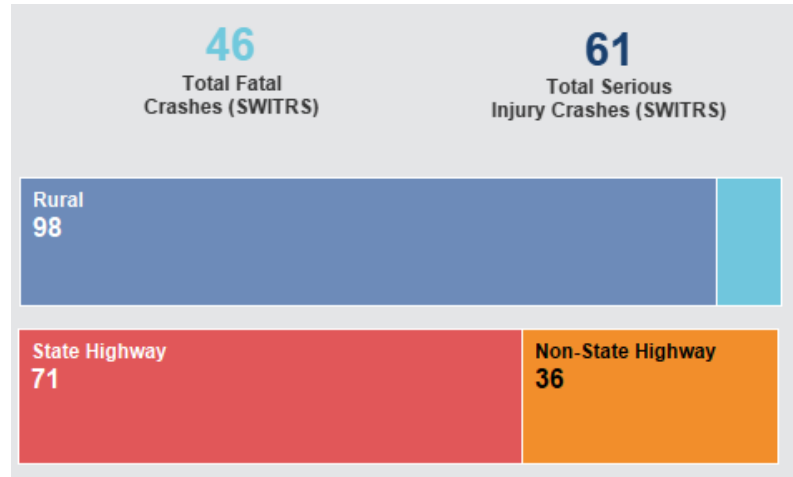


Figure 26: Fatal and Severe Injury Crashes Involving Commercial Vehicles (2010 – 2019)

Source: SHSP Data Dashboard: Commercial Vehicles Challenge Area, 2010-2019, Imperial County.

⁶ <https://shsp.dot.ca.gov/dashboard>

ISSUE 3: SUPPORTING INFRASTRUCTURE

Caltrans, local agencies, and private partners each share responsibility to operate and maintain infrastructure and facilities that improve truck mobility and safety. Some of these facilities are designed specifically to support the movement of trucks, while others support all road users. These highway-related supporting infrastructure are described further in this section.

Pavement and Bridge Conditions

Caltrans established targets for infrastructure condition and travel time reliability for 2019 and 2021. **Table 22** summarizes actual performance of the roadway system based on 2019 NPMRDS data versus the established targets. This information represents all of California and is not specific to Imperial County. However, the data shows that the pavement and bridge conditions throughout the State are generally meeting targets and are in good condition. Specific locations in Imperial County could be identified for further evaluation.

Table 22. Infrastructure Condition and Reliability Performance

Performance Measure	2019 Target	2019 Actual	2021 Target
Percentage of Interstate Pavements in Good Condition	N/A	47.9	44.5
Percentage of Interstate Pavements in Poor Condition	N/A	1.9	3.8
Percentage of Non-Interstate NHS Pavements in Good Condition	28.2	23.8	29.9
Percentage of Non-Interstate NHS Pavements in Poor Condition	7.3	9.9	7.2
Percentage of NHS Bridges in Good Condition	52.0	69.1	70.5
Percentage of NHS Bridges in Poor Condition	4.6	6.2	4.4
Interstate Highway Reliable Person-Miles Traveled	65.3	65.1	65.6
Non-Interstate NHS Reliable Person-Miles Traveled	N/A	76.2	74.0
Interstate Highway Truck Travel Time Reliability Index	1.68	1.71	1.67

Bridges

Bridges are important components of the state's freight transportation system as they provide access across geological features such as canyons, rivers, and bodies of water that interrupt roadways. Bridge structures are also one of the costliest parts of the freight transportation system to build and maintain, so they are often strategically designed and placed.

According to the National Bridge Inventory (NBI) data, Imperial County has 287 bridges along the state highway system and an additional 135 local bridges (including culverts greater than 20 feet in length).

The location of these structures is illustrated in **Figure 27**. All bridges in Imperial County meet the minimum height requirement of 14 feet.

Maintaining bridges and culverts in a state of good repair is essential for preserving mobility and connectivity. Bridges in poor condition may contribute to congestion and increased transportation costs as trucks may have to reduce their speed to cross or make time intensive detours. Seven bridges along Imperial County highways are in poor condition and are illustrated in the figure.

Weigh-in-Motion Stations

Freight vehicles are checked at weigh-in stations for the gross weight of the truck and a safety inspection is conducted of both the truck and the trailer. These stations provide monitoring that trucks are functioning properly and are within the weight requirements for roadway load limits. There are currently 2 weigh-in-stations in Imperial County along Interstate 8 – one just west of CA-111 near El Centro and the other near the Foxglove Canal near Dixieland as illustrated in **Figure 28**.

Shoulder Conditions

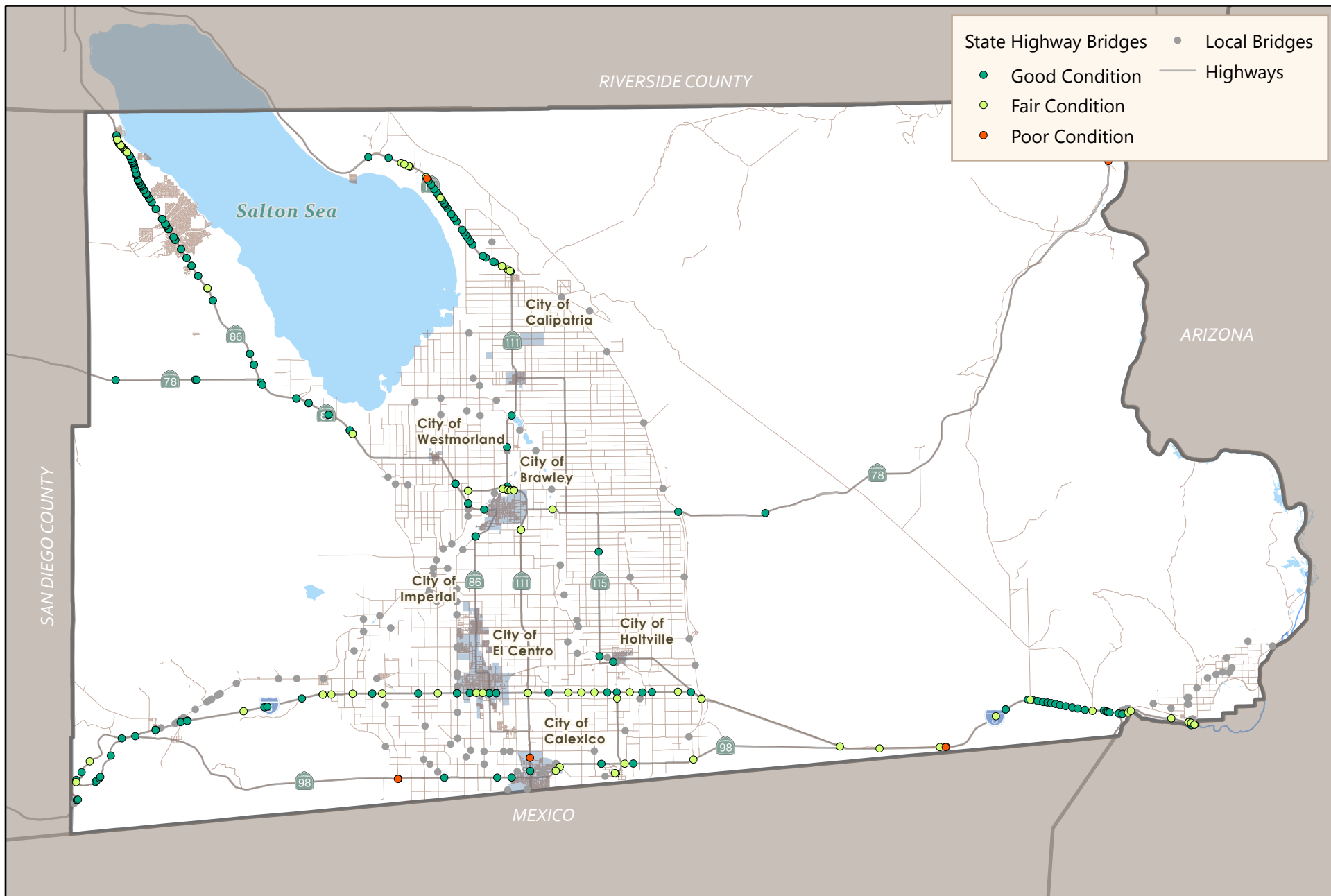
Highway shoulders serve several important purposes:

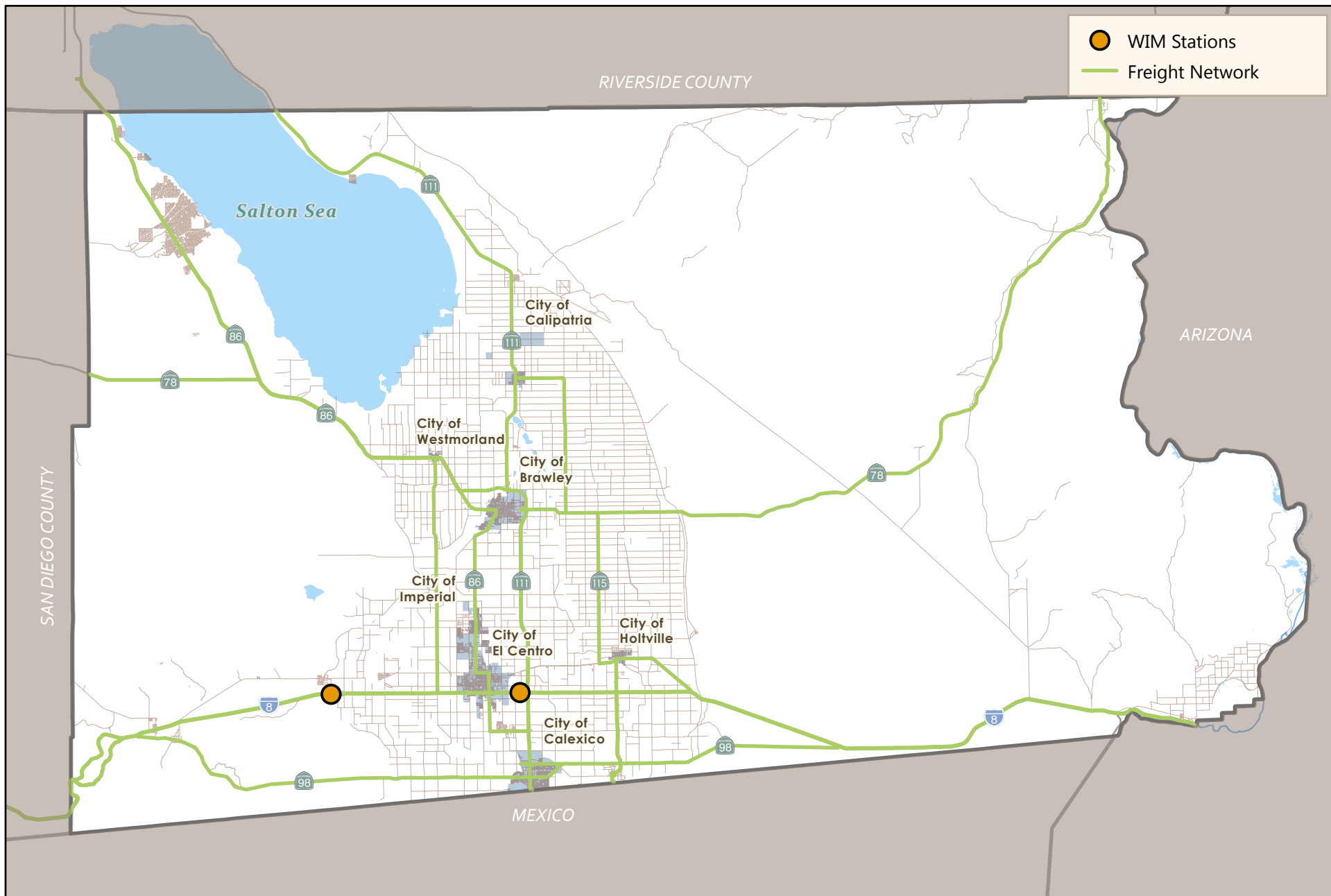
- Provide a place of refuge for all drivers in the event of an emergency or vehicle mechanical failure;
- Allows motorists an area to maneuver if they exit the travel lane;
- Increases sight distance of horizontal curves;
- Increases driver's sense of safety; and
- Provides structural support to highway pavement.

Inadequate shoulder conditions are especially impactful on the freight industry as they limit the amount of forgiveness should a truck deviate from its lane and provide limited space for trucks to pull over or for trucks to pass vehicles that have pulled over. With the size of trucks, it is more difficult to maintain its position within a lane and make quick adjustments to avoid vehicles that may protrude into the driving lane.

Passing and Climbing Lanes

Passing and climbing lanes are infrastructure elements that aid in freight movement. While passing and climbing lanes are physically identical, they serve two different purposes as passing lanes are usually used on two-lane highways to provide the ability for passenger vehicles to pass high truck activity, while climbing lanes are utilized on extended steep grade locations on two-lane and multilane highways. There is currently no passing or climbing lanes in Imperial County.





ISSUE GM-3: TRUCK DRIVER PARKING & WORKFORCE

The federal hours of service rules updated on March 9, 2017, dictate the allowable driving time for commercial vehicle drivers. In 2018, full implementation of Electronic Logging Devices (ELD) to monitor and track HOS went into effect. Drivers or carriers who violate the hours-of-service rules face penalties such as fines, degradation of the carrier's safety ratings, or even criminal penalties. Prior to ELDs, drivers found alternative ways to comply, such as maintaining two logbooks or adjusting numbers in one logbook to mitigate unanticipated delays that otherwise would have prevented them from meeting their estimated arrival time. With the implementation of ELDs, this is no longer an option, and for many companies, complying with the rules and delivering the goods on time means purchasing more trucks, hiring more drivers, and adding more trucks to the highways. These new rules have created truck parking issues throughout the nation.

Rest Areas and Truck Parking Facilities

The safe and efficient movement of freight depends on adequate and strategically located truck parking. Hours of service regulations require drivers to rest at defined intervals. In areas without enough truck parking supply, drivers must start searching for truck parking before their allowable drive time expires or while staging for their pick-up and delivery slots. The scarcer truck parking is, the sooner drivers must begin searching for parking, resulting in lost productivity and higher shipping costs.

Truck parking areas designed specifically for trucks provide safe places for drivers to rest, check equipment, or comply with Federal hours of service regulations. Parking facility options consist of rest areas, private commercially-owned truck facilities, and unauthorized areas that serve as regular truck parking locations. According to preliminary information from a July 2021 presentation on the California Statewide Truck Parking Study currently being prepared, California has around 15,000 designated truck parking spaces statewide, with 8% publicly owned and the remaining 92% commercially owned. In District 11, the estimated parking deficit is 138 spaces during at the peak hour (midnight).

That presentation identified three unauthorized areas in Imperial County that regularly serve truck parking. These locations include:

- Interstate 8 & Gordon Wells interchange
- Interstate 8 & CA 98 interchange
- Interstate 8 & Brock Research Center interchange
- CA 111 Pullout near Riverside County border

Imperial County also has three rest areas where trucks can park – the Sand Hills Safety Roadside Rest Area (twenty miles west of the Arizona border on Interstate 8), the Sunbeam Safety Roadside Rest Area (separate facilities on each side of Interstate 8, 6 miles west of El Centro), and the Two Rivers Safety Roadside Rest Area (2.5 miles south of Calipatria on CA-111), as illustrated in **Figure 29**.

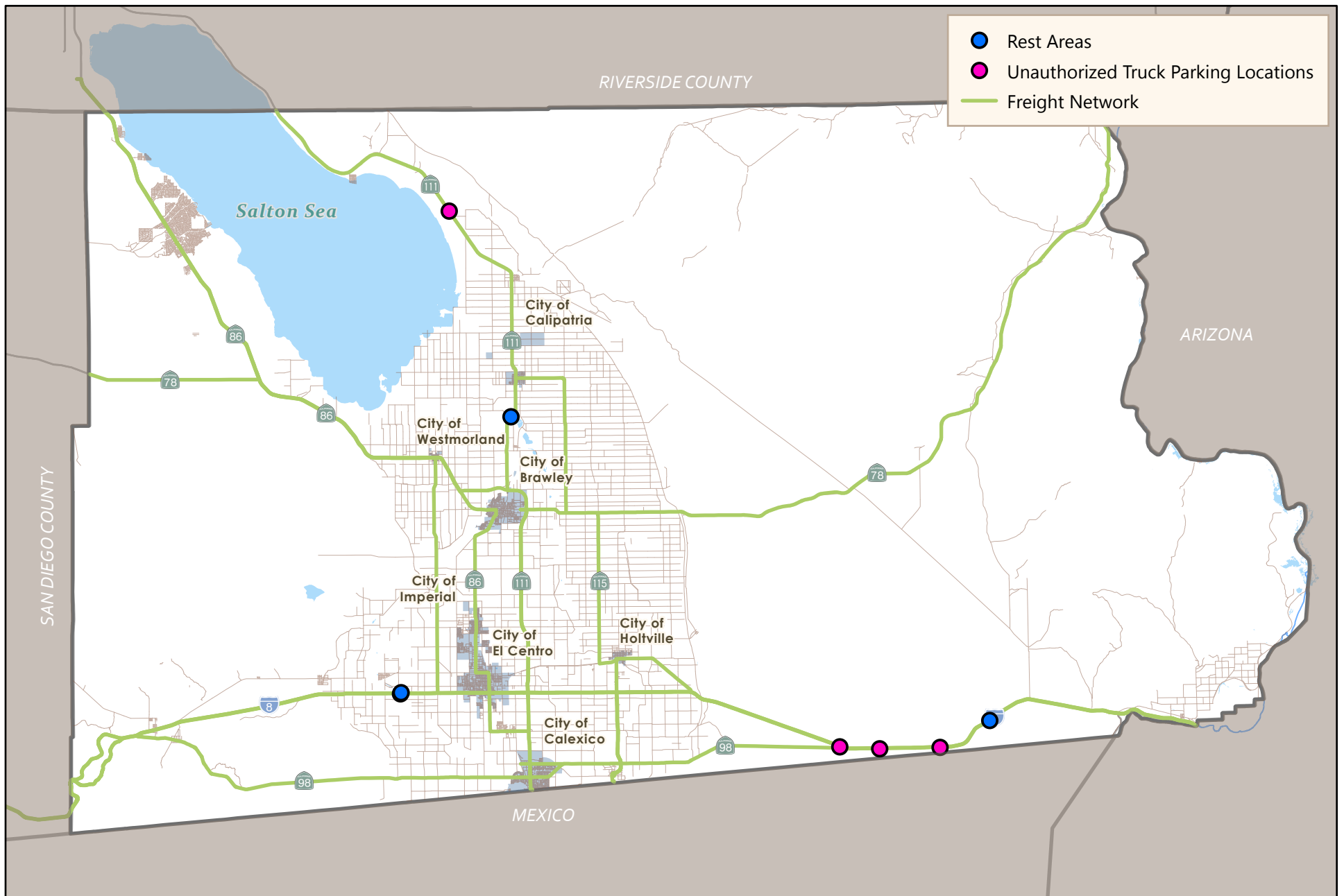
The existing truck parking facilities in Imperial County provide limited spaces and typically experience demand greater than their capacity. Truck parking shortages can also lead to overflow of parking at existing parking facilities or parking in unauthorized locations. This overflow and unauthorized parking can result in a safety hazard for both the driver and the motoring public. As such, commercially-owned parking facilities are currently critical to providing drivers a place to park their trucks between their driving shifts.

Truck parking has become a nationwide challenge as truck freight volumes increase and parking supply cannot keep pace. With the projected growth of truck traffic, the demand for truck parking will likely continue to exceed the supply of facilities in Imperial County and around the nation. Rest areas and truck stops contribute to truck drivers operating safely and efficiently within federal regulations for hours-of-service.

Workforce

Driver shortage and turnover is a function of California's high cost of living, insurance costs, regulations, lack of experienced drivers, and interested but unqualified persons. Many trucking companies are actively recruiting military veterans, and many truck driving schools are also actively recruiting veterans to get training for their commercial driver's license. Formal education is not a requirement for seeking and obtaining a truck driver position; however, important skills and knowledge are necessary.

Truck parking availability also contribute to truck driver demand. Due to state and federal regulations, truck drivers spend a significant amount of time searching for authorized parking, thereby reducing the productivity of the trip. By increasing truck parking availability, there will be greater truck driver efficiency that may reduce the demand for truck drivers.



RAIL

The County is served by rail connections from Mexico, Riverside County and Arizona, as illustrated in **Figure 30**. Commodity flow volumes by rail account for about 3% of total commodity flow volumes in the County³. Railroads are classified based on their annual operating revenues. The class to which a carrier belongs is determined in accordance with the following revenue thresholds:

- Class I railroads have annual carrier operating revenues of greater than \$250 million;
- Class II railroads (or short line railroads) have annual carrier operating revenues less than \$250 million but more than \$20 million; and
- Class III railroads have annual carrier operating revenues of less than \$20 million.

Imperial County's freight rail system is operated by one Class I railroad, the Union Pacific Railroad (UPRR), and two Class III railroads as shown in Figure 15. The Class I UPRR railroad originates at the Calexico West POE, extending north to El Centro and ultimately connecting with other UPRR tracks at Niland, heading northwest to Riverside County and southeast to Arizona (Sunset Line). UPRR also owns and operates the section between Plaster City and City of El Centro also referred to as the Desert Line.

The Association of American Railroads expects total national freight demand to increase 30 % by 2040, placing significant demand on existing infrastructure. Increased use of practices such as double stacking of containers on railway cars increases the capacity and efficiency of the freight system and may make it more attractive. While UPRR have made significant investments in their main lines, both the railways will need to continue to expand capacity and improve their infrastructure to help meet this demand. Accordingly, there is a planned rail cargo project to service and rehabilitation of the UPRR between Campo and Plaster City (Desert Line).

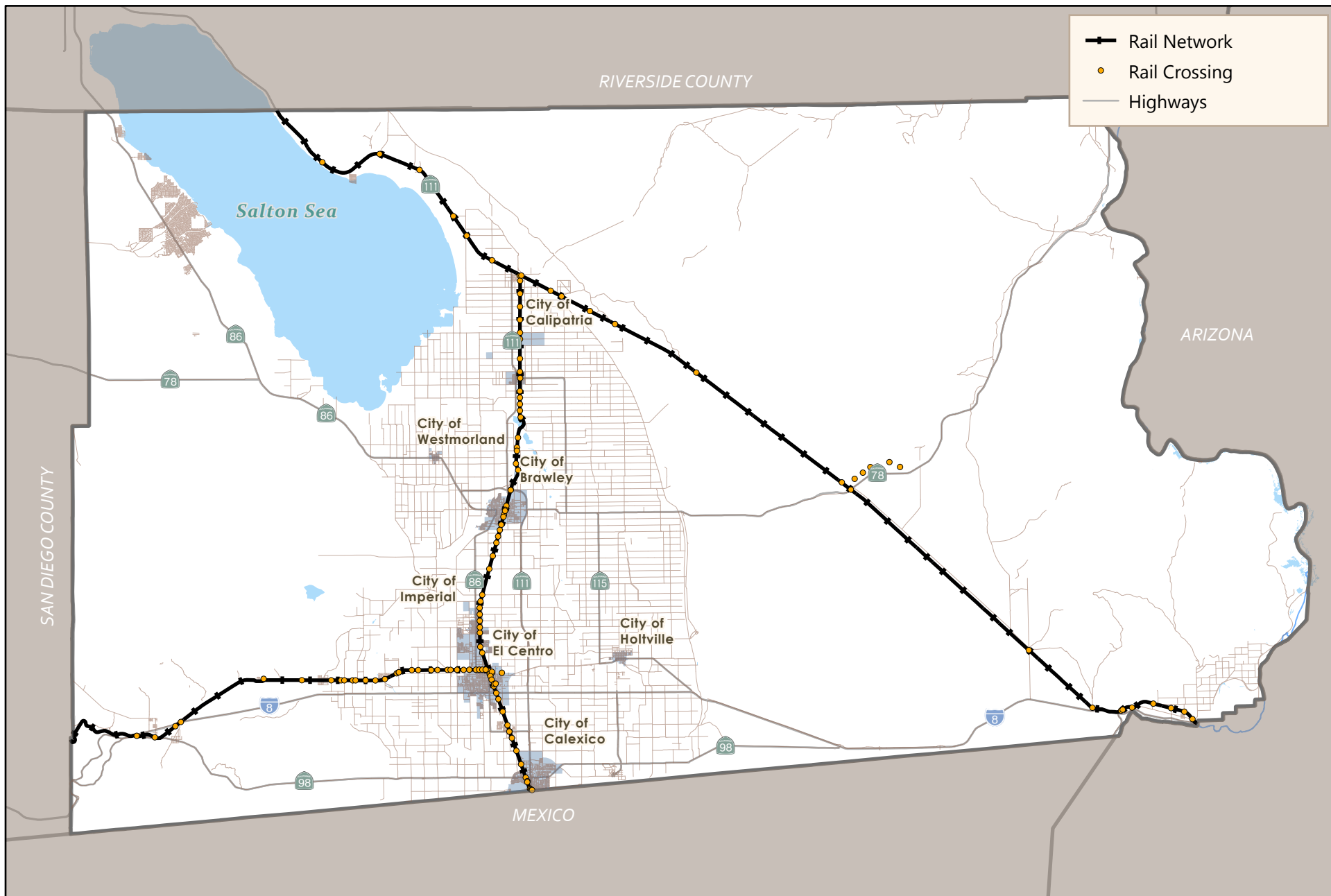
Crossings

Imperial County has 126 active roadway-rail crossings, with 80 % involving public roadways and 20% involving private roadways. The types of rail crossings in the County are summarized in **Table 23**. Of the total crossings, 115 are at-grade, with the remaining 11 crossings comprised of grade separations (locations where railroads and roadways are physically separated by a bridge structure). At-grade crossings along publicly maintained roadways total 93.

Table 23. Rail Crossing Types

Type of Crossing	Private	Public	Total
At-Grade	22	93	115
Railroad Underpass	0	3	3
Railroad Overpass	3	5	8
Total	101	25	126

Source: FRA Highway-Rail Crossing Inventory Database 2021



Rail Infrastructure Conditions

Since California's rail facilities are owned by private companies, information on track conditions is not public. However, the Class I railroad infrastructure is generally considered to be in good condition.

Weight Restrictions

The North American Class I rail network has a standardized shipment weight limit of 286,000 pounds gross weight. All the Class I railroad lines in Imperial County can accommodate a 286,000-pound car.

Rail Usage

Rail transport is a small portion of goods movement activity in Imperial County. Some factors affecting current and future use of rail include:

- Trucks provide the first/last mile connection for most goods moving by short-haul rail or by barge. With a high capacity border crossing for trucks nearby the rail crossing, it can be more efficient to use trucks instead of a combination of rail and trucks.
- Trucks typically retain a competitive time advantage over goods moved by rail or barge. Railed and barged goods must wait to be loaded with other goods destined for the same inland point, off-loaded at the intermodal yard or inland port, and picked up by a truck for delivery. Trucks provide a direct connection between the arrival and destination.
- Short haul rail connections often require an operating subsidy to be price competitive with trucking. However, the subsidy cost might compare favorably with the debt service and ongoing maintenance costs for a capital project alternative such as a dedicated truck lane.

Rail Performance

According to the 2018 California State Rail Plan, rail usage (i.e., tonnage) in California is forecasted to grow substantially by 2040, nearly doubling. In particular, there is anticipated to be a larger % of imported tonnage in the future. Cereal grains, other foodstuffs, and other agriculture products are some of the larger growth areas anticipated. The San Diego region – which includes Imperial County – is anticipated to have a 60% increase in outbound tons and a 129% increase in inbound tons. California's top five trading regions overall are as follows: East North Central, West South Central, West North Central, Mountain, and East South Central. As volumes on the rail network increase, railroads will need to consider capacity and coordinate development within land use constraints.

ISSUE GM-4: RAIL CAPACITY CHALLENGES

Freight Rail Infrastructure Preservation Double-stacking (when freight containers are stacked atop one another on rail cars) increases economic and energy efficiency; the 2018 CSRP states that “a double-stack container-trailer freight rail car moves freight three to five times more fuel-efficiently than a truck.” Sufficient vertical clearance is needed for double-stack service, which is typically 19 feet for international cargo containers and 20 feet, 6 inches for domestic cargo containers.

Imperial County's freight rail system is capable of accommodating the current demands for rail service and is positioned to continue to do so as freight use increases. Potential challenges that the railroads may find include:

- Limits to rail track capacity (and the need to add sidings, double-, or triple-track segments);
- Delays and safety issues associated with at-grade rail crossing locations;
- Class I railroad interchanges are often congested and impact border crossings;
- Lack of intermodal infrastructure (e.g., classification yards, intermodal facilities, freight logistics centers) or a lack of land for expansion;

Land Use and Community Impacts

Increased use of freight rail can foster economic development; however, if improperly planned, it can also generate land use conflicts associated with increased supporting truck traffic, blocked crossings, and air quality and noise impacts. As with all transportation projects, Imperial County must continue to ensure that public and private livability and quality of life goals are met as they design and implement future projects for all systems and modes.

ISSUE GM-5: RAILROAD SAFETY

Crash analysis presented in this section is based on data obtained from FRA for the five-year period of 2017 to 2021. As summarized in **Table 24**, the total number of train crashes has ranged from two to six per year with two fatalities or injuries per year.

Table 24. Railroad Crash Data

Type of Crossing	2017	2018	2019	2020	2021
Total	2	2	5	6	4
Accidents/Incidents					
Fatalities	0	1	1	1	1
Injuries	2	1	1	1	1

Source: FRA Highway-Rail Crossing Inventory Database, 2022

The focus of rail security is largely concerned with the threat of terrorism on the national rail network and the movement of hazardous materials. While there are some tradeoffs between safety measures and rail operations efficiency, increased rail system safety enhances California's ability to benefit from an expanded and improved freight rail network. The FRA, AAR, and the nation's freight railroads expend significant resources to define policies and regulations to ensure the safe and secure movement of goods.

Positive train control (PTC) includes advanced technologies designed to stop or slow trains before events occur such as train-to-train collisions, derailments caused by excessive speeds, unauthorized incursions by trains onto tracks where maintenance activities are underway, and movements of trains through track switches in the wrong position. The full deployment and implementation of PTC technology across 60,000 route miles of the nation's freight rail system will be costly and time-consuming to achieve but is a major focus of the freight railroad industry.

ISSUE GM-6: BORDER CROSSINGS

The California – Baja California border region is an important economic link with demand that is growing at a pace that has led to greater congestion at border crossings and increased delay and unreliable crossing times at ports of entry. Unpredictable and growing delays for cars and trucks create uncertainty at the border and have the potential to reduce economic competitiveness and attractiveness of California to businesses, which can translate into lower levels of economic activity and growth.

Ports of Entry

Imperial County and the state of Baja California, Mexico share an international border with three border crossing locations (Ports of Entry or POE), illustrated in **Figure 31**. Each POE is identified below with the name of the population center in the U.S, followed by the name of the population center in Mexico:

- Calexico West - Mexicali (rail crossing, no truck access);
- Calexico East – Mexicali (truck access);
- Andrade – Los Algodones (no truck access).

Calexico West is the third busiest land port of entry in California, which had 9 million passenger vehicles and nearly 4 million pedestrians cross in 2019. Calexico East also experiences high numbers of passenger vehicles with nearly 6 million crossings in 2019. Calexico East also is the primary truck crossing for Imperial County. The Andrade POE is less utilized due to its location but still had about 1 million passenger vehicles and 1 million pedestrian crossings in 2019.

As the primary goods movement access for Imperial County, the Calexico East POE needs to provide features to facilitate the movement of goods competitively with other POE options in California and Arizona to support economic output for residents of the border areas. Figure 17 shows the location of these three POE's along the southern United State border along with the freight network supporting goods movement in Imperial County.

Border Infrastructure Usage

Table 25 provides crossing data for each mode and each POE based on data from the US Bureau of Transportation Statistics. Years 2015 and 2019 are shown for two comparison years. As shown in the table, freight activity was pretty similar both years.

Hours of operation Calexico West POE which has the rail crossing is open 24 hours a day.

For the cargo facility serving commercial vehicles at Calexico East POE, hours of operations are 6 AM to 8 PM Monday through Friday, 10 AM to 6 PM on Saturday, and 8 AM to 4 PM on holidays, closed on Sunday⁷. This POE connects vehicles directly to SR-7 which crosses SR-98, I-8 and SR-115 to the north.

⁷ <https://www.cbp.gov/contact/ports/calexico-east-class-california-2507>

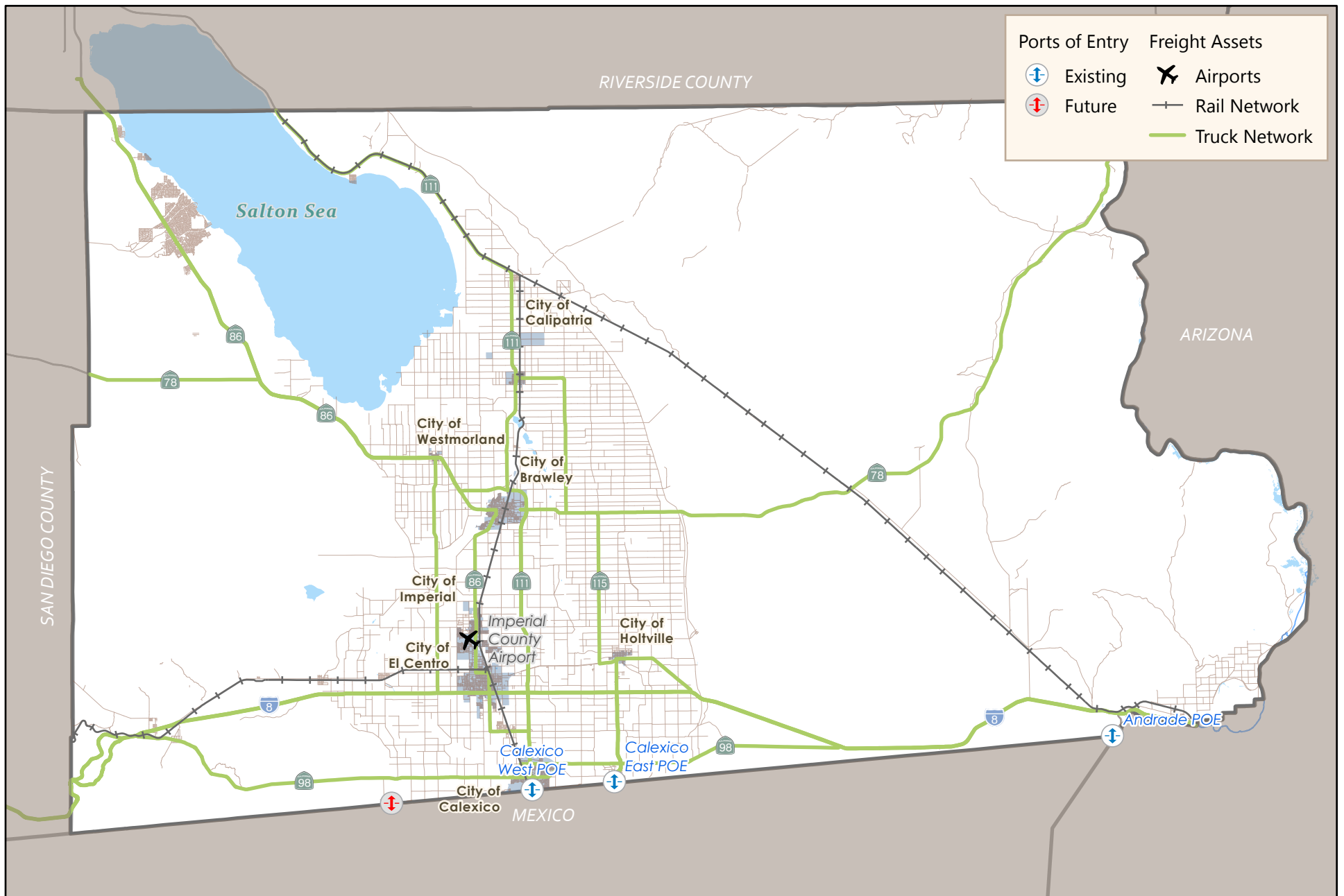


Table 25. Border Crossing Entry Data

Measure	Port Name	Y2015	Y2019
Buses	Calexico West	0	0
	Calexico East	3,064	1,953
	Andrade	0	0
Pedestrians	Calexico West	4,498,322	3,707,777
	Calexico East	223,374	382,535
	Andrade	817,866	857,724
Personal Vehicles	Calexico West	3,542,320	4,984,781
	Calexico East	3,622,215	3,239,218
	Andrade	523,059	580,028
Rail Containers Empty	Calexico West	6,635	5,970
	Calexico East	0	0
	Andrade	0	0
Rail Containers Loaded	Calexico West	565	556
	Calexico East	0	0
	Andrade	0	0
Trains	Calexico West	0	0
	Calexico East	245	227
	Andrade	0	0
Trucks	Calexico West	0	0
	Calexico East	337,474	389,046
	Andrade	0	0

Source: Bureau of Transportation Statistics

Border Crossing Infrastructure Conditions

The three POEs described in the previous section have different characteristics based on their geographic location and the types of volumes they process. A brief description of the main characteristics of each is provided on **Table 26**, paying particular attention to the connectivity and freight characteristics.

Table 26. Imperial County Port of Entry Characteristics

LPOE	Key Characteristics
Calexico West	<p>Third busiest port of entry in California</p> <p>4 million northbound vehicles cross each year</p> <p>4.8 million northbound pedestrians cross each year</p> <p>Currently under construction (as of 2022) to renovate and expand</p>
Calexico East	<p>Built to divert traffic from Calexico West in 1996</p> <p>Handles all truck traffic crossing the U.S.-Mexico border</p> <p>Currently under construction (as of 2022) to widen the bridge over the All-American Canal</p>
Andrade	<p>Heavy pedestrian traffic</p> <p>Minor port in comparison with the Calexico ports</p>

Border Crossing Performance

Several factors contribute to the performance of a POE, such as facility design, the number of lanes and inspection booths, the schedule and efficiency of POE staff, economic demand, employment rates, and population centers near the POE (affects the type of goods and volumes served by POE). Therefore, it is difficult to define a single indicator that measures the performance of an individual POE. Wait times and general ability to process vehicles and goods movement can be difficult to quantify but indicate performance as it relates to throughput. As shown in the table above, both Calexico POEs are being expanded and modernized to improve traffic flow and to decrease wait times.

Capacity

The freight-related border crossings occur at the Calexico East POE location. A planned expansion of the POE is underway to increase commercial vehicle capacity. The project will add two northbound commercial vehicle lanes as well as two passenger vehicle lanes and is anticipated to be complete in 2023. This improvement will assist with border crossing wait times, processing more commercial trucks. The receiving roadway network may see increased volumes as vehicles and trucks will be less metered than before.

Technology

Goods movement innovations at land ports of entry facilities can make border crossings and goods processing more efficient. Innovative technologies in land ports of entry goods movement continue to be explored and applied to improve processing procedures and inform travelers of lane utilization and wait times. Freight travel costs can be reduced by reducing congestion for commercial vehicles and rail at the border; however, reducing congestion could increase demand for the given freight mode and corridor.

AIR CARGO

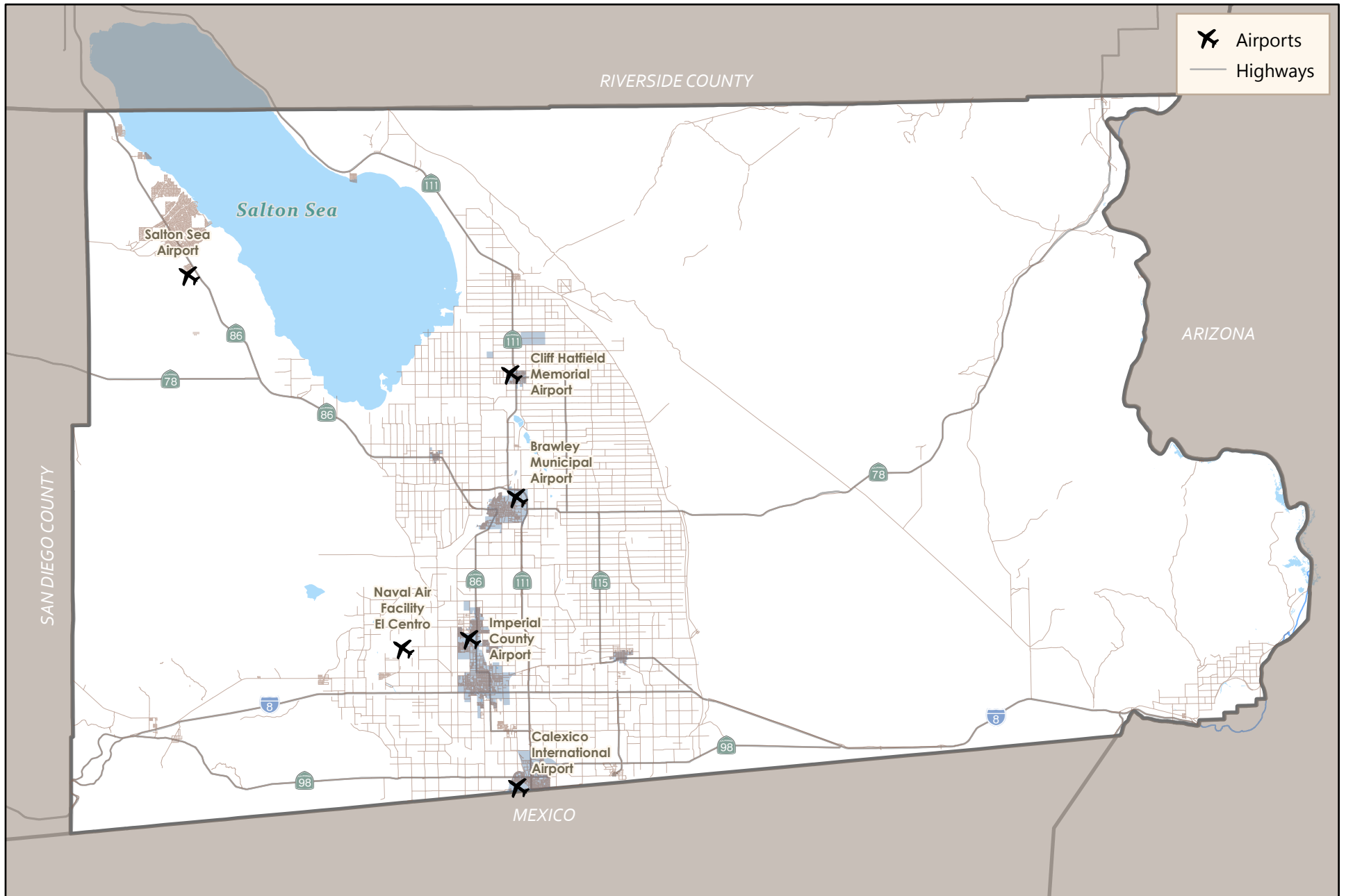
Air cargo is the carriage or the transportation of goods through an air carrier. It is typically the most expensive mode of goods transportation, but shippers pay this price premium to move high-value and time-sensitive goods through airports. There are six airports in the County as shown in **Figure 32**: Brawley Municipal Airport, Cliff Hatfield Memorial Airport, Calexico International Airport, Salton Sea Airport, Naval Air Facility El Centro Airport and the Imperial County Airport.

Located partially in the City of Imperial, the Imperial County Airport (IPL) is the only airport used for goods movement but is not a heavily utilized method of goods movement for Imperial County. Air cargo hubs are typically located in major metropolitan areas that have sufficient capacity to handle large cargo aircraft. At IPL there is an adjacent FedEx Ship Center located on Access Way. The FedEx Ship Center, where packages are received and sent out daily, is approximately 20,000 square feet, including the office space and shipping area. The airport is also used by UPS air cargo. These businesses are able to utilize small aircrafts either once or twice a day carrying cargo to a larger air cargo hub – such as Los Angeles, Oakland or Phoenix.

ISSUE GM-7: POLICY AND REGULATORY ISSUES

The Transportation Security Administration (TSA) is primarily responsible for developing air cargo regulations, technological solutions, and policies that continuously enhance the security of the air cargo supply chain while maintaining TSA's commitment to ensure the flow of commerce. The increase in security regulations since the 9/11 terrorist attacks has resulted in higher shipping costs and additional logistics in delivery. TSA has mandated 100 percent screening of air Cargo that is "belly shipped" on commercial passenger aircraft. These screening regulations do not apply to cargo carried on freighter aircraft.

Within the air cargo industry, there is an interest to utilize centralized air cargo screening facilities which meet TSA security requirements, helping to minimize the need for capital investments. Currently, the closest centralized air cargo screening facility is associated with Los Angeles International Airport, which serves as a gateway airport.



STRATEGIES FOR INVESTMENT – GOODS MOVEMENTS

Capacity Enhancements

- Support a roadway network that balances local community needs with interregional travel needs.
- Support the capacity enhancement of the highway system in Imperial County to address bottlenecks harming the travel time reliability of truck travel in the county.
- Support development of VMT mitigation measures and a VMT mitigation bank to mitigate the potential greenhouse gas impacts of capacity improvements to the state highway system that are designed to enhance the cost-efficient movement of goods within and to Imperial County. (This will support Caltrans efforts to increase state highway capacity to address goods movement issues).
- Examine agricultural inspection stations for opportunities to reduce delays to truckers at entry points to California.
- Study costs and benefits of upgrading sections of SR 78, 86, 111 between Interstate 8 and the northern border with Riverside County to grade separated freeways.
- Identify causes and solutions to freight bottlenecks on the highway system. Create a prioritized list of bottlenecks and develop recommendations to address congestion, provide travel time reliability, and improve safety. This should build from roadway projects identified in the Freight Mobility Plan (March 2020) that support port access and interstate flows for freight. Multimodal considerations should be included to not negatively impact non-vehicle modes of travel when making improvements.
- Complete recommended roadway improvements identified in prior studies:
- State Route 111 Widening from Heber Road to Chick Road to a six-lane freeway with grade separated interchanges at Heber Road, McCabe Road, and an overpass at Chick Road
- State Route 98 Widening between Dogwood Road and V.V. Williams Avenue to a 4-lane facility
- State Route 98 Widening between Ollie Avenue and Rockwood Avenue to a 6-lane facility
- Forrester Road widening to a 4-lane Expressway from I-8 to SR-78
- Construct a New Four-Lane Expressway from I-8/SR-7 interchange to Sr-115
- Menvielle Road widening between SR-98 and SR-7 to 4-lanes
- Hammer Road improvements between SR-98 and Anza Road
- Anza Road/Second Street Widening from Hammer Road to east of All American Canal to a 4-lane facility
- Widen Second Street Bridge in Calexico to accommodate six travel lanes and sidewalks
- Grade separation of SR-98 rail crossing near Cesar Chavez Boulevard
- Grade separation of Second Street rail crossing near Cesar Chavez Boulevard

- Complete recommended port of entry improvements identified in prior studies:
- Calexico East Port of Entry Bridge Expansion for additional lanes (currently in construction, anticipated completion in 2023)
- Calexico Intermodal Transportation Center (currently in construction, anticipated completion in 2023)
- Expansion of SR-86 Border Patrol Checkpoint near SR-78 to increase truck processing capacity
- Border Wait Time System Deployment to providing travelers with real-time information about border wait times, toll rates, special lane conditions, and incidents for each of the Calexico East, Calexico West, and Andrade port of entries.

Improve Truck Safety

- Support regulations and legislation to facilitate the safe and efficient movement of goods by trucks.
- Support traffic safety efforts through engineering, education, and enforcement to eliminate future fatal and severe injury crashes in the County

Infrastructure Improvements

- Improve freight reliability by keeping highway infrastructure in a state of good repair
- Support the pilot testing of innovative technologies, infrastructure, and regulations for speeding the movement of domestic and international goods more cost-efficiently to and through the county.
- Support self-driving truck deployments by investigating options, costs, and benefits of creating exclusive self-drive facilities for trucks.
- Support integration of zero/near-zero emission truck fleets and supporting infrastructure

Truck Stops / Workforce

- Support the development and deployment of truck support infrastructure (truck stops, designated truck rest areas) throughout the county.
- Investigate feasibility of expanding designated truck overnight parking spaces at rest areas on Interstate 8.
- Investigate need for and opportunities increasing long-haul driver support services at rest areas.
- Investigate need for, opportunities, and obstacles to increased truck stops in county.
- Complete Calexico East POE Truck Crossing improvements. Expansion of the Calexico East Port of Entry to widen the bridge over the All-American Canal will increase the number of commercial vehicle lanes from existing 3 to 6 lanes along with 6 new northbound privately owned vehicle (POV) lane and pedestrian pathway improvements. As the only truck crossing in Imperial County, providing competitive crossing times encourages freight activity.

Rail Capacity

- Support private sector development of expanded intermodal facilities to facilitate truck to train transfers of containers.
- Support freight alternatives to trucks to decrease region vehicle miles traveled (VMT)
- Study the potential benefits increased freight rail could have on economic development, highway congestion relief, energy use, and environmental impacts

Strategies for Investment -Railroad Safety

- Complete recommended Pacific Imperial Railroad Service and Rehabilitation (Desert Line between Campo and Plaster City) identified in prior studies

Cross-Border Goods Movement

- Support the pilot testing of innovative technologies, infrastructure, and regulations for speeding the movement of domestic and international goods more cost-efficiently to and through the county.
- Support regulatory, technology, and infrastructure measures to increase the capacity and reliability of service times for trucks passing through the international ports of entry.
- Support increased development of trans-shipment facilities at border to support transfer of containers from Mexican certified equipment to US certified equipment. (This will become more important as US advances to self-driving trucks faster than Mexico)
- Support continuing multi-agency planning efforts, such as the California-Baja California Border Master Plan, to promote cross-border goods movements.
- Collect or procure freight origin-destination data to determine intraregional and interregional flows and better inform planning decisions.
- Study causes and solutions to freight loading and unloading bottlenecks. Create a list of bottlenecks and develop recommendations to address logistical bottlenecks for transferring goods between Mexico and the United States.
- Implement and evaluate effectiveness of the Advanced Technology Corridors at Border Ports of Entry project to inform next steps of the program.
- Complete Calexico East POE Truck Crossing improvements. Expansion of the Calexico East Port of Entry to widen the bridge over the All-American Canal will increase the number of commercial vehicle lanes from existing 3 to 6 lanes along with 6 new northbound privately owned vehicle (POV) lane and pedestrian pathway improvements. As the only truck crossing in Imperial County, providing competitive crossing times encourages freight activity.

ECONOMIC DEVELOPMENT

Transportation systems exist primarily to facilitate economic activity. From local circulation to get people to and from work to interstate highways that carry goods from farm and factories to market, the various components of the transportation network are called upon to ensure the economic vitality and competitiveness of Imperial County. Furthermore, the transportation system as mobility infrastructure plays a significant role in promoting equity and a decisive role in resiliency and climate action.

Economic activity in general, whether in the form of residential and industrial development or agriculture, has a big impact on the transportation system. Development density—employment and residential population—and its location influence regional travel patterns; in turn, the degree of access provided by the transportation system can influence long-term economic activity and land use development trends.

This section of the Long-Range Transportation Plan (LRTP) for the Imperial County Transportation Commission presents an overview of economic growth opportunities that are seen on the horizon for the Imperial Valley, an assessment of the challenges to the county's infrastructure, and the strategies that are needed to respond to the challenges of growth.

EMPLOYMENT HISTORY AND GROWTH

Imperial County has experienced modest but steady job growth over the last 20 years. Jobs grew from 46,500 in 2000 to 60,000 by January 2022, a 1.17 % cumulative annual growth rate (CAGR). **Figure 32** shows the high seasonal variability due to the agricultural industry. The Imperial County CAGR compares with 0.53 % for the Southern California Association of Governments (SCAG) region and 0.51 % for San Diego County.

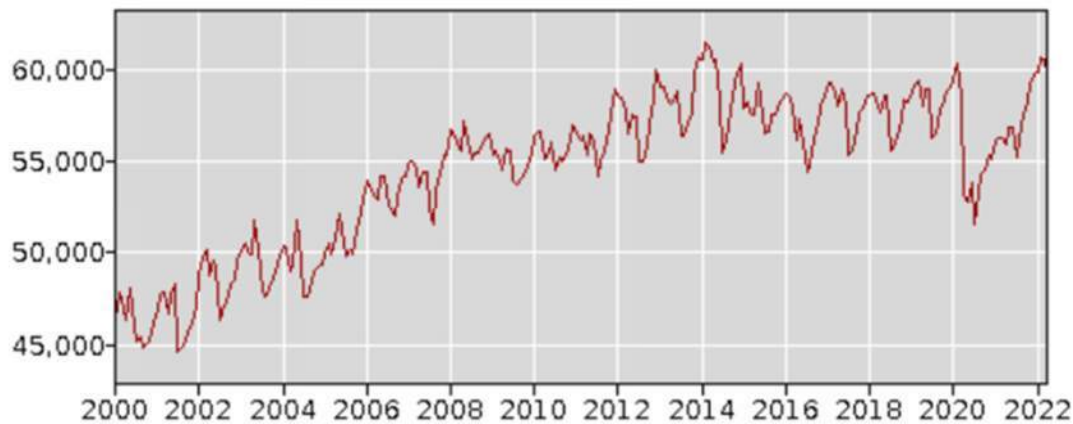


Figure 32. Imperial County Historical Job Growth Source: US Bureau of Labor Statistics, for the El Centro, CA Metropolitan Statistical Area¹

Based on NAICS codes, the five sectors with the greatest number of jobs in 2020 were 1) Public Safety and Government; 2) Agriculture, Water, and Environmental Technologies; 3) Retail, Hospitality, and Tourism; 4) Education and Human Development; and 5) Business and Entrepreneurship (**Figure 33**).

The component share of employment by industry has changed over the past 10 years. Between 2010 and 2020, the five sectors with the most percentage job growth were 1) Education and Human Development; 2) Energy, Construction, and Utilities; 3) Advanced Transportation and Logistics; 4) Life Sciences and Biotechnology; and 5) Health (**Figure 34**).

Changes in industry composition carry with it challenges as legacy industries reduce their workforce, create vacancies in buildings and on parcels of land. Industry expansion may also present land use compatibility issues with existing uses where they occupy adjacent parcels.

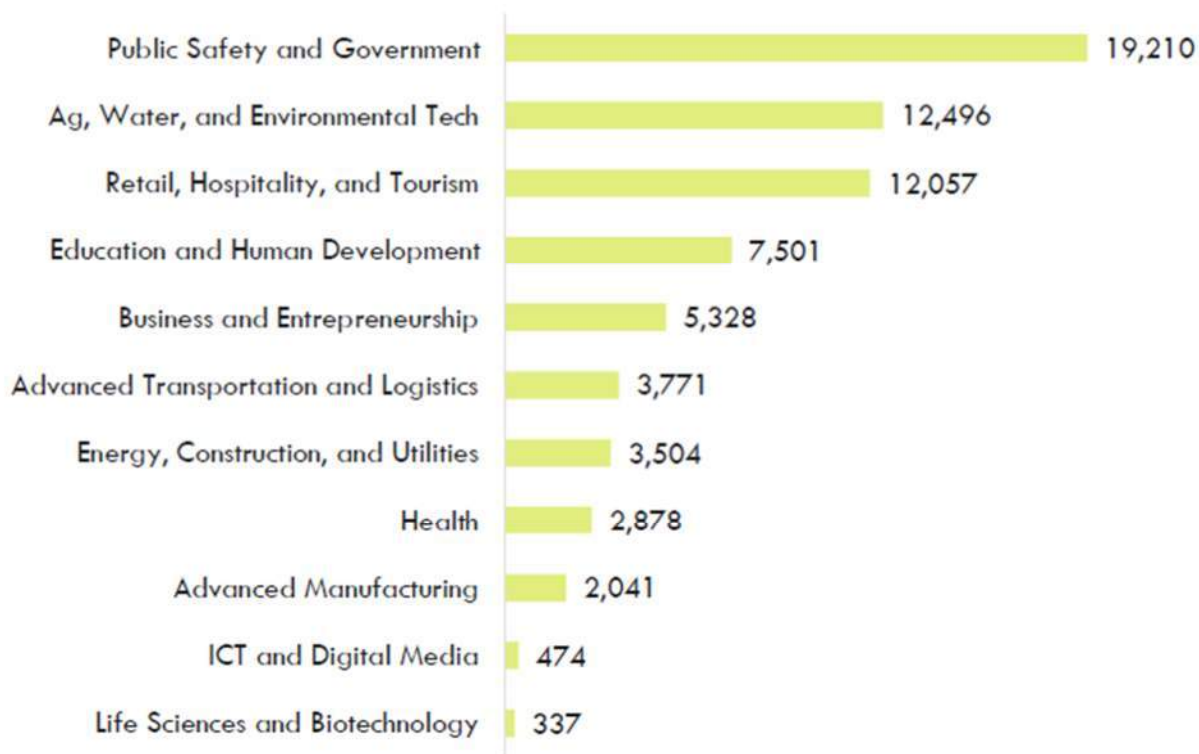


Figure 33—Number of Jobs by Sector in Imperial County (2020)

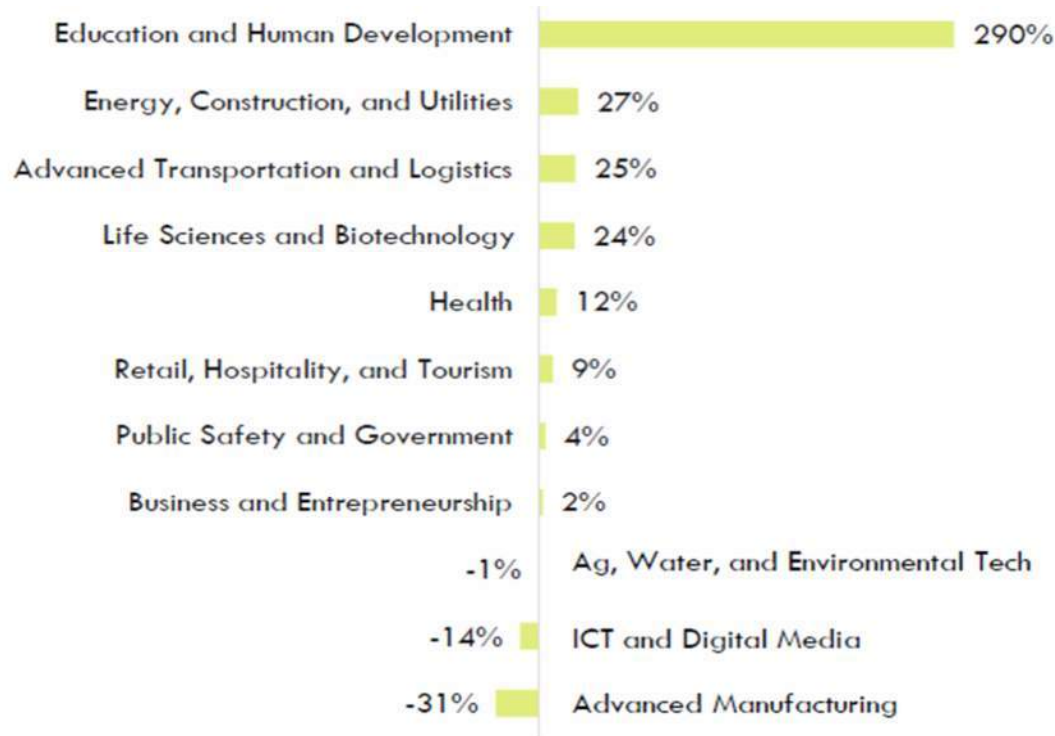


Figure 34. % Change in Jobs by Sector in Imperial County (2010–2020)⁸

Significant changes in industry employment, composition, and location of jobs are expected over the next 10 years. The SCAG Regional Transportation Plan/Sustainable Communities Strategy forecast for total employment in the county is 88,600 by 2035, a CAGR of 1.4 %. Overall, these expected changes will create significant challenges for maintaining an adequate transportation network and other infrastructure.

Industry Groups Clusters and Sectors

Industry clusters are interrelated groupings of industries that create spinoff activity that benefits from a region's economic specialization and concentration of particular activities. An industry cluster analysis looks at "traded clusters," which represent the groups of industries that serve regional and global markets, rather than local demand. Traded clusters drive wealth creation and generally have a higher value-add than industries that focus on local markets. Clusters may be defined in more ways than one and are based on the similarity of individual industries that share input and supply chains, have similar work skill and training requirements, and offer similar goods and services.

Industry Nomenclature

Table 27 lists the different nomenclature used by agencies in Imperial County for corresponding leading clusters.

⁸ EMSI 2021.01; QCEW, Non-QCEW, Self-Employed. Industry groups (sectors) defined by NAICS codes in Appendix B (in "Sector Analysis—Imperial County" May 2022 Centers of Excellence for Labor Market Research-San Diego and Imperial Counties).

Table 27. Identifiers Used in Imperial Valley for Leading Industry Clusters

Comprehensive Economic Development Strategy (Overall Economic Development Commission)	County Workforce Development Board	Imperial Valley Economic Development Corporation
Aerospace Vehicles and Defense	Advanced Manufacturing	Aerospace
Agriculture Inputs and Services	Agriculture	Agribusiness
Transportation and Logistics	Warehouse\Distribution\Transportation	International Trade and Logistics
Livestock	Agriculture	Agribusiness
Electric Power Generation and Transmission	Energy and Advanced Transportation	Renewable Energy

The focus for this report will be the projected employment growth in the following industry clusters:

- Agribusiness
- Renewable Energy
- Warehouse/Distribution/Logistics
- Manufacturing

Growth Centers and Outlook

This report will highlight industry cluster development in three growth centers listed below. It is anticipated that a majority of Imperial Valley's employment growth in the focus clusters over the next 10 to 15 years will occur in these three areas.

- North County
- Mesquite Lake Specific Plan Area (SPA)
- Gateway SPA/East-Port of Entry (POE)

North County

The area on the southeast shore of the Salton Sea and southwest of Niland encompasses the "Lithium Valley" area. The Board of Supervisors created the Lithium Valley Economic Opportunity Investment Plan as an initiative to develop the county's lithium resource potential. This area has long been a producer of geothermal energy. Energy production from Imperial County's geothermal sources may expand between 1,500 megawatts (MW) to 3,000 MW over the next 10 to 15 years (1 MW can supply electric power to up to 500 homes in Southern California). Geothermal production and lithium/rare earth mineral extraction are

combined industry activities that may co-locate within the same complex. Geothermal and renewable energy production in general, combined with the demonstrated interest in developing the lithium resource for battery production, could result in up to 10,000 new jobs over a 20-year period. Other industries envisioned within the North County/Lithium Valley area are warehouse/distribution and logistics, renewable energy, and advanced manufacturing of automotive components. These industries, which would be attracted by a local supply of low-cost energy and industry cluster synergies, could add another 10,000 jobs over the next 10 to 20 years.

Mesquite Lake SPA

The Mesquite Lake SPA is approximately 5,100 acres between Keystone Road and Harris Road and between Highways 86 and 111. The Specific Plan, adopted in 2006, designates over 4,200 acres for industrial uses and commercial and agricultural services; 640 acres of agriculture and aquaculture; and 200 acres of community infrastructure. The area benefits from its railway access, and its frontage on major highways connecting to the border region and to the Inland Empire and the LA Metropolitan to the north. Development of the industrial acreage alone has the potential to create up to 30,000 manufacturing jobs. Currently, California Energy and Power is in the planning stages of developing a sugarcane-to-ethanol and electricity production facility. When operational, the facility will employ an estimated 400 workers.

Gateway SPA/East POE

The Gateway SPA comprises 1,800 acres located north of the East POE along Highway 7. The SPA was adopted in 1997 and includes 1,400 acres of designated retail/commercial and industrial land. The area has been developing sporadically over the past 20 years. Approximately 50 % of the area remains to be developed. An economic impact analysis done in 1995 estimated that the cross-border trucking activity associated with the POE and ancillary development would generate up to 12,600 permanent direct and induced jobs. A reasonable approximation of new employment from the full buildout of Gateway is 6,000. There has been recent interest in Gateway parcels.

DISCUSSION OF ISSUES

Before the potential development envisioned in the three growth centers may be realized, the following challenges must be overcome:

- Job growth is largely driven by population and income growth, and consumer spending from Mexicali residents.
- Traded cluster employment is relatively low and is projected to remain low.
- The existing manufacturing base remains small and not well diversified.

The relatively low current employment in the renewable energy and manufacturing clusters may limit the growth of other industry sectors that would benefit from the secondary impacts of growth in these clusters.

The elimination of enterprise zones and redevelopment agencies in California limits the incentives available compared to Arizona, Nevada, and Utah.

- Utility rates are still considered high, compared to these other states.

- The Imperial Valley's labor force has comparatively low skill and education levels.
- Strength in agriculture is offset by a comparative lack of higher value processing activity.
- Community college job training is limited by state law to those occupations with an established need, and programs cannot be developed proactively.

Technical programs at the community college are currently underutilized, even though employers indicate a high demand for those skills.

University degree programs are limited to satellite campuses, with no four-year business or engineering degrees.

- California has a complicated regulatory environment, compared to Arizona, Nevada, and Utah.

ISSUE ED-1: WORKFORCE EDUCATION AND TRAINING

The skill and technical education shortage in the Imperial Valley includes limitations in the existing education and job training system. This in turn creates potential obstacles to developing a robust advanced manufacturing economy. First, there are limited opportunities to pursue a four-year degree or advanced training in the Imperial Valley. San Diego State University has satellite campuses in Calexico and Brawley; these are the only campuses in Imperial County that offer four-year degrees. However, the selection of degree programs is limited and does not include business or engineering degrees.

The entities in the best position to address the training needs are Imperial Valley Community College and the Imperial County Workforce Development. However, these key training providers are required to structure their programs around projected demand. They cannot create programs proactively, that is, without a business or anticipated facility already committed to operating in Imperial County. Furthermore, the Centers of Excellence reported in stakeholder "Town Hall Recommendations" that the program growth necessary to address the needs of advanced manufacturing is limited due to faculty, space, and equipment, with high barriers to entry from initial and ongoing equipment and facility costs. Most programs are at capacity and are impacted, even with the majority of programs held in the evening. Only a few facilities have enough space for machines and manufacturing equipment.

ISSUE ED-2: ACCESS TO EMPLOYMENT CENTERS

The challenges specific to the transportation system were identified during the LRTP outreach as follows:

Congestion—in and around Gateway SPA/East POE, particularly due to impractical internal circulation and queuing at the Menville Road intersection with Highway 98.

Pavement condition of local roads—notably Evan Hewes Road between El Centro and Ocotillo.

Circulation—east-west circulation is insufficient for the anticipated traffic from projected growth, and of poor quality. The east-west roadways connect to the north-south Highways 7, 86, and 111, which are generally adequate but may need intersection improvement in specific locations, e.g., North County and Gateway.

Transit—additional investment in transit is identified as critical for access to both work and training opportunities. Transit development is also a key factor in meeting equity objectives.

Vehicle miles traveled (VMT)—the reduction of VMT is a key implementation strategy in the Regional Climate Action Plan. Location of major employment centers is a factor in VMT/greenhouse gas reduction.

Rail access/relocation—development of the North County growth center would benefit from rerouting the Union Pacific Railroad to cross Highway 111 west of Niland, which would require at least two grade separations.

ISSUE ED-3: WORKFORCE HOUSING

The 6th Cycle Regional Housing Needs Allocation (RHNA) for Imperial County allocates 9,226 units needed in the very low-, low-, and moderate-income levels. Imperial County's RHNA for these income levels is about 50 units per 1,000 population compared to 40 units per 1,000 for the SCAG region, indicating a relatively higher need for affordable housing, even factoring in the lower cost of market-rate housing in the county. Availability of affordable workforce housing is an attractive feature for potential employers.

Land Use Conflicts

Land use-intensive industries such as renewable energy production, warehousing/distribution, and manufacturing are seen as the major contributors to projected employment growth in Imperial County over the next 20 years. However, agribusiness will continue to be a major industry and employer well into the future. There also exists the opportunity to increase value-added food processing in the county, and to team with the biotechnology industry in San Diego County to develop improved feedstock for renewable energy production. Conflicts are inherent whenever there is a significant shift in land use. Industrial expansion will increase competition for labor, water, and land. Added traffic may cause congestion and delays where none existed before. There is also tension between the desire to locate industry far from urban areas and the need to locate employment centers closer to residential areas to reduce VMT.

ISSUE ED-4: SUPPORTIVE INFRASTRUCTURE FOR GROWTH

Along with improvements to the transportation system, the transition from producing agriculture land and fallowed farmland to industrial and residential land uses will require substantial investment in public facilities. Industrial expansion depends on

- Water supply and water treatment/recycling
- Wastewater treatment
- Low-cost power
- Broadband access
- Parallel Activities

Imperial County is working on several initiatives to address infrastructure and other issues, a few of which are noted here:

- Countywide Infrastructure Assessment, including roads, water, and sewer; anticipated completion within 12-18 months from now.

- Lithium Valley Specific Plan, with infrastructure needs by Imperial County Public Works (RFQ issued; deadline for submissions was February 28, 2022). Imperial County seeks support and funding of a “California Polytechnical University-Lithium Valley.”
- Salton Sea Renewable Resource Specific Plan (RFP issued by Imperial County Planning and Development Services; deadline for submission was February 11, 2022).

STRATEGIES FOR INVESTMENT – ECONOMIC DEVELOPMENT

Workforce Education and Training

A series of recommendations pertaining to the advanced manufacturing sector were presented in the Centers of Excellence report as follows:

- Shorten long-term training programs at the colleges to focus on foundational skills. Once students get foundational skills, firms can hire and train them specifically to their company’s needs—oftentimes before students complete the community college program. Community college programs can work with specific manufacturing firms to determine what those foundational skills are to ensure programs are not “overdesigned.”
- Create a list of related apprenticeship programs, nonprofit programs, etc. in the county to better understand the labor market supply for the sector.
- Market the job opportunities in advanced manufacturing to parents and students, focusing especially on the highly technical and well-paid careers. This shift in perspective will help expand the pipeline of skilled workers willing and eager to enter the sector.

Expand articulation courses and dual enrollment courses in career education/career technical education.

- Create seamless pathways between high schools and the community colleges.

TRANSPORTATION FINANCE

Challenges

Successful implementation of the LRTP requires that the ICTC and partner agencies must adapt to financing challenges that lie ahead from changes in the economy, market and environmental factors, and governmental regulations.

National

The broad national economic trends that will impact financing for LRTP projects are in the areas of construction cost, interest rates, and the general availability of funds. The recent bout with inflation, particularly in construction materials is something the nation has not experienced in decades. The market forecast is that, while general inflation will moderate to a more “normal” 2.5 to 3 percent over the next 18 to 24 months, cost increases in construction materials (cement, steel, aggregate and asphalt) will not likely return to these levels for a somewhat longer period.

At the level of the federal government, the range of economic, environmental, and budget policies promulgated by legislation and also the rulemaking by several departments will have a complex and interrelated impact on funding and priorities for spending transportation dollars. This prioritization may be seen in the criteria that is applied to grant funds coming from Washington D.C. that will affect how money may be used to meet local objectives in alignment with national goals. More on this topic is found in the section on federal sources below.

State

Imperial County must contend with being part of a very high-cost state. California has a large budget for infrastructure, but there are many competing uses across 58 counties and 482 cities. The high cost of construction in California means funding statewide inevitably gets spread over fewer projects. A few high profile, expensive projects tend to absorb a large portion of the budget. Imperial County does have an advantage on paper in the predominance of underserved communities relative to other counties to meet key grant funding criteria; how this works to the County’s advantage will be discussed in the Strategies section below. Also, while the State passed Senate Bill 1 (SB-1) in 2017, which increases tax revenue for transportation through formulaic and discretionary programs, demand statewide for funding is much greater than forecasted revenue.

Regional

Transportation funding at the state level goes through the California Transportation Commission with Caltrans District 11 (San Diego and Imperial Counties) and SCAG (all of Southern California except San Diego County) playing a large role in determining which projects in Imperial County are funded with regional and state monies. Within this complicated regional framework of which it is part, Imperial County finds itself competing with much larger and more well-funded counties. But again, these regional and State entities have a responsibility to assure diversity and equity in transportation investment within their boundaries and to help meet local, regional, state, and federal regulations.

Decline of gas tax revenue

The Highway User Tax Account (HUTA), more commonly known as the state gas tax, is California's single largest transportation funding source for cities and counties. In FY 2016-2017, Imperial County received \$6.3 million in gas taxes; \$6.8 million in FY 2017-18.; \$6.6 million in FY 2018-2019; \$8.13 in FY 2019-2020; \$8.12 in FY 2020-2021; \$9 million in FY2021-2022. The small increase in 2017-2018 gas tax revenue from the previous year may be due to the effect of SB-1, the California Road Repair and Accountability Act, the first SB-1 increase of 12 cents per gallon went into effect on Nov. 1, 2017. The small drop in revenue the following year, even with a full year of the increased tax, cannot be explained other than by a slight reduction in fuel consumption statewide. A further tax increase of 5.6 cents per gallon on July 1, 2019, coupled with a strong rebound in fuel consumption in the months after COVID-19, resulted in a large increase in the gas tax revenue beginning in FY 2019-2020. This increase is expected to continue in the short-term. However, in the longer term, fossil fuel consumption is projected to steadily diminish as the State transitions to electric and alternative fuel vehicles, and pushes for alternative travel modes.

Furthermore, HUTA revenue available for road improvements is limited. The County uses its HUTA allocation primarily for maintenance of its road network.

Grant scoping/project prioritization process/local grant match

There is typically a larger demand for grant funding than available revenue. Grantor agencies will seek out approving grant funds to projects that are well planned, integrated, and designed to meet multiple community benefits. A prioritization of significant projects by being grant ready will help demonstrate which investments are warranted for grant pursuit. Also, grant funding typically requires a dedicated local match, for example, at an 80% federal/20% non-federal rate for capital projects, and 50% federal/50% non-federal rate for operations funding. The larger the grant request, the higher the match. Securement and providing evidence of the local match by the sponsoring agency at the time of grant submittal can provide a hindrance to reducing project risk and obtaining needed funding to advance project delivery. Proper planning, identification, and budgeting of the anticipated local match for grant funding is required ahead of the grant request.

Gap financing

Grant funds alone might not be sufficient to cover all cost of a project, leaving a revenue gap. Leveraging funds and seeking alternative forms of financing may be needed in such instances. Gap financing might include consideration of additional non-state or federal sources to fill the gap, loans and/or debt, and non-transportation sources. As described more below, State and Federal agencies have available programs that support gap financing.

Funding Strategies

ICTC must develop a strategy for identifying funding sources and putting itself in position to qualify for and obtain funding. This Transportation Financing Strategy will function as a roadmap to guide this effort. It begins with an overview of how the interests of the County can be effectively promoted in Sacramento and presented in a way that demonstrates the statewide benefits of transportation investment in the County.

Legislation/Bills/Advocacy

Any discussion of transportation in Imperial County must begin with highlighting the singular advantage that is unique to Imperial and San Diego Counties within the state. Namely, their position on an international border and the history they have of effective cross-border cooperation with respect to commercial activity. The unique nature of each counties' relationship with their separate border regions means that it is not a matter of the two competing with each other for international trade but of compatibility and cooperation, with each region able to benefit from the other's success. The ports of entry of each region serve a different market in Mexico and a different type of trade. It is recognition of the relationship each has with Mexico that needs to be promoted in Sacramento. Not too long ago, legislative success was achieved in the passage of SB-207 (Peace) in 1999 –the Border Development Zone Infrastructure Financing District (BZIFD) Law. This legislation eliminated the requirement for a two-thirds voter approval to form a BZIFD (a zone within three miles of the Mexico border) and to issue infrastructure improvement bonds. This is an example of how elected representatives can be mobilized to pass legislation beneficial to Imperial County.

In the Economic Development section above it was pointed out the role the County is poised to play in renewable energy arena and the opportunities for partnerships with the high-tech industries of San Diego; partnerships that will be crucial in order for California to meet its climate action goals. What the County needs is the transportation infrastructure to make those opportunities a reality.

Grant Programs

Federal and State grant programs have the potential to fund many of the projects in the unconstrained LRTP. Specific programs are listed and briefly described below in the federal and state sources sections. These programs may be generally grouped into formulaic, based on factors derived from population and/or road mileage, and competitive categories. The major formulaic grant program in California is the Regional Transportation Improvement Program (RTIP), 75 percent of which is allocated to counties based on population and 25 percent based on street mileage (after a 60/40 split between south and north counties, respectively). The RTIP derives its funding from federal and state sources, in part from SB-1.

Grant Readiness

Most federal grant programs are competitive and are awarded according to the degree to which a project application is evaluated with respect to certain criteria of the grant program as stated in a notice of funding opportunity (NOFO). The evaluation criteria vary somewhat among programs, but transportation grants usually include the following criteria stated in one form or another:

- Safety
- Equity/Environmental Justice/Underserved Communities
- Resilience
- State of Good Repair and Sustainability
- Access, connectivity, and economic competitiveness
- Project Readiness
- Minimum benefit/cost ratio
- Local match

Among all criteria, project readiness is key. Readiness is the ability of the project sponsor to begin construction within the stated time frame after the grant award. Readiness means having completed the design, right-of-way acquisition, environmental clearance and permitting. A project will have a greater chance for success in winning a grant if it is conceived and planned with the criteria in mind; whether it can be put out to bid, usually within 12 to 18 months years after award; and also has the local match identified. A familiarity with the major grant programs is helpful when prioritizing projects and creating a funding plan.

Infrastructure Investment and Jobs Act (IIJA) Funding

The most significant federal legislation in the nation's history pertaining to transportation and other infrastructure funding is the Bipartisan Infrastructure Law enacted as the IIJA in November 2021. This legislation provides over \$550 billion (\$350 billion for highway programs) in new funding above reauthorized amounts over fiscal years 2022-2026 for new federal investment in roads, bridges, and mass transit, water infrastructure, resilience, and broadband. IIJA legislated specific funding for the new Bridge Investment Program (BIP) grants, Rural Surface Transportation Grant Program, Safe Streets for All (SS4A), Infrastructure for Rebuilding America (INFRA) program and many more. IIJA continues funding for the Highway Safety Improvement Program (HSIP) under the Fixing America's Surface Transportation (FAST) Act and provides more opportunities for local government to access new funding by expanding and codifying the existing Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program into a new discretionary Local and Regional Project Assistance Program.¹

Federal Sources

- Congestion Mitigation and Air Quality Act (CMAQ, IIJA), provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).
- Surface Transportation Block Grant Program (IIJA), promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
- Railroad Crossing Elimination Grant Program (IIJA) provides funds for the mitigation or elimination of hazards at railway-highway crossings. This is a new grant program enacted in the Bipartisan Infrastructure Law.
- Bridge Investment Program (BIP, IIJA) will support projects to improve bridge and culvert condition, safety, efficiency, and reliability. To rehabilitate, preserve or protect one or more bridges on the National Bridge Inventory. Projects to replace or rehabilitate culverts to improve flood control.
- Safe Streets for All (SS4A, IIJA) program will provide funding directly to local and tribal governments to support their efforts to advance "vision zero" plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
- RAISE competitive grants supporting surface transportation projects of local and/or regional significance.
- Multimodal Project Discretionary Grant Opportunity (MPDG) funding under the MPDG combined Notice Of Funding Opportunity that will allow applicants to use one application to apply for up to three separate discretionary grant opportunities:

- Mega Grants (known statutorily as the National Infrastructure Project Assistance program) (49 U.S.C. 6701) new program with IIJA will support multi-modal, multi-jurisdictional projects of national or regional significance.
- The INFRA Grants (known statutorily as the Nationally Significant Multimodal Freight & Highway Projects) (23 U.S.C. 117) competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.
- Rural Surface Transportation Grants:(23 U.S.C. 173) new competitive grant program with IIJA will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth.
- Transit Administration Programs
 - Formula Grants for Rural Areas, funding to improve, initiate, or continue public transportation service in nonurbanized areas (rural areas and small cities under 50,000 in population) and to provide technical assistance for rural transportation providers.
 - Bus and Bus Facilities Formula Grants, provides capital funding to replace, rehabilitate, purchase, or lease buses and bus-related equipment and to rehabilitate, purchase, construct, or lease bus-related facilities.
 - Low or No Emission Bus Grants, provides funding to State and local governments for the purchase or lease of zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities. 5 percent of the funding for zero emission buses within this program will also support workforce development training so transit operators and mechanics can learn how to maintain and operate zero emission vehicles.
 - Enhanced Mobility of Seniors and Individuals with Disabilities, provides financial assistance in meeting the transportation needs of seniors and individuals with disabilities where public transportation services are unavailable, insufficient or inappropriate.
- Transportation Infrastructure Finance and Innovation Act – credit assistance for qualified projects of regional and national significance. Both urban and rural TIFIA programs are available.
- Other federal grant programs – IIJA provides other grant programs aimed at related transportation infrastructure such as broadband, clean energy and charging, and hazard and resiliency projects, among others. Electric vehicles, for example, are supported by grants from Department of Energy, Department of Transportation, and Environmental Protection Agency. IIJA funding is administered by many federal departments; as such, specific grants must be identified for specific projects.

State Sources

- Gas Tax Subventions, Highway User Tax Account (HUTA) - revenues generated from tax on gasoline sales statewide; distributed according to a formula generally based on each county's population, vehicle registration, and maintained mileage.
- State Transportation Improvement Program (STIP), Regional Share (RTIP) and Interregional Share (ITIP). The STIP consists of two broad programs, the regional program funded from 75% of new STIP funding and the interregional program funded from 25% of new STIP funding. The 75% regional program is further subdivided by formula into county shares. County shares are available solely for projects nominated by regions in their RTIPs. The Caltrans ITIP will nominate

only projects for the interregional program. Under restricted circumstances, an RTIP may also recommend a project for funding from the interregional share.

- State Highway Operations and Protection Plan (SHOPP), provides funds for pavement rehabilitation, operation, and safety improvements on state highways and bridges.
- State Transit Assistance (STA) funds for transit capital and operations.
- State Cap and Trade programs for transit including Low Carbon Transit Operations Program (LCTOP) and Transit and Intercity Rail Capital Program (TIRCP).
- Local Assistance Program - Caltrans administers more than \$1 billion annually in federal and State funding to cities, counties, and regional agencies. The program provides entities with the opportunity to improve their transportation infrastructure or provide additional services.
- SB1, The Road Repair and Accountability Act of 2017 (umbrella legislation for multiple programs receiving funding including Local Street and Road Maintenance and Rehabilitation; Transit Operations and Capital; Local Partnership Program; Active Transportation Program; STIP Regional and Interregional Shares; Trade Corridor Enhancement Program; Solutions for Congested Corridors Program; State of Good Repair; Parks, Off-Highway Vehicle, Boating, and Agricultural Programs; and Freeway Service Patrol Programs).
- Active Transportation Program, provides funding for pedestrian and bicycle oriented projects and safe routes to schools programs.
- IBank Infrastructure State Revolving Loan Fund – financing program that can be used for street and road repair and upgrades.

Local & Regional Fees/Taxes

- Measure D Local Transportation Sales Tax: one-half cent local tax on retail sales through the year 2049 collected for transportation projects.
- Transportation Development Act (TDA) Local Transportation Fund one-quarter percent tax on retail sales; funds are returned to the county where the tax was generated to fund public transit and pedestrian/bicycle projects.
- Transit Fares
- Local Agency Funds including Central Imperial County Traffic Impact Fee (CICTIF) Program; Imperial County Air Pollution Control District Operational Development Schedule Fee (Rule 310); and El Centro Traffic Impact Fee Program. Impact fees are charged to developers to mitigate the impact of new development only and must be directly related to the transportation improvements needed to serve the increased demand from new development. Revenues are variable and dependent on growth.
- Lithium extraction excise tax: Assembly Bill 208 (Committee on Budget) proposes to create a new tax on lithium extraction on a per metric ton basis beginning January 1, 2023, and makes other related statutory changes to implement the Lithium Valley proposals. The State will split revenues 80 percent to Imperial County where the lithium was extracted, and 20 percent to the Salton Sea Restoration Fund. Fifty percent of the Imperial County share of revenues will go to infrastructure, services and administration, and the remaining to environmental mitigation, public safety, improving quality of life in Imperial County, local community sharing, and maintaining regional partnerships.

Partnerships/Coalition Building & Support

Transportation funding under today's environment is widely procured and implemented through partnerships developed for the specific project, or for larger benefits. Given that grant criteria tend to favor awarding projects that integrate and improve the existing system and offer multiple community benefits,

coalition building that support project goals demonstrates to funding agencies that potential hurdles to project implementation are reduced and the pathway to delivery is more likely. Such partnerships vary and can include entities such as grassroots and community-based organizations, local and regional agencies, regulatory authorities, state, and federal agencies, as well as other stakeholder groups such as private and non-profit partnerships.

Value Capture & Innovative Finance

Value capture is an innovative revenue-generation tool for transportation projects that leverage the monetary value that the projects create for the surrounding area. Value capture strategies rely on increases in property values, business activity, and economic growth resulting from transportation infrastructure investment to help fund current or future transportation improvements. Project-specific tools include special assessments, tax increment through an Enhanced Infrastructure Finance District, negotiated exactions, and transportation facility fees. In addition, innovative finance explores alternative project delivery methods such as public private partnerships (P3), project finance that capture project-based revenue sources, and roadway pricing.

REFERENCED DOCUMENTS AND STAKEHOLDERS

Imperial County General Plan, <https://www.icpds.com/planning/land-use-documents/general-plan>

Southern California Association of Governments, Plan Performance Measures Connect SoCal, 2020

Southern California Association of Governments, Transportation and Finance Connect SoCal, 2020

Imperial County Overall Economic Development Commission, Final Comprehensive Economic Development Strategy, 2020

Imperial County, Local Workforce Development Plan (2021-2024)

Centers of Excellence San Diego, and Imperial Counties, Imperial County Sector Analysis, 2022

Lithium Valley Economic Opportunity Investment Plan (adopted 2022; Resolution No.2022-19)

6th Cycle Final RHNA for Imperial County, 2021

Advanced Manufacturing Supply Chain Study ADE Inc., 2016

Imperial County Transportation Commission, Imperial County Regional Climate Action Plan-FINAL, 2021

Meetings with Imperial County Transportation Commission, Imperial Valley Economic Development Corporation, Imperial Valley Community College, and Imperial County Workforce and Economic Development Department

APPENDIX C

COMMUNITY ENGAGEMENT TECH MEMO

ICTC-LRTP: Outreach Summary



1) POP-UP EVENTS OVERVIEW:

From October 29, 2022, to November 15, 2022, and from March 11, 2023, to April 1, 2023, the ICTC LRTP Team engaged an estimated **847** community members through **7** highly-attended community events to provide information and elicit input to help shape the Long-Range Transportation Plan Update. The events were:

- Heber Fall Festival – 10/29/2022
- Holtville Farmer’s Market – 11/05/2022
- Brawley Chili Cookoff – 11/05/2022
- NAF Air Show – El Centro – 3/11/2023
- Children’s Health Fair – Niland – 3/15/2023
- Cesar Chavez Celebration Festival – Calexico – 3/30/2023
- 42nd Annual Children’s Festival – El Centro – 4/1/2023

Events Staffing – Alternating in-between events the following team members staffed these community festivities: Virginia Mendoza and Marlene Flores (ICTC), Katherine Padilla Otañez, Xavier Sibaja, and Melba Novoa (KPA), Dawn Wilson and Rachel Grant (MBI), Mariella Delfino and Jacob Leon (KTUA).

Stakeholders’ Engagement – During these events the LRTP Team interacted with approximately **847** stakeholders through project exhibit boards, poll boards, business cards with a QR code leading to an LRTP poll. In the process, the LRTP team took notes of stakeholders’ top-of-mind concerns, comments, and questions. To help attract stakeholders to the ICTC-LRTP booth, the team provided giveaways and activities to children and their parents.

Stakeholders’ General Themes, Comments Offered– In addition to the LRTP priorities boards, stakeholders brought up general and personal comments on public transportation access and equity, improved connectivity, and road and pedestrian safety among others.

EVENT	COMMENTS
NAF Air Show	<ul style="list-style-type: none">• “Busses run late, and it is hard waiting with kids.”• “We need more transportation to serve disabled people who have doctor’s appointments but have no car and no one to give them a ride.”• “Keep farm equipment off highways and other arterials after dark.”• “Is it true that lithium will be mined in Imperial Valley?”• “When will lithium battery facilities will begin to operate?”
Children’s Health Fair- Niland	<ul style="list-style-type: none">• “We need bus shelters. Waiting 30 minutes for the bus with kids during summer is unbearable.”• “We need more bus routes in Imperial Valley.”
Cesar Chavez Celebration Festival	<ul style="list-style-type: none">• Generally, interest was high, and people listened respectfully and were willing to participate.

	<ul style="list-style-type: none"> Compared with previous events, more people were familiar with using transit in Calexico.
Children's Festival – El Centro	<ul style="list-style-type: none"> Most participants were willing to participate. Children activities were the focus of this event. Many individuals expressed support for the Forrester widening project. Attendees were from all over the Imperial Valley, not just El Centro.

Stakeholder's Input – The following chart summarizes cumulatively the project priorities stakeholders supported at these events. In each community visited the team encouraged booth visitors to select their LRTP priorities by placing sticker dots next to each of the six options offered on exhibition boards. Visitors understood that they could place dots on all the priorities that matter most to them.

PRIORITY BY DOT VOTING	#VOTES
Improve safety	197
Improve air quality and quality of life	191
Equitable access to transportation options	147
Reducing delay and congestion	140
Improve the movement of goods and services	123
Project readiness to implement	122

2) Technical Advisory Committee (TAC)

During Springs 2023, a TAC was formed by the ICTC-LRTP Team which comprised of: Caltrans; SCAG; Imperial Irrigation District; Imperial County Farm Bureau; City of Brawley; City of El Centro; City of Calipatria; City of Calexico; Imperial Irrigation District; Imperial Valley Economic Development Corporation; the Air Pollution Control District; Imperial County Agency on Aging; Imperial County Alliance; Imperial Valley College; and Comite Civico del Valle. These agencies participated in 6 TAC Meetings and in 2 TAC subgroup meetings. Here are the meeting outcomes:

SUB GROUPS	OVERVIEW	KEY THEMES
Highways & Local Roadways	Comments established a correlation between needed general transit planning, and infrastructure investments, to increased equity, economic development, and mobility.	<ul style="list-style-type: none"> Equity related to environmental justice, safety and mobility. Economic Development, including resilience, job opportunities, inclusion, and funding for infrastructure. Mobility as in an equitable and efficient focused regional effort.
Borders & Goods Movement	Transit planning focus was on improved mobility of people and goods at the border, decreased air pollution, and equitable transit planning and development. Addressed compromised safety and connectivity either by car or transit.	<ul style="list-style-type: none"> Multimodal public transportation mobility Enhanced operations and maintenance Long term efficient cross-border mobility

Transit & Paratransit/Senior & Disabled Services	Increased transit accessibility for seniors and individuals with disabilities. Implementation of friendly-intuitive technology through apps, but keeping traditional cash payments. Need to engage users in the transit development process. Having transit affordable flexibility modes.	<ul style="list-style-type: none"> • Flexible and Affordable Transit Modes • Use of Ticketing Technology but keeping cash payments • Use of more inclusive language to engage riders on transit planning
Pedestrians, Bicycles, and Micro Mobility	Transit planning focused on mobility design and equitable planning Improving pedestrian mobility at the border. Transit planning that reduces air pollution. Enhancing bicycle safety in roads shared with heavy load trucks. Improving road maintenance in disadvantaged communities.	<ul style="list-style-type: none"> • Participants reported on projects their agencies are working related to LRTP • Including vulnerable communities on mobility planning • Multimodal mobility systems • Improved pedestrian access at the border for a better Downtown Calexico connection
Transit & Paratransit/Senior & Disabled Services	Increased transit accessibility for seniors and individuals with disabilities. Implementing friendly-intuitive technology through apps, but also by keeping traditional cash payments. Engaging users in the transit development process by promoting ridership through the use of inclusive language. Having affordable transit flexibility modes such as dial-a-ride.	<ul style="list-style-type: none"> • Flexible and Affordable Transit Modes • Use of Ticketing Technology but keeping cash payments • Use of more inclusive language to engage riders on transit planning
Environmental Justice -	Multimodal mobility options that are accessible, inclusive, and are environmentally sustainable especially in vulnerable populations. Environmental stewardship as the method to achieve sustainability. Education and communication to stimulate inclusive community-engagement. Economic development, to enhance the quality of life and to be included in the LRTP Vision and Goals.	<ul style="list-style-type: none"> • Equitable climate vulnerability assessments • Focus priorities in disadvantaged communities • Use of more inclusive language to engage riders on transit planning • Support a vibrant economy that looks at quality of life
Developers, Economic Development & Small Businesses -	Environmental-sustainable economic development. Prioritize establishing partnerships for economic development and social responsibility values.	<ul style="list-style-type: none"> • Sustainable economic expansion • Local workforce development • Mitigation of greenhouse emissions • Public-private partnerships to foster sustainability and Community Engagement

NOTE: A final TAC meeting will take place in Fall 2023

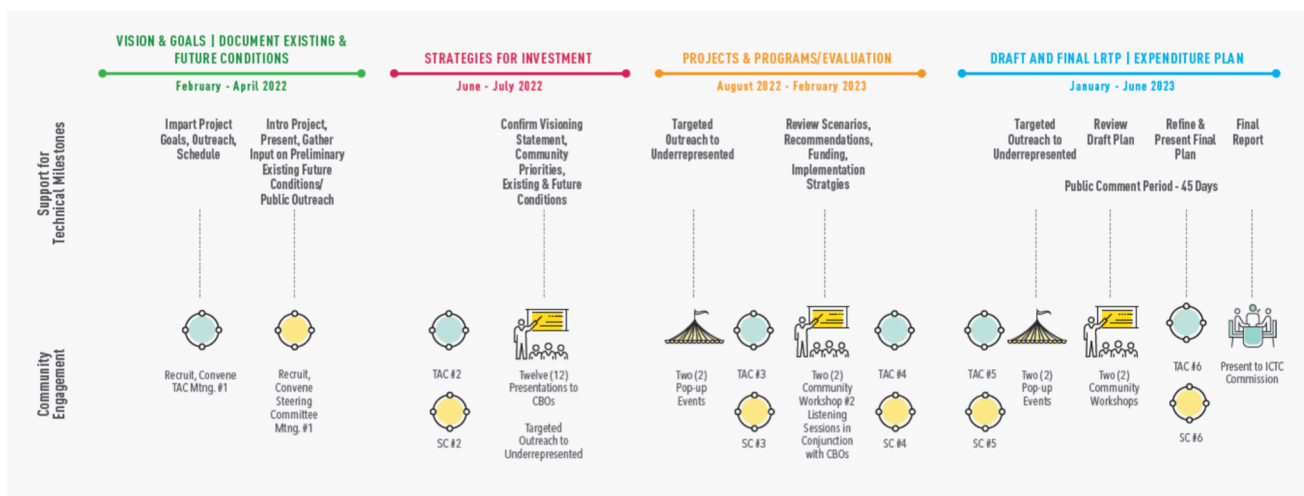
Steering Committee (SC)

Committee Members: Steering Committee (SC) members are Mark Baza, former ICTC Director; David Salgado, SCAG, formerly from ICTC; Rafael Reyes and David Calkin, Caltrans; Francisco Olmedo, Frank J. Fiorenza, Natalie Robles, and Veronica Atondo, County of Imperial, Public Works. (Fiorenza recently retired from IID).

SC meeting topics consisted of the following:

- The LRTP project introduction
- Provided input in the Preliminary Existing Conditions
- Reviewed the Community Outreach strategies
- Confirmed the Visioning Statement, agreed on the community priorities
- Acknowledged existing and future conditions
- Offered recommendations on funding and implementation strategies

The SC held five (5) meetings as illustrated below Public Input Process Diagram. The meetings took place in April 2022, June 2022, August 2022, February 2023, and January 2023. The last SC meeting will take place on Summer-Fall 2023 to review the final plan.



3) CBO/AGENCIES PRESENTATIONS

To introduce the LRTP Update and invite participation, ICTC staff and outreach team members provided ten (10) presentations to community-based organizations, representing 18 agencies. There were CBO staff, employees, board members and volunteers in attendance from the following organizations:

- Agricultural Business Representatives – 5/23/2022
- California Health and Wellness – 7/27/2022
- US Bureau of Reclamation – 9/7/2023
- Imperial Valley LGBTQ+ - 9/9/2022
- Chamber of Commerce of Greater Calexico - 9/23/2022
- Imperial Valley Regional Chamber of Commerce - 10/12/2022
- Innercare - 11/12/2022
- SDSU, and Imperial Valley College – (date to be requested from Virginia.)

Also, a presentation was provided to the Imperial Valley Community Health Coalition representing its membership - 8/24/2022:

- Comite Civico del Valles Inc.

- Calexico Health and Wellness Center
- Our Roots Multi-Cultural Center
- Los Amigos de la Comunidad
- La Cooperativa Campesina de California
- Heffernan Memorial Healthcare District
- Brown Bag Coalitions
- Imperial Valley & Justice Coalition.

4) MARKETING AND COMMUNICATIONS

To stimulate engagement and raise LARTP awareness, the project team produced the following marketing communications:

- Social Media Messages and dissemination
- News Releases
- Design, printing, and dissemination LRTP flyers and project cards
- E-blasts of meeting announcements and survey promotions

5) UPCOMING MEETINGS AND PRESENTATIONS

A virtual meeting and several drop-in informational sessions were scheduled to update the community on draft recommendations for the LRTP Update. Dates and events are as follows.

Thursday, July 13, 2023, 6:00 – 7:30 pm

Virtual Community Meeting

- Brief 10-minute presentations at 6:00 pm and 6:30 pm, followed by questions and answers.

The Virtual Community Meeting began promptly at 6:03 pm and was attended by team members Virginia Mendoza, Melba Novoa (Spanish interpreter), Jessica Padilla Bowen, Xavier Sibaja, and Dawn Wilson. While only a few community members attended the virtual meeting live, the meeting was recorded and video shared on the LRTP website for wider viewing. The 10-minute LRTP video was shown twice, just after 6 and again around 6:35 pm. Following the video presentations, the LRTP team answered the following questions:

1. What was the process to identify project/program priorities?
2. What was the criteria to select/establish program priorities?
3. How did the team obtain feedback from the community to inform the LRTP plan? What type of comments did stakeholders share?
4. Will ICTC staff engage in seeking project funding for the listed projects under the LRTP?
5. When will any of the projects be completed?
6. How can we stay informed?
7. Would you like to describe any of the potential projects in more detail?
8. Could you share more about the new ICTC grant and how it will benefit the community?
9. How can community members help these projects get funded?
10. How does a good transportation system contribute to strong economic development and improved quality of life in a region?

Thursday, July 20, 2023

Open House Drop-Ins (three locations)

- Content was the same each time.
- 10-minute presentation followed by questions and answers.
- Children's activities provided.
- **Brawley Main Library, Reading Room, 400 Main Street, #1, Brawley, CA 92227**
10 – 11 am Presentation provided on-demand.
- **Calexico Council Chambers, 608 Heber Avenue, Calexico, CA 92231**
12:30 – 1:30 pm Presentation provided on-demand.
- **Imperial Valley Mall – Inside, at Kiosk near Macy's, 3451 S. Dogwood Road, El Centro, CA 92243**
4 – 5 pm. Displays, conversations with team and staff, presentation running on loop. Most people walking by were provided the LRTP business cards with an overview and QR code for more information.

JULY 20 OPEN HOUSES	COMMENTS
	<ul style="list-style-type: none">• Several attendees had taken the bus in Imperial Valley and expressed having a positive experience with transit.• An attendee at the Brawley event expressed concern that Calipatria, her area of residence, is neglected in planning projects.• A couple spoke with Virginia at the mall for approximately 15 minutes to share their support for the LRTP, ask questions and share support for reducing greenhouse gases and helping the environment.• Some attendees at the mall were from outside Imperial Valley and did not want to comment.• Comment card received read: <i>Calipatria – would love to see more time schedules so residents aren't stuck in El Centro, Brawley, etc. for hours. Many IVC students use transit. If I'm in the area, I will stop and bring kids back to town because they are stuck in the heat, waiting for a bus heading north. Need flexible schedules! Bus that goes to Slab City, they have no vehicles. Always searching for transportation. Thank you!</i>

Promotions for Summer Informational Sessions

To build awareness of the summer Informational Sessions, the ICTC-LRTP Team made announcements about upcoming informational sessions during the public comment periods of the El Centro, Calexico,

Brawley, and Holtville City Council Meetings. The team provided eblasts and reached out to engage the TAC members and CBOs who received presentations to post and share the information through their networks. In addition, the team produced eblasts, social media messages, a bilingual flyer, and a press release to promote awareness and participation. Several news media ran the information, including the Holtville Tribune, Desert Review, Calexico Chronicle and KXO Radio.

ATTACHMENTS

Jake, please note following are some of the elements of the outreach communications we produced and distributed or displayed at outreach events, along with some photos of the events.

**OUR IMPERIAL VALLEY,
OUR FUTURE, OUR GROWTH.**



WHAT IS A LONG-RANGE TRANSPORTATION PLAN?

The Imperial County Transportation Commission (ICTC) is preparing an update to the Long-Range Transportation Plan (LRTP). The LRTP will identify transportation priorities, funding, and policies necessary to move Imperial County forward for the next 30 years.

Elements of the LRTP



Highways
&
Regional Arterials



Transit
&
Micromobility



Goods Movement
&
Freight Activity



Active Transportation
&
Mobility Hubs



Cross Border
&
Connectivity

VISION STATEMENT

Enhance the Imperial Valley transportation system to provide travel options (walking, bicycling, transit, auto), support vibrant economy, and improve the quality of life by providing equitable access to safe, affordable, and efficient transportation infrastructure that serves users of all ages and abilities.

For more information, contact:

Virginia Mendoza
Program Manager
Tel. (760) 592-4494
viriniamendoza@imperialctc.org

ictc-lrtp2023.org

**OUR IMPERIAL VALLEY,
OUR FUTURE, OUR GROWTH.**



The Regional Long-Range Transportation Plan

STAY INFORMED



Workshops

Workshops will be held to share information and gather feedback from the communities in the Imperial Valley.



Community Group Meetings

Presentations will be made to organizations in the community throughout the project to share our progress and collect feedback. Would you like us to present to your organization? Send us an email and we'll reach out to schedule a presentation.



Pop Up Events

Look for us at community events in October / November 2022 and January / February 2023. We're coming to the communities in Imperial County to talk about the regional transportation system.

POP-UP EVENTS

Heber Fall Festival
Saturday, October 29, 2022.
Event starts at 4 p.m.
Tito Huerta Park
1165 Palm Avenue
Heber, CA

**Holtville Farmers Market
& Street Fair**
Saturday, November 5, 2022
Event starts at 11 am. Following
Annual Veterans Day Parade.
Holt Park, 121 W. 5th St.
Holtville, CA

Cattle Call Chili Cookoff
Saturday, November 5, 2022.
Event starts at 5 pm.
Main Street & Plaza Park
Brawley, CA



Stay informed
by visiting the
project page!



For more information, contact:

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ictc-lrtp2023.org

NUESTRO VALLE IMPERIAL, NUESTRO FUTURO, NUESTRO CRECIMIENTO.



El Plan Regional de Transporte a Largo Plazo

La Comisión de Transporte del Condado Imperial (ICTC, por sus siglas en inglés) está preparando una actualización del Plan de Transporte a Largo Plazo (LRTP, por sus siglas en inglés). El LRTP identificará las prioridades de transporte, la financiación y las políticas necesarias para hacer avanzar al Condado Imperial durante los próximos 30 años.

¡Queremos escuchar de usted!



VISITE EL PUESTO DE ICTC EN:

Festival de otoño de Heber

Sábado, 29 de octubre de 2022.

El evento comienza a las 4 p.m.

Parque Tito Huerta

1165 Palm Avenue

Heber, California

Concurso de chili "Cattle Call"

Sábado, 5 de noviembre de 2022.

El evento comienza a las 5 pm.

Main Street y Plaza Park

Brawley, CA

Farmers Market & Feria de Holtville

Sábado, 5 de noviembre de 2022

El evento comienza a las 11 am.

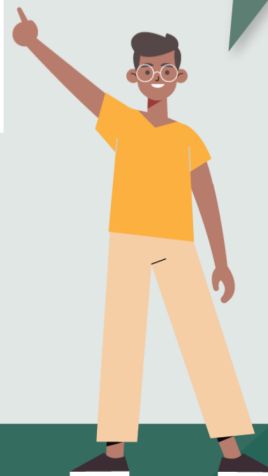
Después del desfile anual del Día de los Veteranos.

Parque Holt, 121 W. 5th St.

Holtville, CA

¡Manténgase informado visitando la página web del proyecto!

qr code



Para más información, contacte:

Virginia Mendoza, Gerente de Programas

Tel. (760) 592-4494

virginiamendoza@imperialctc.org

<PROJECT PAGE LINK TO GO HERE>

WHAT WOULD YOU LIKE TO SEE PRIORITIZED?

HIGHWAY AND ROAD
WIDENING



BRIDGE REPAIRS



GRADE SEPARATED
RAIL CROSSINGS



INTERCHANGE
IMPROVEMENTS



The Regional Long-Range Transportation Plan



WHAT WOULD YOU LIKE TO SEE PRIORITIZED?

IV CAMPUS SHUTTLE SERVICE
"SDSU CALEXICO & BRAWLEY"



EXPAND & IMPROVE
TRANSIT



REGIONAL
MOBILITY HUBS




ACTIVE TRANSPORTATION
IMPROVEMENTS



The Regional Long-Range Transportation Plan



WHAT WOULD YOU LIKE TO SEE PRIORITIZED?

		CALEXICO WEST POE	CALEXICO EAST POE	ANDRADE
	TRANSIT ACCESS TO/FROM POE			
	PEDESTRIAN & BICYCLE ACCESS TO/FROM POE			
	OTHER ACCESS IMPROVEMENTS AT POE			

How would you like to get around the Valley?

Come tell us what matters most to you!

**OUR IMPERIAL VALLEY,
OUR FUTURE, OUR GROWTH.**



The Imperial County Transportation Commission (ICTC) is preparing an update to the Long-Range Transportation Plan (LRTP). The LRTP will identify transportation priorities, funding, and policies necessary to move Imperial County forward for the next 30 years.



*Stay informed
by visiting the
project page!*

ALL EVENTS ARE FREE TO ATTEND!

- 🌀 **El Centro Annual Air Show**
Saturday, March 11, 2023
Gates open at 8:30 a.m. Events until 4:00 p.m.
2024 Bennett Road, El Centro, CA
- 🌀 **Children's and Family Health Fair**
Wednesday, March 15, 2023
1:30 to 3:00 p.m.
Grace Smith School Gym
9 East 4th Street, Niland, CA
- 🌀 **Cesar Chavez Celebration Festival**
Thursday, March 30, 2023
2:00 to 7:00 p.m.
Rockwood Avenue Promenade
Downtown Calexico
- 🌀 **42nd Annual Children's Fair**
Saturday, April 1, 2023
10:00 a.m. to 2:00 p.m.
Bucklin Park
8th Street and Ross Avenue
El Centro, CA



For more information, contact:

Virginia Mendoza, Program Manager
Tel. (760) 592-4494
virginiamendoza@imperialctc.org

<https://ictc-lrtp2023.org/>

¿Como le gustaría
movilizarse por el Valle?

¡Venga y díganos qué es
lo más importante para
usted!

**NUESTRO VALLE IMPERIAL, NUESTRO
FUTURO, NUESTRO CRECIMIENTO.**



La Comisión de Transporte del Condado Imperial (ICTC, por sus siglas en inglés) está preparando una actualización del Plan de Transporte a Largo Plazo (LRTP, por sus siglas en inglés). EL LRTP identificará las prioridades de transporte, la financiación y las políticas necesarias para hacer avanzar al Condado Imperial durante los próximos 30 años.



*¡Manténgase
informado
visitando la
página web del
proyecto!*

¡LA ENTRADA A TODOS LOS EVENTOS ES GRATIS!

- ③ **Exhibición Aérea Anual de El Centro**
Sábado, 11 de marzo de 2023
Las puertas se abrirán a las 8:30 a. m. Eventos hasta las 4:00 p. m.
2024 Bennett Road, El Centro, CA
- ③ **Feria de Salud Infantil y Familiar**
Miércoles, 15 de Marzo, 2023
1:30 a 3:00 p. m.
Gimnasio de la Escuela Grace Smith
9 East 4th Street, Niland, CA
- ③ **Festival de Celebración de César Chávez**
Jueves, 30 de Marzo, 2023
2:00 a 7:00 p. m.
Paseo de la Avenida Rockwood
Centro de Callexico
- ③ **42a Feria Anual de los Niños**
Sábado, 1 de Abril, 2023
10:00 a. m. a 2:00 p. m.
Bucklin Park
8th Street y Ross Avenue
El Centro, CA

Para más información, contacte:

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Tel. (760) 592-4494
viriniamendoza@imperialctc.org

<https://ictc-lrtp2023.org/>





Calipatria Unified School District
Calipatria-Niland Family Resource Center

20th Annual Children's & Families Health Fair

March 15, 2023
1:30 P.M. - 3 P.M.

Grace Smith School Gym, 9 East 4th Street, Niland, CA 92257

Come Join the Fun!

- Informational Booths
- Free health screenings
- Music
- Food
- Face painting
- Drawing

For more information please contact:
Maria Nava-Froelich
CNFRC Director-Coordinator
(760) 348-2116
(760) 550-2606

First 5 Imperial
Imperial County Children and Families First Connection

CESAR CHAVEZ

CELEBRATION FESTIVAL

At Downtown Calexico
Rockwood Avenue Promenade

*"We have seen the future,
and the future is ours."*
- Cesar Chavez

Thursday, March 30, 2023 2:00pm - 7:00pm

Let's celebrate together the life and work of Cesar Chavez

Information.
Call. (760) 455 0520 or Email. ricardo@nhclx.org

MUSIC • FOOD • LOCAL STORES • DANCE • AND MORE

The Child Abuse Prevention Council Presents:

42nd ANNUAL CHILDREN'S FAIR

Bucklin Park
8th and Ross Avenue in El Centro

Save the Date

APRIL 1, 2023
10:00 am to 2:00 pm

**MUSIC • FREE ACTIVITIES • FOOD • ANIMALS
TRAIN RIDES • FREE ENTERTAINMENT STAGES • GIANT BOUNCERS**
NO PETS ALLOWED!

Sponsored by
Imperial County Child Abuse Prevention Council
Imperial County Office of Education
El Centro Parks & Recreation

With assistance from Los Vigilantes

child abuse
Imperial County
Imperial County Office of Education
LOS VIGILANTES

NAF – Air Show – El Centro



Children's & Families Health Fair - Niland



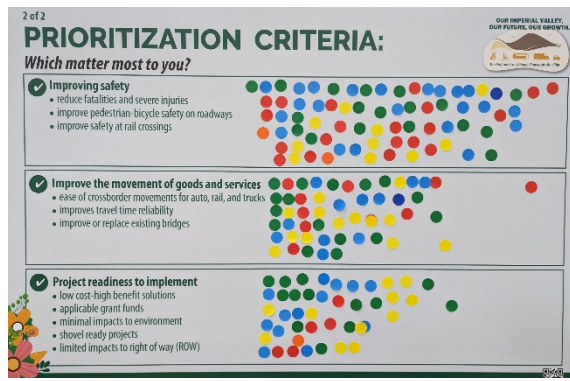
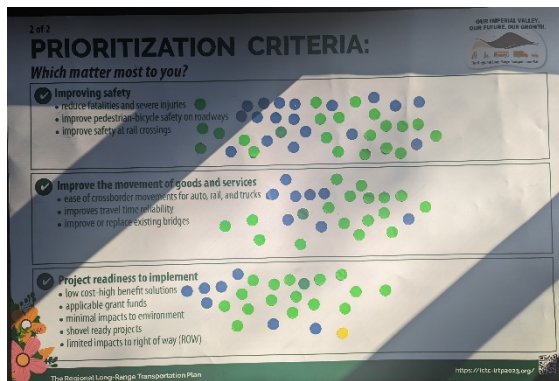
Cesar Chavez Celebration Festival – Calexico



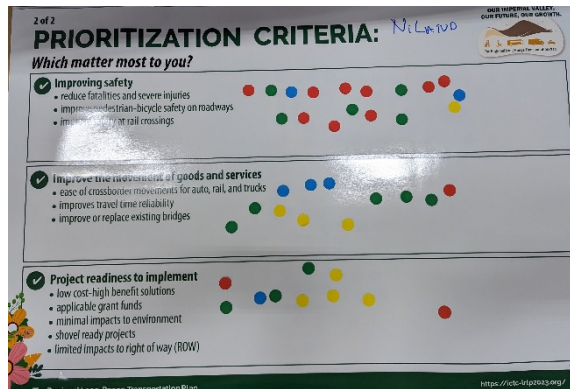
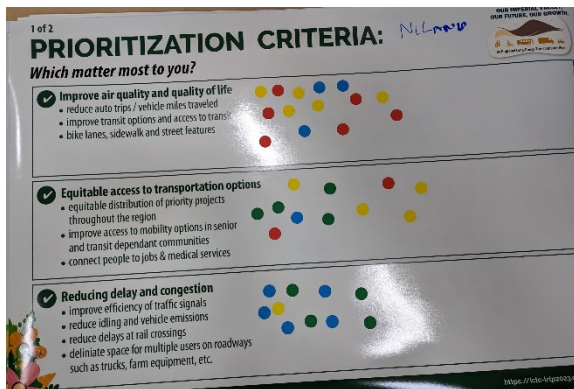
42nd Annual Children's Fair- El Centro



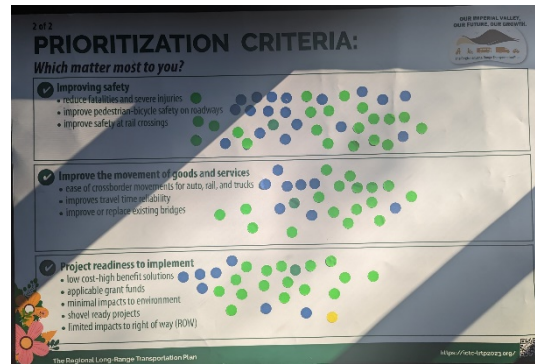
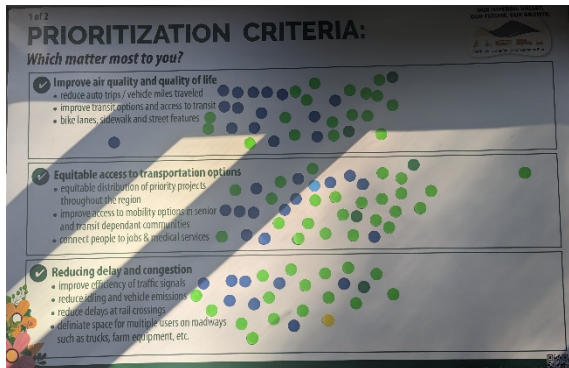
NAF Air Show – El Centro



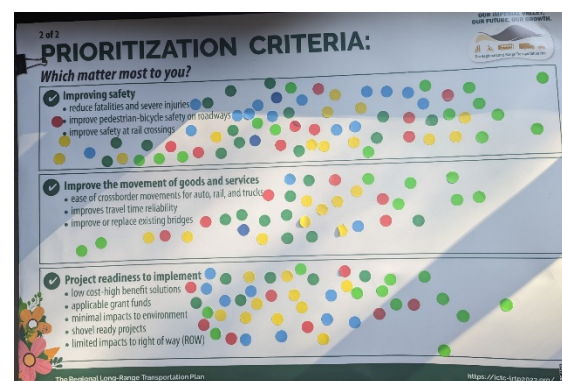
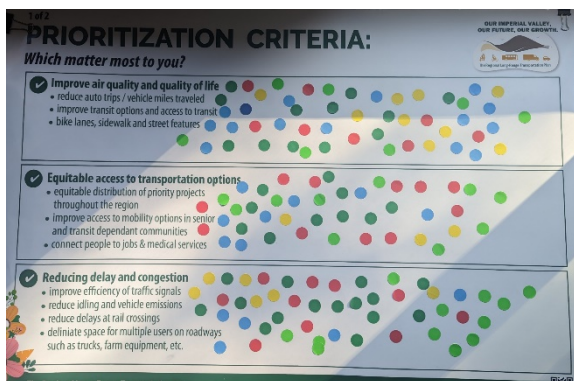
Children's & Families Health Fair – Niland



Cesar Chavez Celebration Festival – Calexico



42nd Annual Children's Fair- El Centro



[View as Webpage](#)

Deslice hacia abajo para leer en español

Join us!

Preview Proposed Transportation Projects & Improvements aimed at making it easier and safer to get around the Valley. **Please attend the meeting most convenient for you.**



OPEN HOUSE DROP-INS

Thursday, July 20, 2023 (Various Locations)



- > Content will be the same each time.
- > 10-minute presentation followed by questions and answers.
- > Children's activities provided.

Tell us if Draft Recommendations:

- > provide options for all – including for those who walk, bicycle, and take transit
- > support a growing economy, and more!



Project page!
<https://ictc-lrtp2023.org/>

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Brawley Main Library

400 Main Street.

- 10 – 11 am – Presentations at 10 and 10:30 am.

Calexico Council Chambers

608 Heber Avenue.

- 12:30 – 1:30 pm – Presentations at 12:30 and 1 pm.

Imperial Valley Mall

Inside, at Kiosk near Macy's

3451 S. Dogwood Road.

- 4 – 5 pm. View displays, talk with team and staff.

For more information:

Virginia Mendoza, Program Manager
virginiamendoza@imperialctc.org
(760) 592-4494

Questions?

Contact Outreach Team Member Jessica Padilla Bowen at
JPadillaBowen@katherinepadilla.com.

¡Únase a nosotros!

Obtenga una vista previa de los proyectos y mejoras de transporte propuestos para hacer más fácil y seguro moverse por el Valle. **Asista a la reunión que más le convenga.**

NUESTRO VALLE IMPERIAL, NUESTRO FUTURO, NUESTRO CRECIMIENTO.



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Página web del proyecto:
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Biblioteca principal de Brawley 400 Main Street.

- 10 – 11 a.m. – Presentaciones a las 10 y 10:30 a.m.

Cámara del Consejo de Calexico 608 Heber Avenue.

- 12:30 – 1:30 p.m. – Presentaciones a las 12:30 y 1 p.m.

Adentro del Imperial Valley Mall, en el quiosco cerca de Macy's 3451 S. Dogwood Road.

- 4 – 5 p.m. Vea los carteles, hable con el equipo y el personal.

Para más información:

Virginia Mendoza, Gerente de Programas
virginiamendoza@imperialctc.org
(760) 592-4494

¿Preguntas?

Comuníquese con Jessica Padilla Bowen, miembro del equipo de alcance comunitario, a jpadillabowen@katherinepadilla.com.

KXO Radio



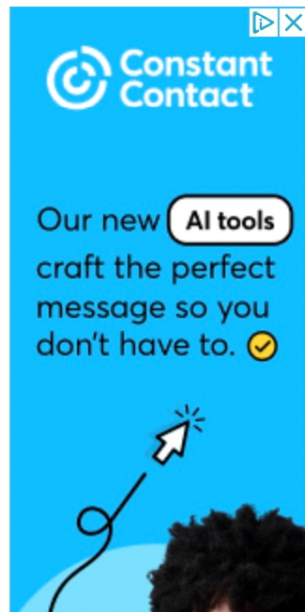
(760) 336-3401
1520 West Ford Drive
El Centro, California

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[Podcasts on Demand](#)



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ICTC Long Range Transportation Plan

Details

Written by George Gale

Published: 10 July 2023



(Imperial County Transportation Commission).....They are putting together the Valley's Long Range Transportation Plan.

They are seeking public input. There will be four opportunities to learn about the plan and offer comments. A Virtual Community meeting will be held July 13.. It will be held from 6-7:30 pm via zoom. On July 20th there will be 3 drop in sessions. The first from 10 to 11 am at the Brawley Main Library, from 12:30 to 1:30 pm at the Calexico City Council Chambers, and the third one from 4-5 pm at the Imperial Valley Mall. You can take the kids, there will be children's activities. Spanish interpretation will be available.

FEATURED

ICTC will showcase “new projects to get around the valley” – a preview of long-range transportation plan recommendations

Jun 28, 2023 Updated Jun 28, 2023 0



Listen to this article now

Powered by Trinity Audio

00:00

03:31

f t in e p b



The public is invited to a July 13 virtual community meeting and July 20 Informal Drop-in Sessions in Brawley, Calexico, and El Centro

EL CENTRO -The Imperial County Transportation Commission (ICTC) is holding a virtual meeting and a series of drop-in sessions at locations throughout the Valley to present Draft Recommendations for the Long-Range Transportation Plan. In these brief, informal sessions, community members can discover proposed improvements to the county-wide network of roadways/highways, bridges, transit/buses, and active transportation networks. Community members will be asked whether they feel Draft Recommendations can help achieve important goals such as:

- provide more transportation options for all – including for those who walk, bicycle, and take transit;
- support a vibrant, growing economy, and more!

“Throughout the past 16 months as we’ve been updating the Regional Long Range Transportation Plan, we’ve gone out to the community,” said Virginia Mendoza, ICTC Project Manager. “We’ve shared information, but more importantly, we listened and learned from community members about their needs, priorities, and values. This input has informed every project decision. As we reach the end of the study, we invite the community to view the recommendations. Tell us what you think, please!”

All informational sessions will feature the same content. Community members may attend the meeting that best meets their schedule. Families are welcome; children’s activities will be provided. Spanish



THE MAN FROM JALISCO
Summer Airings
Part 1 Starting Sat. June 3rd
@5PM
Episodes Continue
every Sat. Until Aug. 5th
On KYMA Channel 13

Search...

Search

Support Local Journalism

Support Us



CREATE AN EVENT

Search for events



FREE Family Movie Night - The Super Mario Bros. Movie

Central Baptist Church

6:30PM

Starting on Tuesday, June 27, 2023
Community Center
707 Dool Ave.
3 year olds to Adults - FREE

that best meets their schedule. Families are welcome; children's activities will be provided. Spanish translation and interpretation will also be provided.

The public is invited to select from four options:

Option 1.

Virtual Community Meeting

Thursday, July 13, 6 – 7:30 pm

Join Zoom Meeting: <https://bit.ly/3NaounF>

Meeting ID: 882 7013 0027

Passcode: 803742

One tap mobile: +16694449171,,88270130027#,,,,*803742# US

By phone: +1 669 444 9171

There will be brief 10-minute presentations at 6:00 pm and 6:30 pm, followed by questions and answers.

Options 2, 3 and 4.

Drop-in Sessions – All will be held on Thursday, July 20 at various locations listed below.

Brawley Main Library, Reading Room, 400 Main Street, #1, Brawley, CA 92227

10 – 11 am. 10-minute presentations at 10 and 10:30 am, followed by questions and answers.

- Calexico Council Chambers, 608 Heber Avenue, Calexico, CA 92231

12:30 pm – 1:30 pm – Presentations at 12:30 pm and 1 pm.

- Imperial Valley Mall, Inside at Kiosk near Macy's, 3451 Dogwood Road, El Centro, CA 92243

4 pm – 5 pm. View displays, talk informally with team and staff.


About the Imperial County Regional L RTP

Imperial County Transportation Commission is preparing a L RTP that will provide a detailed roadmap for the planning, design, construction, operations, and maintenance of the regional transportation system for the next 20 years. The L RTP will guide future funding plans and policies needed to move Imperial County forward by improving transportation options and building a more sustainable future. The July 13 virtual community meeting and July 20 drop-in sessions are being held to present the results of an 18-month-long study that relies on technical analysis and community input as the foundation for the L RTP Recommendations.

For information on the L RTP Update, visit the project website at <https://ictc-lrtp2023.org/>

For additional information, contact Virginia Mendoza, Program Manager at (760) 592-4494, or virginiamendoza@imperialctc.org.

3 year olds to Adults - FREE




Swim Lessons for Beginners

Calexico Recreation-Community Center 9:15AM

Starting on Tuesday, June 27, 2023

Community Center
707 Dool Ave. Outdoor

3 year olds to Adults - FREE



Swim Lessons for Beginners

Calexico Recreation-Community Center 10:15AM

MORE EVENTS

powered by **eventbrite**

MOST POPULAR

Articles

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- Local school boards face off with CA leaders
- CA cost of living: No more cheap rent
- Wharton chosen to be on LAFCO Advisory Committee
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- A tale of two hospitals
- Assemblymember Garcia presents \$8.5M to Brawley and Calexico for affordable housing
- Deborah Suzanne Cameron
- Imperial Police Department arrests arson suspect
- Colleges prepare workers for high tech farm future

**DESERT
KIDS
NEWS**

**Fun Reading for
Future Succeeding!**

Join us!

Preview Proposed Transportation Projects & Improvements aimed at making it easier and safer to get around the Valley. Please attend the meeting most convenient for you.



VIRTUAL COMMUNITY MEETING

Thursday, July 13, 2023, 6:00 – 7:30 pm



- > Brief 10-minute presentations at 6:00 pm and 6:30 pm, followed by questions and answers.

Zoom link: <https://bit.ly/3NaounF>

Meeting ID: 882 7013 0027

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One tap mobile:

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Inside, at Kiosk near Macy's
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NUESTRO VALLE IMPERIAL, NUESTRO FUTURO, NUESTRO CRECIMIENTO.



REUNIÓN COMUNITARIA VIRTUAL

Jueves, 13 de julio de 2023, 6:00 – 7:30 p.m.



- > Breves presentaciones de 10 minutos a las 6:00 p.m. y 6:30 p.m., seguidas de preguntas y respuestas.

Enlace Zoom: <https://bit.ly/3NaounF>

ID de reunión: 882 7013 0027

Código de acceso: 803742

Un toque móvil:

+16694449171,,88270130027#,,,
*803742#

Por teléfono: +1 669 444 9171



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Página web del proyecto:
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Para más información:

Virginia Mendoza, Gerente de Programas
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(760) 592-4494

APPENDIX D

PROJECT PRIORITIZATION CRITERIA

Imperial County Transportation Commission: Long Range Transportation Plan Prioritization Criteria						
Criteria	Description	Relative Weight	Status	Score	Total Score ⁽¹⁾	% of Total
Project Cost	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.	3	< \$1 Million	4	12	4.8%
			Between \$1 to \$5 Million	3	9	
			> \$5 Million	2	6	
Plan/Program Status	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.	7	Subject to Preliminary Study	1	7	13.9%
			Subject to Project Initiation Document (PID)	2	14	
			Subject to Project Approval ED (PAED) or other ED (MND/EIR)	3	21	
			Plans Specifications and Estimates are Complete	4	28	
			Project has Completed ROW Acquisition or is Shovel Ready	5	35	
Environmental & Physical Constraints	The score for this criterion reflects the degree to which a project has progressed through the process of environmental study and documentation.	5	No Environmental Study or Value Analysis Study Completed	1	5	8.0%
			Project Status Report in Progress	2	10	
			Environmental Document in Progress or Schedule to be Initiated	3	15	
			Environmental Document Completed / No Environmental Clearance Required	4	20	
Social & Community Equity	The score for this criterion is based on transportation improvements providing equitable access for those of the greatest need to healthcare, including mental health services and counseling services, jobs, housing, education and training, and other opportunities that support an economically vibrant, healthy, livable Imperial County	7	Improves access to medical/health/counseling services	1	7	22.3%
			Improves transportation options in a community	1	7	
			Provides transportation options to senior communities or communities with aging populations	1	7	
			More frequent and accessible transit services for underserved, remote communities.	1	7	
			Provides regional connectivity for underserved or low-income communities	1	7	
			Connects the community to employment and education via different travel modes.	1	7	
			Supports the implementation of AB-617 (reducing air pollutants) and the Community Air Protection Program	1	7	
			Distribution of Projects Across all Communities	1	7	
Consistency with Approved Planning Document	This criterion reflects a project’s importance to regional transportation, and the degree to which a project conforms with local and regional planning documentation.	5	Not the Subject of Any Existing Plans	1	5	10.0%
			Nominal Importance to Regional Transportation	2	10	
			Included in Existing Circulation Element	3	15	
			Included in CIP, DIF/TIF, or RTP (2013)	4	20	
			Considered of Great Importance to Regional Transportation	5	25	
Operations / Accessibility	Roadway: 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.	7	LOS A – C	1	7	13.9%
			LOS D	2	14	
			LOS E	3	21	
			LOS F	4	28	
			LOS F+ (volume is more than 1.25 times capacity)	5	35	
	Rail Cargo / Bridge: The score for this criterion reflects the location of the project and whether operational enhancements for the corridor are included.	7	Does not modify operations	1	7	13.9%
			Includes operational enhancements	2	14	
			Includes operational enhancements on Truck Route	3	21	
			Includes operational enhancements near freight cluster or intermodal facility/border	4	28	
			Includes operational enhancements on Critical Urban/Rural Freight Corridor or evacuation corridor	5	35	
	Transit: The score for this criterion reflects the degree to which a project influences transit services available.	7	Upgrades Existing Amenities at Existing Stop	1	7	13.9%
			Adds New Stops or Increases Frequency on Existing Route	2	14	
			Extends Existing Service Area	3	21	
			Upgrades Existing Service to High Frequency Service/Express Service	4	28	
			Adds Service along New Route	5	35	
	Active Transportation: The score for this criterion reflects the degree to which a project improves the active transportation facilities.	7	Addresses Existing ADA Compliance Issues	1	7	13.9%
			Improves Existing Facility (widen sidewalk, add buffer, etc)	2	14	
			Completes Gaps in Transportation Network	3	21	
			Adds New Active Transportation Facility with or along Existing Roadway	4	28	
			Adds New Separated (Class I or Class IV) Facility	5	35	
	Operational Improvements (BONUS POINTS): This criterion also reflects whether the project includes operational improvements at the intersections and reduces VMT or GHG emissions.	5	Does Not Include operational improvements	0	0	
			Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	1	5	
			Does Not Reduce VMT and GHG Emissions	0	0	
			Reduces VMT and GHG Emissions	1	5	
Safety	Roadway: The score for this criterion reflects the degree to which a project includes design elements that incorporate safety features.	8	Undivided Roadway Design	2	16	12.7%
			Divided Roadway Design	3	24	
			Grade Separated / Limited Access Design	4	32	
	Rail Cargo / Bridge: The score for this criterion reflects the degree to which a project addresses bridge and rail crossing safety features.	8	Repairs Bridge in "Acceptable Conditions"	2	16	12.7%
			Repairs/Replaces Bridge in "Poor Conditions"	3	24	
			New/Replacement of Rail Crossing Grade Separation	4	32	
	Transit: The score for this criterion reflects the degree to which a project includes design elements that incorporate safety features.	8	No Safety Improvements or Repairs / Replaces Existing Amenities	2	16	12.7%
			Adds New Safety Improvements (Lighting, Shelter) at Transit Stop	3	24	
			Adds New Safety Improvements (Lighting, Shelter) at Transit Station or Mobility Hub	4	32	
	Active Transportation: The score for this criterion reflects the degree to which a project includes design elements that incorporate safety features.	8	Address ADA Compliance Issues	2	16	12.7%
			Completes Gaps in Transportation Network	3	24	
			Construct Improvements on Corridors with Fatal or Severe Pedestrian or Bicycle Involved Collisions	4	32	
	Collisions (BONUS POINTS): The score for this criterion reflects the degree to which a project reduces fatal and serious injury crashes.	5	No Fatal or Severe Injury Crashes, More than 1 Complaint of Pain Crash	1	5	
			More than 1 Fatal or Severe Injury Crash	2	10	
Benefit Region and/or Goods Movement	The score for this criterion reflects the degree to which a project provides a benefit to regional transportation or goods movement	6	Low Benefit to Regional Transportation or Goods Mvmt	2	12	9.6%
			Moderate Benefit to Regional Transportation or Goods Mvmt	3	18	
			High Benefit to Regional Transportation or Goods Mvmt	4	24	
Additional Funds Available	This criterion reflects the degree to which a project has funding available from additional sources, such as Developer Impact Fee programs or other eligible funding programs.	4	Yes	3	12	4.8%
			No	0	0	

⁽¹⁾ Total Score = Relative Weight x Score

APPENDIX E

LONG RANGE & UNCONSTRAINED PROJECT LIST

ICTC LRTP - Unconstrained Project List

No.	Projects / Programs	Location	Lead Agency	Description	Schedule	Project Status	Potential Funding Source	Project Cost	Plan / Program Status	Environmental & Physical Constraints	Project Total Score	Project Phase
RH-31	Wildcat Drive from Western Ave to Dogwood Rd	Brawley	Brawley	Construction of Wildcat Dr from Western Ave to Dogwood Rd, 4 lanes divided road	TBD	Planned	Private Developments	< \$1 Million	Subject to Preliminary Study	EIR in Progress or Schedule to be Initiated	78	TBD-Unconstrained
RH-32	Rancho Los Lagos	Brawley	Brawley	Annexation of a 1,076 acres new development including Residential, Commercial, and Industrial Areas	TBD	Planned	Private Development	< \$1 Million	Subject to Preliminary Study	EIR in Progress or Schedule to be Initiated	73	TBD-Unconstrained
IB-2	SR 86 Border Patrol Checkpoint Expansion	SR-86 near SR-78	ICTC	Increase truck processing capacity	N/A	Planned	Unknown	Between \$1 to \$5 Million	Subject to Project Initiation Document (PID)	No Environmental Study or Value Analysis Study Completed	112	TBD-Unconstrained
RH-29	Dogwood Road Improvements	Brawley	Brawley	Installation of roadway safety improvements	TBD	Not Funded	State Transportation Improvement Program	< \$1 Million	Subject to Preliminary Study	EIR in Progress or Schedule to be Initiated	137	TBD-Unconstrained
RH-18	N/A	I-8	Caltrans	I-8 / SR 86 Interchange Improvements	On-Hold	Not Funded	N/A	> \$5 Million	Subject to Preliminary Study	EIR in Progress or Schedule to be Initiated	107	TBD-Unconstrained
TR-24	New Transit Stop at NAF El Centro	City of El Centro	Imperial Valley Transit	Provide a new bus stop at the main gate at NAF El Centro with amenities	N/A	Not Funded	N/A	< \$1 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	123	TBD-Unconstrained
RC-6	Malan Street	City of Brawley	City of Brawley	Construct Roadway/Rail Grade Separation and upgrade to current County standards.	N/A	Not Funded	N/A	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	122	TBD-Unconstrained
RC-13	West Cole Road	City of Calexico	City of Calexico	Construct Roadway/Rail Grade Separation and upgrade to current County standards.	N/A	Not Funded	N/A	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	122	TBD-Unconstrained
RH-41	Dogwood Road Major Utility Relocation Improvements	County	County	Major Utility Relocation (canals/drains, energy power lines, HP gas/fiber optic) for road widening, turn lanes and/or road safety for Dogwood Road between Calexico and Brawley, within Imperial County	N/A	Not Funded	N/A	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	117	TBD-Unconstrained
RC-4	Ward Road	County of Imperial	County of Imperial	Construct Roadway/Rail Grade Separation and upgrade to current County standards.	N/A	Not Funded	N/A	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	115	TBD-Unconstrained
RC-7	Mead Road	City of Brawley	City of Brawley	Construct Roadway/Rail Grade Separation and upgrade to current County standards.	N/A	Not Funded	N/A	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	115	TBD-Unconstrained
RC-11	Dogwood Road	County of Imperial	County of Imperial	Construct Roadway/Rail Grade Separation and upgrade to current County standards.	N/A	Not Funded	N/A	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	115	TBD-Unconstrained
RC-12	Heber Avenue	County of Imperial	Caltrans D11	Construct Roadway/Rail Grade Separation and upgrade to current County standards.	N/A	Not Funded	N/A	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	115	TBD-Unconstrained
RC-15	Harris Road	County of Imperial	County of Imperial	Construct Roadway/Rail Grade Separation and upgrade to current County standards.	N/A	Not Funded	EDA Funding	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	113	TBD-Unconstrained
RC-9	Aten Road	City of Imperial	City of Imperial	Construct Roadway/Rail Grade Separation and upgrade to current County standards.	N/A	Not Funded	N/A	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	108	TBD-Unconstrained
RC-10	Evan Hewes Highway	County of Imperial	County of Imperial	Construct Roadway/Rail Grade Separation and upgrade to current County and State standards.	N/A	Not Funded	N/A	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	108	TBD-Unconstrained
RC-16	Clark Road South of Aten Road	City of El Centro / County of Imperial / City of Imperial	City of El Centro / County of Imperial / City of Imperial	Construct Roadway/Rail Grade Separation and upgrade to current County standards.	N/A	Not Funded	N/A	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	108	TBD-Unconstrained
RC-8	Keystone Road	County of Imperial	County of Imperial	Construct Roadway/Rail Grade Separation and upgrade to current County standards.	N/A	Not Funded	N/A	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	101	TBD-Unconstrained
RC-14	Danenberg Avenue	City of El Centro	City of El Centro	Construct Roadway/Rail Grade Separation and upgrade to current County standards.	N/A	Not Funded	N/A	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	101	TBD-Unconstrained
BR-1	Bridge Maintence at SR 111 / Central Main Canal	Calexico (32.701219, -115.49945)	Caltrans	Repair poor condition bridge and upgrade to current County and State standards.	N/A	Not Funded	N/A	Between \$1 to \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	95	TBD-Unconstrained
BR-2	Bridge Maintence at SR 111 / Clay Wash	Imperial County (33.349403, -115.630786)	Caltrans	Repair poor condition bridge and upgrade to current County and State standards.	N/A	Not Funded	N/A	Between \$1 to \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	95	TBD-Unconstrained

ICTC LRTP - Unconstrained Project List

No.	Projects / Programs	Location	Lead Agency	Description	Schedule	Project Status	Potential Funding Source	Project Cost	Plan / Program Status	Environmental & Physical Constraints	Project Total Score	Project Phase
BR-3	Bridge Maintenece at SR 98 / Westside Main Canal	Imperial County (32.678433, -115.674061)	Caltrans	Repair poor condition bridge and upgrade to current County and State standards.	N/A	Not Funded	N/A	Between \$1 to \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	95	TBD- Unconstrained
RC-17	SR 78/Glamis Grade Separation	SR 78 East of Ted Kipf Road	County of Imperial	Construct Roadway/Rail Grade Separation and upgrade to current County standards.	N/A	Not Funded	N/A	> \$5 Million	Subject to Project Initiation Document (PID)	No Environmental Study or Value Analysis Study Completed	87	TBD- Unconstrained
RH-12	SR 111 Relinquishment to City of Calexico	SR-111	Caltrans/City of Calexico	Relinquish portion of SR 111 from PM 0.1-1.2 (Border/E 1st St to SR 98)	On-Hold	Not Funded	N/A	Between \$1 to \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	80	TBD- Unconstrained
RC-1	Pacific Imperial Railroad Service and Rehabilitation	Campo to Plaster City	Union Pacific Railroad	Rehabilitation and restart of service along the Pacific Imperial Railroad (Desert Line)	N/A	Not Funded	USDOT Infrastructure for Rebuilding America	> \$5 Million	Subject to Project Initiation Document (PID)	No Environmental Study or Value Analysis Study Completed	71	TBD- Unconstrained
TR-15	SunLine Transit Connection	Riverside County	Imperial Valley Transit	Enhance coordination and provide connection to SunLine transit system via West Shores.	N/A	Unknown	N/A	< \$1 Million	Project has Completed ROW Acquisition or is Shovel Ready	EIR Completed / No Environmental Clearance Required	201	TBD- Unconstrained
TR-16	San Diego County Connection	San Diego County	Imperial Valley Transit	Provide weekday service between El Centro and MTS Route 888 Connection in Jacumba Hot Springs	N/A	Unknown	N/A	< \$1 Million	Project has Completed ROW Acquisition or is Shovel Ready	EIR Completed / No Environmental Clearance Required	187	TBD- Unconstrained
TR-18	Holtville Local Fixed-Route	Holtville	N/A	Implement local circulator in Holtville on weekdays as population and employment increases.	N/A	Unknown	N/A	< \$1 Million	Project has Completed ROW Acquisition or is Shovel Ready	EIR Completed / No Environmental Clearance Required	186	TBD- Unconstrained
TR-19	Calipatria Local Fixed-Route	Calipatria	N/A	Implement local circulator in Calipatria on weekdays as population and employment increases.	N/A	Unknown	N/A	< \$1 Million	Project has Completed ROW Acquisition or is Shovel Ready	EIR Completed / No Environmental Clearance Required	186	TBD- Unconstrained
TR-20	IVT Ride	Calipatria & Holtville	Imperial Valley Transit	Intercity demand responsive service in Calipatria, and Holtville	N/A	Unknown	N/A	< \$1 Million	Project has Completed ROW Acquisition or is Shovel Ready	EIR Completed / No Environmental Clearance Required	186	TBD- Unconstrained
TR-22	IVT Route 2	Westmorland, Calipatria, & Niland	Imperial Valley Transit	Enhance Sunday service into Westmorland, Calipatria, and Niland.	N/A	Unknown	N/A	< \$1 Million	Project has Completed ROW Acquisition or is Shovel Ready	EIR Completed / No Environmental Clearance Required	172	TBD- Unconstrained
TR-17	IVT Route 51	Bombay Beach	Imperial Valley Transit	Increase Weekday service frequency between Bombay Beach and El Centro	N/A	Unknown	N/A	< \$1 Million	Project has Completed ROW Acquisition or is Shovel Ready	EIR Completed / No Environmental Clearance Required	153	TBD- Unconstrained
TR-21	IVT Route 4	El Centro & Seeley	Imperial Valley Transit	Increased Frequency on Route 4	N/A	Unknown	N/A	< \$1 Million	Project has Completed ROW Acquisition or is Shovel Ready	EIR Completed / No Environmental Clearance Required	153	TBD- Unconstrained
RH-24	SR 111	Calipatria	Caltrans	Widening and Drainage Improvements from Young Road to City Limits. Operational improvements are recommended as a short-term solution with the potential to widen in the future.	N/A	Unknown	N/A	> \$5 Million	Subject to Project Initiation Document (PID)	EIR in Progress or Schedule to be Initiated	100	TBD- Unconstrained
RH-25	International Road	Calipatria	Calipatria	Potential widening from 2 to 4 lanes (more info to be provided by City staff)	N/A	Unknown	N/A	< \$1 Million	Subject to Preliminary Study	EIR in Progress or Schedule to be Initiated	85	TBD- Unconstrained
RH-26	Industrial Road	Calipatria	Calipatria	Potential widening from 2 to 4 lanes (more info to be provided by City staff)	N/A	Unknown	N/A	< \$1 Million	Subject to Preliminary Study	EIR in Progress or Schedule to be Initiated	85	TBD- Unconstrained
BR-9	Second Street Bridge Widening (New River)	Calexico	Calexico	Remove and replace the existing Second Street Bridge with a new bridge that will accommodate four travel lanes and sidewalk facilities.	N/A	Unknown	N/A	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	127	TBD- Unconstrained
BR-23	Replace and/or Rehabilitate Various County Bridges along New River and Alamo River Bottoms	County	County	Structural Load Analysis/Rehabilitate and/or Replace Various County Road Bridge Crossings over New River and Alamo River Bottoms	N/A	Unknown	N/A	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	114	TBD- Unconstrained
BR-13	Anza Road Bridge at All American Canal; replaces a bridge and road crossing along Anza Road which connects Calexico East POE and Calexico	County	County	Replaces a previous road/bridge crossing at Anza Road/All American Canal to provide access between Calexico East POE and Calexico	N/A	Unknown	N/A	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	112	TBD- Unconstrained
BR-12	Dogwood Road at McCabe Road RR Track Grade Separation PSR & Improvements	Dogwood Road at McCabe Road and RR tracks	County	Intersection needs a grade separation bridge to permit intersection widening of the two arterial roads	N/A	Unknown	N/A	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	108	TBD- Unconstrained
BR-24	Replace and/or Rehabilitate Various County Bridges along Various Major Corridors	County	County	Replace and/or rehabilitate Various County Bridges along Various Major Corridors, Arterial Roads (examples: Keystone, Dogwood, Forrester, Rutherford, Clark, Worthington, etc)	N/A	Unknown	N/A	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	107	TBD- Unconstrained

ICTC LRTP - Unconstrained Project List

No.	Projects / Programs	Location	Lead Agency	Description	Schedule	Project Status	Potential Funding Source	Project Cost	Plan / Program Status	Environmental & Physical Constraints	Project Total Score	Project Phase
BR-8	Second Street Bridge Widening (All American Canal)	Calexico	Calexico	Remove and replace the existing Second Street Bridge with a new bridge that will accommodate four travel lanes and sidewalk facilities.	N/A	Unknown	N/A	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	106	TBD- Unconstrained
BR-26	Rehabilitate Carr Road Bridge at Ash Main Canal (Gateway)	County	County	Widen Bridge for Carr Road 4 lane Widening Improvements	N/A	Unknown	N/A	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	106	TBD- Unconstrained
BR-25	Replace and/or Rehabilitate Various County Bridges within Bard/Winterhaven areas	Countywide	County	The county bridges within Bard/Winterhaven need replacement and/or rehabilitation along major collectors and greater. These bridges require coordination with BIA, Quechan Indian Tribe and Bard Water District. Environmental Justice components in this area needs special attention	N/A	Unknown	N/A	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	100	TBD- Unconstrained
BR-28	Rehabilitate McCabe Road Bridge at Central Main Canal	County	County	Widen Bridge for McCabe Road 4 lane Widening Improvements	N/A	Unknown	N/A	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	92	TBD- Unconstrained
BR-7	Scaroni Road Bridge (Central Main Canal)	Calexico	Calexico	Repair poor condition bridge and upgrade to current County and State standards.	N/A	Unknown	N/A	Between \$1 to \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	90	TBD- Unconstrained
BR-18	Gentry Road Bridge Rehabilitation, New River	County	County	Structural Load Analysis/Rehabilitate 1978 New River Bridge	N/A	Unknown	N/A	Between \$1 to \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	90	TBD- Unconstrained
BR-19	Eddins Road Bridge Rehabilitation, Alamo River	County	County	Structural Load Analysis/Rehabilitate 1990 Alamo River Bridge	N/A	Unknown	N/A	Between \$1 to \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	90	TBD- Unconstrained
BR-20	Sinclair Road Bridge Rehabilitation, Alamo River	County	County	Structural Load Analysis/Rehabilitate 1994 Alamo River Bridge	N/A	Unknown	N/A	Between \$1 to \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	90	TBD- Unconstrained
BR-22	Replace and/or Rehabilitate Evan Hewes Highway bridge at Westside Main Canal	County	County	Structural Load Analysis/Rehabilitate Bridge over Westside Main Canal	N/A	Unknown	N/A	Between \$1 to \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	90	TBD- Unconstrained
BR-14	Meloland Road Bridge Replacement Central Drain	County	County	Replace failed bridge and upgrade to current County and State standards.	N/A	Unknown	N/A	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	87	TBD- Unconstrained
BR-15	Brandt Road Bridge Replacement, Alamo River	County	County	Replace 1950 Timber Bridge and upgrade to current County and State standards.	N/A	Unknown	N/A	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	87	TBD- Unconstrained
BR-16	Kalin Road Bridge Replacement, New River	County	County	Replace 1940 Timber Bridge and upgrade to current County and State standards.	N/A	Unknown	N/A	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	87	TBD- Unconstrained
BR-17	Gentry Road Bridge Replacement, Vail Canal	County	County	Replace 1936 Timber Bridge and upgrade to current County and State standards.	N/A	Unknown	N/A	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	87	TBD- Unconstrained
BR-21	Replace and/or Rehabilitate 11 Bridges along Evan Hewes Highway at Various Desert Washes near Ocotillo	County	County	Replace and/or rehabilitate 11 Bridges along Evan Hewes Highway at Various Desert Washes between Dunaway Road and Ocotillo	N/A	Unknown	N/A	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	87	TBD- Unconstrained
BR-27	Rehabilitate Evan Hewes Hwy Bridge at Central Main Canal	County	County	Widen Bridge for Evan Hewes Hwy 4 lane Widening Improvements	N/A	Unknown	N/A	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	85	TBD- Unconstrained

LONG RANGE LIST OF PROJECTS

No.	Projects / Programs	Location	Lead Agency	Description	Schedule	Project Status	Potential Funding Source	Project Cost	Plan / Program Status	Environmental & Physical Constraints	Project Total Score	Project Phase
RH-1	Forrester Road Improvements	Imperial County (West of Imperial and El Centro)	Caltrans & ICTC	Operational improvements to Forrester Road from I-8 to SR 78. Passing lanes, a bypass, shoulder widening, and intersection improvements. Ultimate configuration for Forrester Road will be a 4-lane Expressway from I-8 to SR 78.	2035	Partially Funded	Local Transportation Authority Funds	> \$5 Million	Subject to Project Initiation Document (PID)	EIR in Progress or Schedule to be Initiated	157	Long Range
RH-107	Imperial Avenue Widening	City of El Centro	Caltrans / City of El Centro	Widen from 4 to 6 lanes between Adams Avenue and Bradshaw Avenue. Operational improvements are recommended as a short-term solution with the potential to widen in the future.	2040	Planned	Not Funded	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	152	Long Range
RH-104	SR 86 Street Improvements	City of El Centro	Caltrans / City of El Centro	Widen from 2 to 4 lanes between McCabe Road and Wake Avenue. Operational improvements are recommended as a short-term solution with the potential to widen in the future.	2040	Planned	Not Funded	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	118	Long Range
BR-10	8th Street Bridge Widening	City of El Centro at I-8	El Centro	Widen from 2 to 4 lanes	2040	Planned	N/A	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	104	Long Range
RH-106	Adams Avenue Improvements	City of El Centro	City of El Centro	Widen from 2 to 4 lanes between Austin Road and La Brucherie Avenue.	2040	Planned	Not Funded	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	103	Long Range
RH-105	Danenberg Avenue Improvements	City of El Centro	City of El Centro	Widen from 2 to 4 lanes between Imperial Avenue and Dogwood Avenue.	2040	Planned	Not Funded	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	100	Long Range
RH-103	8th Street Improvements	City of El Centro	City of El Centro	Widen from 2 to 4 lanes between Palmview Avenue and McCabe Road.	2040	Planned	Not Funded	Between \$1 to \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	89	Long Range
BR-11	La Brucherie Bridge Widening	City of El Centro at I-8	El Centro	Widen from 2 to 4 lanes	2040	Planned	N/A	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	83	Long Range
RH-36	TBD, State Route	Caltrans	Caltrans	Widen from 2 lanes to 4 lanes between SR 111 east to SR 7. Operational improvements are recommended as a short-term solution with the potential to widen in the future.	2035	Not Funded	N/A	> \$5 Million	Subject to Project Initiation Document (PID)	EIR in Progress or Schedule to be Initiated	144	Long Range
RH-9	Route 186 Bridge and Highway Realignment	Andrade	Caltrans	Bridge and Highway Realignment to Andrade POE	2034	Not Funded	N/A	> \$5 Million	Subject to Project Approval ED (PAED) or other ED (MND/EIR)	EIR in Progress or Schedule to be Initiated	141	Long Range
RH-4	SR 98 (Phase 2)	Calexico	Caltrans	Widen from Dogwood Road to All American Canal. Operational improvements are recommended as a short-term solution with the potential to widen in the future.	2035	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	EIR in Progress or Schedule to be Initiated	136	Long Range
RH-63	SR 98 Widening	County - Caltrans	Caltrans	Widen SR 98 from 2 lanes to 4 lanes between SR 7 and Calexico. Operational improvements are recommended as a short-term solution with the potential to widen in the future.	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Project Initiation Document (PID)	EIR in Progress or Schedule to be Initiated	109	Long Range
AT-5	Segment 2.0	Dogwood Road from Main Street to Birch Street	El Centro	Install a 12-foot Class I multi-use path along the east side of Dogwood Road where feasible. A mix of Class II bicycle lanes and Class III bicycle routes will be needed to connect to and from the Class I multi-use path through road widening. Pedestrian improvements should include the installation of ped countdown timers, ADA curb ramps, accessible pedestrian signal push buttons, sidewalk extensions, continental high-visibility crosswalks, and pedestrian refuge islands where appropriate.	2034 to 2040	Not Funded	N/A	< \$1 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	174	Long Range

LONG RANGE LIST OF PROJECTS

No.	Projects / Programs	Location	Lead Agency	Description	Schedule	Project Status	Potential Funding Source	Project Cost	Plan / Program Status	Environmental & Physical Constraints	Project Total Score	Project Phase
RH-1	Forrester Road Improvements	Imperial County (West of Imperial and El Centro)	Caltrans & ICTC	Operational improvements to Forrester Road from I-8 to SR 78. Passing lanes, a bypass, shoulder widening, and intersection improvements. Ultimate configuration for Forrester Road will be a 4-lane Expressway from I-8 to SR 78.	2035	Partially Funded	Local Transportation Authority Funds	> \$5 Million	Subject to Project Initiation Document (PID)	EIR in Progress or Schedule to be Initiated	157	Long Range
AT-6	Segment 2.1	Heber Road from Dogwood Road to Heber Road	El Centro	Install Class II bike lanes with buffers along Heber Road and a Class I multi-use path along the east side of the railroad tracks. Pedestrian improvements should include the installation of ADA curb ramps, continental high-visibility crosswalks, and warning signage near the railroad tracks.	2034 to 2040	Not Funded	N/A	< \$1 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	167	Long Range
IB-5	Calexico East Intermodal Transportation Center	County of Imperial	ICTC	Calexico East Port of Entry Intermodal Transportation Center	2038	Not Funded	N/A	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	160	Long Range
AT-7	Segment 2.2	Cole Road from Dogwood Road to Railroad Tracks	El Centro	Install a 12-foot Class I multi-use path along the north side of Cole Road and include stop signs, ADA curb ramps, high visibility continental crosswalks, and advanced warning signage at roads that intersect the trail. Pedestrian improvements should include installing ADA ramps and warning signage near the railroad tracks.	2034 to 2040	Not Funded	N/A	< \$1 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	160	Long Range
RH-72	McCabe Road Improvements	County	County	Widen from 2 lanes to 4 lanes from Brockman Road east to SR 7	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	156	Long Range
RH-40	Dogwood Road Improvements	City of El Centro	City of El Centro	Widen Dogwood Road from 2 to 4 lanes from SR 98 (Calexico) to Brawley, within City of El Centro limits	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	151	Long Range
RH-64	Heber Road Improvements	County	County	Widen from 2 lanes to 4 lanes between SR 111 east to SR 7	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	145	Long Range
RC-3	Grade separation of Second Street rail crossing near Cesar Chavez Boulevard	Calexico	Calexico	Grade separation from Cesar Chavez Boulevard to Second Street.	2036	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	143	Long Range
RH-62	Evan Hewes Highway Improvements	County	County	Road Structural & Alignment Improvements from El Centro to Holtville	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	140	Long Range
RH-73	Ross Road Improvements	County	County	Widen from 2 lanes to 4 lanes from Drew Road east to SR 111	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	139	Long Range
RH-65	Heber Road Improvements	County	County/Caltrans	Widen from 2 lanes to 4 lanes between SR 111 west to Corfman Road (SR-86 jog north). Operational improvements are recommended as a short-term solution with the potential to widen in the future.	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	138	Long Range
RH-43	La Brucherie Road Improvements	City of El Centro	City of El Centro	Widen from 2 to 4 lanes from Kubler Road north to City of El Centro Limits	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	134	Long Range
RH-61	Evan Hewes Highway Improvements	County	County	Widen from 2 to 4 lanes from Seeley to El Centro	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	132	Long Range

LONG RANGE LIST OF PROJECTS

No.	Projects / Programs	Location	Lead Agency	Description	Schedule	Project Status	Potential Funding Source	Project Cost	Plan / Program Status	Environmental & Physical Constraints	Project Total Score	Project Phase
RH-1	Forrester Road Improvements	Imperial County (West of Imperial and El Centro)	Caltrans & ICTC	Operational improvements to Forrester Road from I-8 to SR 78. Passing lanes, a bypass, shoulder widening, and intersection improvements. Ultimate configuration for Forrester Road will be a 4-lane Expressway from I-8 to SR 78.	2035	Partially Funded	Local Transportation Authority Funds	> \$5 Million	Subject to Project Initiation Document (PID)	EIR in Progress or Schedule to be Initiated	157	Long Range
RC-2	Grade separation of SR 98 rail crossing near Cesar Chavez Boulevard	Calexico	Calexico	Grade separation from SR-98 to Cesar Chavez Boulevard.	2036	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	129	Long Range
RH-101	SR 78 Improvements (suggested by County)	County	Caltrans/ICTC	Widen from 2 lanes to 4 lanes and/or passing lanes from Brawley east to Riverside County. Operational improvements are recommended as a short-term solution with the potential to widen in the future.	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	128	Long Range
RH-100	SR 115 Improvements (Suggested by County)	County	Caltrans/ICTC	Widen from 2 lanes to 4 lanes and/or passing lanes from SR 78 south to Evan Hewes Highway. Operational improvements are recommended as a short-term solution with the potential to widen in the future.	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	128	Long Range
RH-54	Brandt Road Improvements	County	County	Road Structural & Alignment Improvements from SR-86 north to Sinclair Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	128	Long Range
RH-102	SR 111 Improvements (suggested by County)	County	Caltrans/ICTC	Widen from 2 lanes to 4 lanes and/or passing lanes from Brawley north to Riverside County. Operational improvements are recommended as a short-term solution with the potential to widen in the future.	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	128	Long Range
RH-80	Keystone Road Improvements	County	County	Widen from 2 lanes to 4 lanes from Forrester Road east to SR 115	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	128	Long Range
RH-93	S24 (Picacho Road)	County	County	Widen from 2 lanes to 4 lanes from Winterhaven Drive to Ross Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	128	Long Range
RH-76	Worthington Road Improvements	County	County	Widen from 2 lanes to 4 lanes from Imperial east to Holt Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	123	Long Range
RH-99	SR 115 Improvements (Suggested by County)	County	Caltrans/ICTC	Widen from 2 lanes to 4 lanes and/or passing lanes from SR 78 north to Calipatria. Operational improvements are recommended as a short-term solution with the potential to widen in the future.	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	122	Long Range
RH-53	Gentry Road Improvements	County	County	Road Structural & Alignment Improvements from Westmorland north to Sinclair Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	121	Long Range
RH-87	Rutherford Road Improvements	County	County	Widen from 2 lanes to 4 lanes from Kalin Road east to SR 115 improves east-west access mobility for the heavy use of agricultural equipment.	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	117	Long Range
RH-5	New Road Connection (SR 7 to SR 115)	Imperial County	Imperial County	Construct a new road from SR 7 to SR 115 due to increase in truck traffic on Orchard Road north of I-8 to access SR 115.	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	116	Long Range
RH-47	Bowker Road Improvements	County	County	Widening Improvements from 2 to 4 lanes from Calexico City Limits north to Evan Hewes Highway	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	116	Long Range
RH-70	Anza Road Improvements	County	County	Road Structural & Alignment Improvements from Calexico west to Ferrell Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	115	Long Range

LONG RANGE LIST OF PROJECTS

No.	Projects / Programs	Location	Lead Agency	Description	Schedule	Project Status	Potential Funding Source	Project Cost	Plan / Program Status	Environmental & Physical Constraints	Project Total Score	Project Phase
RH-1	Forrester Road Improvements	Imperial County (West of Imperial and El Centro)	Caltrans & ICTC	Operational improvements to Forrester Road from I-8 to SR 78. Passing lanes, a bypass, shoulder widening, and intersection improvements. Ultimate configuration for Forrester Road will be a 4-lane Expressway from I-8 to SR 78.	2035	Partially Funded	Local Transportation Authority Funds	> \$5 Million	Subject to Project Initiation Document (PID)	EIR in Progress or Schedule to be Initiated	157	Long Range
RH-46	Drew Road Improvements	County	County	Road Structural & Alignment Improvements from SR-98 north to Evan Hewes Highway	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	114	Long Range
RH-39	Anza Road Improvements	County	County	Road Improvements and realignment from Carr Road at Barbara Worth Road south and west to City of Calexico, crossing All American Canal. New Bridge required, refer to bridge tab	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	113	Long Range
RH-50	Bonds Corner Road Improvements	County	County	Widening Improvements from 2 to 4 lanes from SR 98 north to Holtville City Limits	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	113	Long Range
RH-55	Kalin Road Improvements	County	County	Road Structural & Alignment Improvements from Cady Road north to Sinclair Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	112	Long Range
RH-58	Kloke Road Improvements	County	County	Widen from 2 to 4 lanes from SR 98 north to Willoughby Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	108	Long Range
RH-48	Barbara Worth Road Improvements	County	County	Widening Improvements from 2 to 4 lanes from Anza Road north to Evan Hewes Highway	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	107	Long Range
RH-56	Hovley Road Improvements	County	County	Widen from 2 to 4 lanes from Brawley north to Rutherford Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	107	Long Range
RH-85	Shank Road Improvements	County	County	Widen from 2 lanes to 4 lanes from Brawley east to SR 115	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	107	Long Range
RH-51	McConnel Road Improvements	County	County	Road Structural & Alignment Improvements from Evan Hews Highway north to SR 78	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	107	Long Range
RH-49	Anderholt Road Improvements	County	County	Widening Improvements from 2 to 4 lanes from Carr Road north to Evan Hewes Highway	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	107	Long Range
RH-45	Brockman Road Improvements	County	County	Road Structural & Alignment Improvements from Anza Road north to McCabe Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	106	Long Range
RH-69	Carr Road Improvements	County	County	Widen from 2 lanes to 4 lanes from East Calexico POE west to Barbara Worth Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	106	Long Range
RH-57	Pitzer Road Improvements	County	County	Road Structural & Alignment Improvements from Jasper Road north to El Centro	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	105	Long Range
RH-66	Heber Road Improvements	County	County	Widen from 2 lanes to 4 lanes between Corfman Road (SR 86 jog north), west to La Brucherie Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	105	Long Range
RH-60	Evan Hewes Highway Improvements	County	County	Road Structural & Alignment Improvements from Ocotillo, west to Seeley	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	102	Long Range

No.	Projects / Programs	Location	Lead Agency	Description	Schedule	Project Status	Potential Funding Source	Project Cost	Plan / Program Status	Environmental & Physical Constraints	Project Total Score	Project Phase
RH-1	Forrester Road Improvements	Imperial County (West of Imperial and El Centro)	Caltrans & ICTC	Operational improvements to Forrester Road from I-8 to SR 78. Passing lanes, a bypass, shoulder widening, and intersection improvements. Ultimate configuration for Forrester Road will be a 4-lane Expressway from I-8 to SR 78.	2035	Partially Funded	Local Transportation Authority Funds	> \$5 Million	Subject to Project Initiation Document (PID)	EIR in Progress or Schedule to be Initiated	157	Long Range
RH-88	Rutherford Road Improvements	County	County	Road Structural & Alignment Improvements from SR 115 east to Butters Road improves east-west access mobility for the heavy use of agricultural equipment.	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	102	Long Range
RH-89	Butters Road Improvements	County	County	Road Structural & Alignment Improvements from SR 78 north to Rutherford Road improves north-south access mobility for the heavy use of agricultural equipment.	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	102	Long Range
RH-84	Cady Road Improvements	County	County	Road Structural & Alignment Improvements from Forrester Road west to Kalin Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	102	Long Range
RH-78	Harris Road Improvements	County	County	Road Structural & Alignment Improvements from SR 111 east to SR 115	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	101	Long Range
RH-92	English Road Improvements	County	County	Road Structural & Alignment Improvements from Eddins Road north to Noffsinger Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	101	Long Range
RH-42	Clark Road Improvements	County	County	Widening from 2 to 4 lanes from SR 98 to City of El Centro	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	100	Long Range
RH-67	Jasper Road Improvements	County	County	Widen from 2 lanes to 4 lanes between Anderholt Road west to SR 111	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	100	Long Range
RH-90	Eddins Road Improvements	County	County	Widen from 2 lanes to 4 lanes from Gentry Road to Calipatria	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	100	Long Range
RH-91	Sinclair Road Improvements	County	County	Widen from 2 lanes to 4 lanes from Gentry Road west to SR 115	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	100	Long Range
RH-82	Aten Road Improvements	County	County	Widen from 2 lanes to 4 lanes from Imperial west to Silsbee Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	100	Long Range
RH-59	Holt Road Improvements	County	County	Widen from 2 to 4 lanes from Holtville north to Hartshorn Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	99	Long Range
RH-95	S24 (Imperial Dam Road)	County	County	Road Structural & Alignment Improvements from Laguna Dam to Senator Wash Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	98	Long Range
RH-94	S24 (Ross to Imperial Dam Road)	County	County	Widen from 2 lanes to 4 lanes from Picacho Road to Laguna Dam	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	96	Long Range
RH-98	Road Shoulder Widening on Various County Paved Roads	County	County	Road shoulder widening on various county roads to improve safety	2045	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	96	Long Range
RH-86	Shank Road Improvements	County	County	Road Structural & Alignment Improvements from SR 115 east to Butters Road improves east-west access mobility for the heavy use of agricultural equipment.	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	96	Long Range

LONG RANGE LIST OF PROJECTS

No.	Projects / Programs	Location	Lead Agency	Description	Schedule	Project Status	Potential Funding Source	Project Cost	Plan / Program Status	Environmental & Physical Constraints	Project Total Score	Project Phase
RH-1	Forrester Road Improvements	Imperial County (West of Imperial and El Centro)	Caltrans & ICTC	Operational improvements to Forrester Road from I-8 to SR 78. Passing lanes, a bypass, shoulder widening, and intersection improvements. Ultimate configuration for Forrester Road will be a 4-lane Expressway from I-8 to SR 78.	2035	Partially Funded	Local Transportation Authority Funds	> \$5 Million	Subject to Project Initiation Document (PID)	EIR in Progress or Schedule to be Initiated	157	Long Range
RH-52	Meloland Road Improvements	County	County	Road Structural & Alignment Improvements from Evan Hewes Hwy north to Worthington Road, includes Bridge at Central Drain	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	95	Long Range
RH-79	Hartshorn Road Improvements	County	County	Widen from 2 lanes to 4 lanes from SR 115 east to Holt Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	94	Long Range
RH-68	Jasper Road Improvements	County	County	Widen from 2 lanes to 4 lanes between SR 111 west to Pitzer Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	94	Long Range
RH-74	Worthington Road Improvements	County	County	Widen from 2 lanes to 4 lanes from Imperial west to Forrester Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	93	Long Range
RH-77	Harris Road Improvements	County	County	Widen from 2 lanes to 4 lanes from SR 86 east to SR 111	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	93	Long Range
RH-96	Araz Road Improvements from SR-186 to Winterhaven Drive	County	County	Road Structural & Alignment Improvements from SR 186 to Winterhaven Drive	2045	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	91	Long Range
RH-44	Ferrell Road Improvements	County	County	Road Structural & Alignment Improvements from Anza Road north to Kubler Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	89	Long Range
RH-71	Willoughby Road Improvements	County	County	Road Structural & Alignment Improvements from Kloke Road to Clark Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	89	Long Range
RH-97	Utility Relocation for Various County Road Widening Improvements	County	County	Major Utility Relocation (canals/drains, HP gas/fiber optic) for road widening, turn lanes and/or road safety on various County road projects - see Feasibility Study elsewhere under programs	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	80	Long Range
RH-81	Keystone Road Siphon at Central Main Canal	County	County	Extend Pipe Siphons on Central Main Canal to support Keystone Road widening Improvements	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	79	Long Range
RH-75	Worthington Road Siphon at Central Main Canal	County	County	Extend Pipe Siphons on Central Main Canal to support Worthington Road widening Improvements	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	74	Long Range
RH-83	Aten Road Siphon at Central Main Canal	County	County	Extend Pipe Siphons on Central Main Canal to support Aten Road widening Improvements	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	74	Long Range
RH-38	County relinquishment to State; Ogilby Road from SR-78 to Interstate 8	County	Caltrans/ICTC	County relinquishment to State; Ogilby Road due to interconnectivity between State Routes and minimal local circulation need	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	70	Long Range

APPENDIX F

PROJECT LIST

REGIONAL HIGHWAYS & ROADWAY PROJECTS								Prioritization Criteria											
No.	Projects / Programs	Location	Lead Agency	Description	Schedule	Project Status	Potential Funding Source	Project Cost	Plan/Program Status	Environmental & Physical Constraints	Social & Community Equity	Consistency with Approved Planning Document	Operations / Accessibility	Operational Improvements		Safety		Benefit Region and/or Goods Movement	Project Total Score
													Roadway	Roadway	BONUS	Roadway Cross Section	Roadway Crashes		
RH-37	SR 111 Widening	Caltrans	Caltrans	Widen and improve to 6 lane freeway from SR 98 to I-8 with interchanges at Heber, McCabe, and Jasper and overpass at Chick Rd. Operational improvements are recommended as a short-term solution with the potential to widen in the future.	2030	Not Funded		> \$5 Million	Subject to Project Initiation Document (PID)	EIR in Progress or Schedule to be Initiated	Improves access to medical/health/counseling services	Included in CIP, DIF/TIF, or RTP (2013)	LOS F+ (volume is more than 1.25 times capacity)	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Grade Separated / Limited Access Design	More than 1 Fatal or Severe Injury Crash	High Benefit to Regional Transportation or Goods Mvmt	193
RH-33	Imperial Avenue Extension South	El Centro	El Centro	Imperial Avenue Extension South - new roadway from I-8 to McCabe Road.	2030	Not Funded		> \$5 Million	Plans Specifications and Estimates are Complete	EIR Completed / No Environmental Clearance Required	Improves access to medical/health/counseling services	Considered of Great Importance to Regional Transportation	LOS F+ (volume is more than 1.25 times capacity)	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	High Benefit to Regional Transportation or Goods Mvmt	174
RH-9	Route 186 Bridge and Highway Realignment	Andrade	Caltrans	Bridge and Highway Realignment to Andrade POE	2034	Not Funded	N/A	> \$5 Million	Subject to Project Approval ED (PAED) or other ED (MND/EIR)	EIR in Progress or Schedule to be Initiated	Improves access to medical/health/counseling services	Considered of Great Importance to Regional Transportation	LOS F+ (volume is more than 1.25 times capacity)	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Grade Separated / Limited Access Design	More than 1 Fatal or Severe Injury Crash	High Benefit to Regional Transportation or Goods Mvmt	169
RH-2	SR 98 Widening (Phase 1A)	Calexico	Caltrans	Widen between Kloke Road to V.V. Williams Avenue from a 2-lane roadway to a 4-lane facility. Operational improvements are recommended as a short-term solution with the potential to widen in the future.	2028	Not Funded	Federal Gas Tax and State Gas Tax	> \$5 Million	Plans Specifications and Estimates are Complete	EIR in Progress or Schedule to be Initiated	Improves access to medical/health/counseling services	Considered of Great Importance to Regional Transportation	LOS F+ (volume is more than 1.25 times capacity)	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	168
RH-15	Roadside Safety	I-8	Caltrans	Near/in El Centro, roadside safety improvements from PM 32.4-46.1 (Silsbee Rd to Anderholt Rd)	2023	Funded	State Highway Operation & Protection Program (SHOPP)	> \$5 Million	Project has Completed ROW Acquisition or is Shovel Ready	EIR Completed / No Environmental Clearance Required	Improves access to medical/health/counseling services	Not the Subject of Any Existing Plans	LOS F	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Divided Roadway Design	More than 1 Fatal or Severe Injury Crash	Low Benefit to Regional Transportation or Goods Mvmt	160
RH-34	Dogwood Avenue	El Centro	El Centro	Interconnect and synchronize existing interconnected signal lights along Dogwood Avenue and along 8th street to the City of El Centro's master computer	2022	Funded		< \$1 Million	Plans Specifications and Estimates are Complete	EIR Completed / No Environmental Clearance Required	Improves access to medical/health/counseling services	Nominal Importance to Regional Transportation	LOS F	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	159
RH-14	Collision Reduction	SR 111	Caltrans	Implement rumble strips, metal beam guard rail system upgrade, ADA curb ramp upgrade (including bike refuge area implementation) and lighting upgrades. From PM 3.2-45.4 (Jasper Rd to Gillespie Rd)	2033	Partially Funded	Various funding sources	> \$5 Million	Plans Specifications and Estimates are Complete	EIR Completed / No Environmental Clearance Required	Improves access to medical/health/counseling services	Not the Subject of Any Existing Plans	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Divided Roadway Design	More than 1 Fatal or Severe Injury Crash	Low Benefit to Regional Transportation or Goods Mvmt	158
RH-17	Complete Streets	SR 86, SR 111, SR 115	Caltrans	Implement complete streets features. SR 86: PM 7.30/7.55 (El Centro), SR 111: PM 32.10/33.00 (Calipatria), SR 115: PM R9.09/L10.11 (Holtville), SR 115: PM 34.50/35.23 (Calipatria)	2029	Not Funded		> \$5 Million	Subject to Project Initiation Document (PID)	EIR in Progress or Schedule to be Initiated	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS F+ (volume is more than 1.25 times capacity)	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	158
RH-1	Forrester Road Improvements	Imperial County (West of Imperial and El Centro)	Caltrans & ICTC	Operational improvements to Forrester Road from I-8 to SR 78. Passing lanes, a bypass, shoulder widening, and intersection improvements. Ultimate configuration for Forrester Road will be a 4-lane Expressway from I-8 to SR 78.	2035	Partially Funded	Local Transportation Authority Funds	> \$5 Million	Subject to Project Initiation Document (PID)	EIR in Progress or Schedule to be Initiated	Improves access to medical/health/counseling services	Considered of Great Importance to Regional Transportation	LOS F+ (volume is more than 1.25 times capacity)	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	157
RH-101	SR 78 Improvements (suggested by County)	County	Caltrans/ICTC	Widen from 2 lanes to 4 lanes and/or passing lanes from Brawley east to Riverside County. Operational improvements are recommended as a short-term solution with the potential to widen in the future.	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in CIP, DIF/TIF, or RTP (2013)	LOS F+ (volume is more than 1.25 times capacity)	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	High Benefit to Regional Transportation or Goods Mvmt	156

REGIONAL HIGHWAYS & ROADWAY PROJECTS								Prioritization Criteria											
No.	Projects / Programs	Location	Lead Agency	Description	Schedule	Project Status	Potential Funding Source	Project Cost	Plan/Program Status	Environmental & Physical Constraints	Social & Community Equity	Consistency with Approved Planning Document	Operations / Accessibility	Operational Improvements		Safety		Benefit Region and/or Goods Movement	Project Total Score
													Roadway	Roadway	BONUS	Roadway Cross Section	Roadway Crashes		
RH-107	Imperial Avenue Widening	City of El Centro	Caltrans / City of El Centro	Widen from 4 to 6 lanes between Adams Avenue and Bradshaw Avenue. Operational improvements are recommended as a short-term solution with the potential to widen in the future.	2040	Planned	Not Funded	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS F+ (volume is more than 1.25 times capacity)	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Divided Roadway Design	More than 1 Fatal or Severe Injury Crash	High Benefit to Regional Transportation or Goods Mvmt	152
RH-40	Dogwood Road Improvements	City of El Centro	City of El Centro	Widen Dogwood Road from 2 to 4 lanes from SR 98 (Calexico) to Brawley, within City of El Centro limits	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS F+ (volume is more than 1.25 times capacity)	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	High Benefit to Regional Transportation or Goods Mvmt	151
RH-76	Worthington Road Improvements	County	County	Widen from 2 lanes to 4 lanes from Imperial east to Holt Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS F+ (volume is more than 1.25 times capacity)	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	High Benefit to Regional Transportation or Goods Mvmt	151
RH-99	SR 115 Improvements (Suggested by County)	County	Caltrans/ICTC	Widen from 2 lanes to 4 lanes and/or passing lanes from SR 78 north to Calipatria. Operational improvements are recommended as a short-term solution with the potential to widen in the future.	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in CIP, DIF/TIF, or RTP (2013)	LOS F+ (volume is more than 1.25 times capacity)	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	150
RH-16	ADA	SR 98	Caltrans	SR 98 ADA - Implement ADA compliant features from Ollie Avenue to Paulin Avenue	2023	Not Funded		> \$5 Million	Subject to Project Approval ED (PAED) or other ED (MND/EIR)	EIR in Progress or Schedule to be Initiated	Improves access to medical/health/counseling services	Not the Subject of Any Existing Plans	LOS F+ (volume is more than 1.25 times capacity)	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Low Benefit to Regional Transportation or Goods Mvmt	149
RH-100	SR 115 Improvements (Suggested by County)	County	Caltrans/ICTC	Widen from 2 lanes to 4 lanes and/or passing lanes from SR 78 south to Evan Hewes Highway. Operational improvements are recommended as a short-term solution with the potential to widen in the future.	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in CIP, DIF/TIF, or RTP (2013)	LOS F	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	High Benefit to Regional Transportation or Goods Mvmt	149
RH-54	Brandt Road Improvements	County	County	Road Structural & Alignment Improvements from SR 86 north to Sinclair Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Considered of Great Importance to Regional Transportation	LOS F	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	High Benefit to Regional Transportation or Goods Mvmt	149
RH-36	TBD, State Route	Caltrans	Caltrans	Widen from 2 lanes to 4 lanes between SR 111 east to SR 7. Operational improvements are recommended as a short-term solution with the potential to widen in the future.	2035	Not Funded		> \$5 Million	Subject to Project Initiation Document (PID)	EIR in Progress or Schedule to be Initiated	Improves access to medical/health/counseling services	Not the Subject of Any Existing Plans	LOS F+ (volume is more than 1.25 times capacity)	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	144
RH-5	New Road Connection (SR 7 to SR 115)	Imperial County	Imperial County	Construct a new road from SR 7 to SR 115 due to increase in truck traffic on Orchard Road north of I-8 to access SR 115.	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Considered of Great Importance to Regional Transportation	LOS F+ (volume is more than 1.25 times capacity)	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	High Benefit to Regional Transportation or Goods Mvmt	144
RH-102	SR 111 Improvements (suggested by County)	County	Caltrans/ICTC	Widen from 2 lanes to 4 lanes and/or passing lanes from Brawley north to Riverside County. Operational improvements are recommended as a short-term solution with the potential to widen in the future.	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in CIP, DIF/TIF, or RTP (2013)	LOS E	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	High Benefit to Regional Transportation or Goods Mvmt	142
RH-62	Evan Hewes Highway Improvements	County	County	Road Structural & Alignment Improvements from El Centro to Holtville	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS F+ (volume is more than 1.25 times capacity)	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	140

REGIONAL HIGHWAYS & ROADWAY PROJECTS								Prioritization Criteria											
No.	Projects / Programs	Location	Lead Agency	Description	Schedule	Project Status	Potential Funding Source	Project Cost	Plan/Program Status	Environmental & Physical Constraints	Social & Community Equity	Consistency with Approved Planning Document	Operations / Accessibility	Operational Improvements		Safety		Benefit Region and/or Goods Movement	Project Total Score
													Roadway	Roadway	BONUS	Roadway Cross Section	Roadway Crashes		
RH-65	Heber Road Improvements	County	County/Caltrans	Widen from 2 lanes to 4 lanes between SR 111 west to Corfman Road (SR 86 jog north). Operational improvements are recommended as a short-term solution with the potential to widen in the future.	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS F+ (volume is more than 1.25 times capacity)	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	138
RH-6	Menvielle Widening	Imperial County	Imperial County	Widen Menvielle Road to 4 lanes from SR 98 to SR 7.	2030	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Considered of Great Importance to Regional Transportation	LOS F	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	High Benefit to Regional Transportation or Goods Mvmt	137
RH-72	McCabe Road Improvements	County	County	Widen from 2 lanes to 4 lanes from Brockman Road east to SR 7	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in CIP, DIF/TIF, or RTP (2013)	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	High Benefit to Regional Transportation or Goods Mvmt	128
RH-80	Keystone Road Improvements	County	County	Widen from 2 lanes to 4 lanes from Forrester Road east to SR 115	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in CIP, DIF/TIF, or RTP (2013)	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	High Benefit to Regional Transportation or Goods Mvmt	128
RH-93	S24 (Picacho Road)	County	County	Widen from 2 lanes to 4 lanes from Winterhaven Drive to Ross Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Considered of Great Importance to Regional Transportation	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Reduces VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	High Benefit to Regional Transportation or Goods Mvmt	128
RH-55	Kalin Road Improvements	County	County	Road Structural & Alignment Improvements from Cady Road north to Sinclair Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS E	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	126
RH-53	Gentry Road Improvements	County	County	Road Structural & Alignment Improvements from Westmorland north to Sinclair Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Considered of Great Importance to Regional Transportation	LOS A – C	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	High Benefit to Regional Transportation or Goods Mvmt	121
RH-13	SR 86 at Dogwood Rd Intersection Improvements	SR 86	Caltrans	Roadway widening, install traffic signals	2026	Unknown	N/A	Between \$1 to \$5 Million	Subject to Project Approval ED (PAED) or other ED (MND/EIR)	EIR in Progress or Schedule to be Initiated	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	119
RH-73	Ross Road Improvements	County	County	Widen from 2 lanes to 4 lanes from Drew Road east to SR 111	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Low Benefit to Regional Transportation or Goods Mvmt	118
RH-104	SR 86 Street Improvements	City of El Centro	Caltrans / City of El Centro	Widen from 2 to 4 lanes between McCabe Road and Wake Avenue. Operational improvements are recommended as a short-term solution with the potential to widen in the future.	2040	Planned	Not Funded	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	High Benefit to Regional Transportation or Goods Mvmt	118
RH-64	Heber Road Improvements	County	County	Widen from 2 lanes to 4 lanes between SR 111 east to SR 7	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	117

REGIONAL HIGHWAYS & ROADWAY PROJECTS								Prioritization Criteria											
No.	Projects / Programs	Location	Lead Agency	Description	Schedule	Project Status	Potential Funding Source	Project Cost	Plan/Program Status	Environmental & Physical Constraints	Social & Community Equity	Consistency with Approved Planning Document	Operations / Accessibility	Operational Improvements		Safety		Benefit Region and/or Goods Movement	Project Total Score
													Roadway	Roadway	BONUS	Roadway Cross Section	Roadway Crashes		
RH-87	Rutherford Road Improvements	County	County	Widen from 2 lanes to 4 lanes from Kalin Road east to SR 115 improves east-west access mobility for the heavy use of agricultural equipment.	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	117
RH-47	Bowker Road Improvements	County	County	Widening Improvements from 2 to 4 lanes from Calexico City Limits north to Evan Hewes Highway	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	High Benefit to Regional Transportation or Goods Mvmt	116
RH-70	Anza Road Improvements	County	County	Road Structural & Alignment Improvements from Calexico west to Ferrell Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	High Benefit to Regional Transportation or Goods Mvmt	115
RH-4	SR-98 (Phase 2)	Calexico	Caltrans	Widen from Dogwood Road to All American Canal. Operational improvements are recommended as a short-term solution with the potential to widen in the future.	2035	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	EIR in Progress or Schedule to be Initiated	Improves access to medical/health/counseling services	Considered of Great Importance to Regional Transportation	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	115
RH-46	Drew Road Improvements	County	County	Road Structural & Alignment Improvements from SR 98 north to Evan Hewes Highway	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	114
RH-7	Hammer Road Improvements	Calexico	Imperial County	Due to the new West POE access on Anza Road, traffic has increased and improvements would allow added traffic to circulate safer. The limits of the improvements would be from SR 98 to Anza Road.	2028	Not Funded	State Transportation Improvement Program	Between \$1 to \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in CIP, DIF/TIF, or RTP (2013)	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	High Benefit to Regional Transportation or Goods Mvmt	114
RH-28	Traffic Signal Synchronization & Intelligent Transportation Systems on Main St from Western Ave to Best Rd	Brawley	Brawley	Traffic Signal Synchronization & Intelligent Transportation Systems on Main St from Western Ave to Best Rd. Construction in 2 phases	2023 & 2026	In Design	CMAQ 2022 Program Funds	< \$1 Million	Subject to Preliminary Study	EIR in Progress or Schedule to be Initiated	Improves access to medical/health/counseling services	Not the Subject of Any Existing Plans	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Low Benefit to Regional Transportation or Goods Mvmt	113
RH-39	Anza Road Improvements	County	County	Road Improvements and realignment from Carr Road at Barbara Worth Road south and west to City of Calexico, crossing All American Canal. New Bridge required, refer to bridge tab	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	High Benefit to Regional Transportation or Goods Mvmt	113
RH-50	Bonds Corner Road Improvements	County	County	Widening Improvements from 2 to 4 lanes from SR 98 north to Holtville City Limits	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	High Benefit to Regional Transportation or Goods Mvmt	113
RH-29	Dogwood Road improvements	Brawley	Brawley	Installation of roadway safety improvements	TBD	Not Funded	State Transportation Improvement Program	< \$1 Million	Subject to Preliminary Study	EIR in Progress or Schedule to be Initiated	Improves access to medical/health/counseling services	Not the Subject of Any Existing Plans	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Low Benefit to Regional Transportation or Goods Mvmt	109
RH-63	SR 98 Widening	County - Caltrans	Caltrans	Widen SR 98 from 2 lanes to 4 lanes between SR 7 and Calexico. Operational improvements are recommended as a short-term solution with the potential to widen in the future.	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Project Initiation Document (PID)	EIR in Progress or Schedule to be Initiated	Improves access to medical/health/counseling services	Not the Subject of Any Existing Plans	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	109

REGIONAL HIGHWAYS & ROADWAY PROJECTS								Prioritization Criteria											
No.	Projects / Programs	Location	Lead Agency	Description	Schedule	Project Status	Potential Funding Source	Project Cost	Plan/Program Status	Environmental & Physical Constraints	Social & Community Equity	Consistency with Approved Planning Document	Operations / Accessibility	Operational Improvements		Safety		Benefit Region and/or Goods Movement	Project Total Score
													Roadway	Roadway	BONUS	Roadway Cross Section	Roadway Crashes		
RH-58	Kloke Road Improvements	County	County	Widen from 2 to 4 lanes from SR 98 north to Willoughby Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Low Benefit to Regional Transportation or Goods Mvmt	108
RH-8	Anza Road/Second Street Widening	Calexico	Imperial County	Widen roadway from 2 to 4 lanes on Anza Road/Second Street from Hammer Road to 1 mile east of the All-American Canal.	2028	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Nominal Importance to Regional Transportation	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	High Benefit to Regional Transportation or Goods Mvmt	108
RH-48	Barbara Worth Road Improvements	County	County	Widening Improvements from 2 to 4 lanes from Anza Road north to Evan Hewes Highway	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	107
RH-56	Hovley Road Improvements	County	County	Widen from 2 to 4 lanes from Brawley north to Rutherford Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	107
RH-85	Shank Road Improvements	County	County	Widen from 2 lanes to 4 lanes from Brawley east to SR 115	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	107
RH-51	McConnel Road Improvements	County	County	Road Structural & Alignment Improvements from Evan Hews Highway north to SR 78	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	107
RH-49	Anderholt Road Improvements	County	County	Widening Improvements from 2 to 4 lanes from Carr Road north to Evan Hewes Highway	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	107
RH-45	Brockman Road Improvements	County	County	Road Structural & Alignment Improvements from Anza Road north to McCabe Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Low Benefit to Regional Transportation or Goods Mvmt	106
RH-43	La Brucherie Road Improvements	City of El Centro	City of El Centro	Widen from 2 to 4 lanes from Kubler Road north to City of El Centro Limits	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	High Benefit to Regional Transportation or Goods Mvmt	106
RH-69	Carr Road Improvements	County	County	Widen from 2 lanes to 4 lanes from East Calexico POE west to Barbara Worth Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	High Benefit to Regional Transportation or Goods Mvmt	106
RH-57	Pitzer Road Improvements	County	County	Road Structural & Alignment Improvements from Jasper Road north to El Centro	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	105
RH-66	Heber Road Improvements	County	County	Widen from 2 lanes to 4 lanes between Corfman Road (SR 86 jog north), west to La Brucherie Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	105

REGIONAL HIGHWAYS & ROADWAY PROJECTS								Prioritization Criteria											
No.	Projects / Programs	Location	Lead Agency	Description	Schedule	Project Status	Potential Funding Source	Project Cost	Plan/Program Status	Environmental & Physical Constraints	Social & Community Equity	Consistency with Approved Planning Document	Operations / Accessibility	Operational Improvements		Safety		Benefit Region and/or Goods Movement	Project Total Score
													Roadway	Roadway	BONUS	Roadway Cross Section	Roadway Crashes		
RH-61	Evan Hewes Highway Improvements	County	County	Widen from 2 to 4 lanes from Seeley to El Centro	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Low Benefit to Regional Transportation or Goods Mvmt	104
RH-106	Adams Avenue Improvements	City of El Centro	City of El Centro	Widen from 2 to 4 lanes between Austin Road and La Brucherie Avenue.	2040	Planned	Not Funded	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	103
RH-60	Evan Hewes Highway Improvements	County	County	Road Structural & Alignment Improvements from Ocotillo, west to Seeley	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	102
RH-88	Rutherford Road Improvements	County	County	Road Structural & Alignment Improvements from SR 115 east to Butters Road improves east-west access mobility for the heavy use of agricultural equipment.	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	102
RH-89	Butters Road Improvements	County	County	Road Structural & Alignment Improvements from SR 78 north to Rutherford Road improves north-south access mobility for the heavy use of agricultural equipment.	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	102
RH-84	Cady Road Improvements	County	County	Road Structural & Alignment Improvements from Forrester Road west to Kalin Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	102
RH-78	Harris Road Improvements	County	County	Road Structural & Alignment Improvements from SR 111 east to SR 115	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	High Benefit to Regional Transportation or Goods Mvmt	101
RH-92	English Road Improvements	County	County	Road Structural & Alignment Improvements from Eddins Road north to Noffsinger Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	High Benefit to Regional Transportation or Goods Mvmt	101
RH-18	N/A	I-8	Caltrans	I-8/SR 86 Interchange Improvements	On-Hold	Not Funded	N/A	> \$5 Million	Subject to Preliminary Study	EIR in Progress or Schedule to be Initiated	Improves access to medical/health/counseling services	Not the Subject of Any Existing Plans	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Grade Separated / Limited Access Design	More than 1 Fatal or Severe Injury Crash	Low Benefit to Regional Transportation or Goods Mvmt	100
RH-42	Clark Road Improvements	County	County	Widening from 2 to 4 lanes from SR 98 to City of El Centro	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	100
RH-67	Jasper Road Improvements	County	County	Widen from 2 lanes to 4 lanes between Anderholt Road west to SR 111	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	100
RH-90	Eddins Road Improvements	County	County	Widen from 2 lanes to 4 lanes from Gentry Road to Calipatria	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	100

REGIONAL HIGHWAYS & ROADWAY PROJECTS								Prioritization Criteria											
No.	Projects / Programs	Location	Lead Agency	Description	Schedule	Project Status	Potential Funding Source	Project Cost	Plan/Program Status	Environmental & Physical Constraints	Social & Community Equity	Consistency with Approved Planning Document	Operations / Accessibility	Operational Improvements		Safety		Benefit Region and/or Goods Movement	Project Total Score
													Roadway	Roadway	BONUS	Roadway Cross Section	Roadway Crashes		
RH-91	Sinclair Road Improvements	County	County	Widen from 2 lanes to 4 lanes from Gentry Road west to SR 115	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	100
RH-24	SR 111	Calipatria	Caltrans	Widening and Drainage Improvements from Young Road to City Limits. Operational improvements are recommended as a short-term solution with the potential to widen in the future.	N/A	Unknown	N/A	> \$5 Million	Subject to Project Initiation Document (PID)	EIR in Progress or Schedule to be Initiated	Improves access to medical/health/counseling services	Not the Subject of Any Existing Plans	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Divided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	100
RH-105	Danenberg Avenue Improvements	City of El Centro	City of El Centro	Widen from 2 to 4 lanes between Imperial Avenue and Dogwood Avenue.	2040	Planned	Not Funded	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	100
RH-82	Aten Road Improvements	County	County	Widen from 2 lanes to 4 lanes from Imperial west to Silsbee Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	100
RH-59	Holt Road Improvements	County	County	Widen from 2 to 4 lanes from Holtville north to Hartshorn Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Low Benefit to Regional Transportation or Goods Mvmt	99
RH-95	S24 (Imperial Dam Road)	County	County	Road Structural & Alignment Improvements from Laguna Dam to Senator Wash Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Nominal Importance to Regional Transportation	LOS A – C	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Low Benefit to Regional Transportation or Goods Mvmt	98
RH-27	Main St Water Line and Paving Improvements	Brawley	Brawley	Replacement of water line and pavement rehabilitation of Main St from First St to Eastern Ave	2023	In Design	2020 Earmark repurposing funds, ARPA, Local funds	< \$1 Million	Subject to Preliminary Study	EIR in Progress or Schedule to be Initiated	Improves access to medical/health/counseling services	Not the Subject of Any Existing Plans	LOS A – C	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Low Benefit to Regional Transportation or Goods Mvmt	97
RH-94	S24 (Ross to Imperial Dam Road)	County	County	Widen from 2 lanes to 4 lanes from Picacho Road to Laguna Dam	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Nominal Importance to Regional Transportation	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Low Benefit to Regional Transportation or Goods Mvmt	96
RH-98	Road Shoulder Widening on Various County Paved Roads	County	County	Road shoulder widening on various county roads to improve safety	2045	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Nominal Importance to Regional Transportation	LOS A – C	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	High Benefit to Regional Transportation or Goods Mvmt	96
RH-86	Shank Road Improvements	County	County	Road Structural & Alignment Improvements from SR 115 east to Butters Road improves east-west access mobility for the heavy use of agricultural equipment.	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Low Benefit to Regional Transportation or Goods Mvmt	96
RH-52	Meloland Road Improvements	County	County	Road Structural & Alignment Improvements from Evan Hewes Hwy north to Worthington Road, includes Bridge at Central Drain	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	95
RH-79	Hartshorn Road Improvements	County	County	Widen from 2 lanes to 4 lanes from SR 115 east to Holt Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Low Benefit to Regional Transportation or Goods Mvmt	94

REGIONAL HIGHWAYS & ROADWAY PROJECTS								Prioritization Criteria											
No.	Projects / Programs	Location	Lead Agency	Description	Schedule	Project Status	Potential Funding Source	Project Cost	Plan/Program Status	Environmental & Physical Constraints	Social & Community Equity	Consistency with Approved Planning Document	Operations / Accessibility	Operational Improvements		Safety		Benefit Region and/or Goods Movement	Project Total Score
													Roadway	Roadway	BONUS	Roadway Cross Section	Roadway Crashes		
RH-68	Jasper Road Improvements	County	County	Widen from 2 lanes to 4 lanes between SR 111 west to Pitzer Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Low Benefit to Regional Transportation or Goods Mvmt	94
RH-74	Worthington Road Improvements	County	County	Widen from 2 lanes to 4 lanes from Imperial west to Forrester Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	93
RH-77	Harris Road Improvements	County	County	Widen from 2 lanes to 4 lanes from SR 86 east to SR 111	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	93
RH-30	South Cesar Chavez St Rehabilitation	Brawley	Brawley	Reahabilitation and construction of roadway as part of New Middle School Construction	2023	Under Construction	Brawley Elementary School District	< \$1 Million	Subject to Preliminary Study	EIR in Progress or Schedule to be Initiated	Improves access to medical/health/counseling services	Not the Subject of Any Existing Plans	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Low Benefit to Regional Transportation or Goods Mvmt	92
RH-96	Araz Road Improvements from SR 186 to Winterhaven Drive	County	County	Road Structural & Alignment Improvements from SR 186 to Winterhaven Drive	2045	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Nominal Importance to Regional Transportation	LOS A – C	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Low Benefit to Regional Transportation or Goods Mvmt	91
RH-44	Ferrell Road Improvements	County	County	Road Structural & Alignment Improvements from Anza Road north to Kubler Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Low Benefit to Regional Transportation or Goods Mvmt	89
RH-71	Willoughby Road Improvements	County	County	Road Structural & Alignment Improvements from Kloke Road to Clark Road	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Low Benefit to Regional Transportation or Goods Mvmt	89
RH-103	8th Street Improvements	City of El Centro	City of El Centro	Widen from 2 to 4 lanes between Palmview Avenue and McCabe Road.	2040	Planned	Not Funded	Between \$1 to \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Included in Existing Circulation Element	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	89
RH-41	Dogwood Road Major Utility Relocation Improvements	County	County	Major Utility Relocation (canals/drains, energy power lines, HP gas/fiber optic) for road widening, turn lanes and/or road safety for Dogwood Road between Calexico and Brawley, within Imperial County	N/A	Not Funded	N/A	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Considered of Great Importance to Regional Transportation	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	89
RH-25	International Road	Calipatria	Calipatria	Potential widening from 2 to 4 lanes (more info to be provided by City staff)	N/A	Unknown	N/A	< \$1 Million	Subject to Preliminary Study	EIR in Progress or Schedule to be Initiated	Improves access to medical/health/counseling services	Not the Subject of Any Existing Plans	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Low Benefit to Regional Transportation or Goods Mvmt	85
RH-26	Industrial Road	Calipatria	Calipatria	Potential widening from 2 to 4 lanes (more info to be provided by City staff)	N/A	Unknown	N/A	< \$1 Million	Subject to Preliminary Study	EIR in Progress or Schedule to be Initiated	Improves access to medical/health/counseling services	Not the Subject of Any Existing Plans	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Low Benefit to Regional Transportation or Goods Mvmt	85

REGIONAL HIGHWAYS & ROADWAY PROJECTS								Prioritization Criteria											
No.	Projects / Programs	Location	Lead Agency	Description	Schedule	Project Status	Potential Funding Source	Project Cost	Plan/Program Status	Environmental & Physical Constraints	Social & Community Equity	Consistency with Approved Planning Document	Operations / Accessibility	Operational Improvements		Safety		Benefit Region and/or Goods Movement	Project Total Score
													Roadway	Roadway	BONUS	Roadway Cross Section	Roadway Crashes		
RH-20	Middle Mile Broadband	SR 111	Caltrans	Install fiber optic infrastructure PM 23.65-41.4(Brawley to Niland)	2026	Funded	CA Dept of Technology	> \$5 Million	Plans Specifications and Estimates are Complete	EIR in Progress or Schedule to be Initiated	Improves access to medical/health/counciling services	Not the Subject of Any Existing Plans	LOS A – C	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Divided Roadway Design	More than 1 Fatal or Severe Injury Crash	Low Benefit to Regional Transportation or Goods Mvmt	82
RH-21	Middle Mile Broadband	SR 115	Caltrans	Install fiber optic infrastructure PM R3.2-21.7 (I-8 to SR 78)	2026	Funded	CA Dept of Technology	> \$5 Million	Plans Specifications and Estimates are Complete	EIR in Progress or Schedule to be Initiated	Improves access to medical/health/counciling services	Not the Subject of Any Existing Plans	LOS A – C	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Divided Roadway Design	More than 1 Fatal or Severe Injury Crash	Low Benefit to Regional Transportation or Goods Mvmt	82
RH-23	Middle Mile Broadband	I-8	Caltrans	Install fiber optic infrastructure PM 0.0-96.1 (SR 98 to Arizona border)	2026	Funded	CA Dept of Technology	> \$5 Million	Plans Specifications and Estimates are Complete	EIR in Progress or Schedule to be Initiated	Improves access to medical/health/counciling services	Not the Subject of Any Existing Plans	LOS A – C	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Divided Roadway Design	More than 1 Fatal or Severe Injury Crash	Low Benefit to Regional Transportation or Goods Mvmt	82
RH-12	SR 111 Relinquishment to City of Calexico	SR 111	Caltrans/City of Calexico	Relinquish portion of SR 111 from PM 0.1-1.2 (Border/E 1st St to SR 98)	On-Hold	Not Funded	N/A	Between \$1 to \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counciling services	Nominal Importance to Regional Transportation	LOS A – C	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Divided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	80
RH-97	Utility Relocation for Various County Road Widening Improvements	County	County	Major Utility Relocation (canals/drains, HP gas/fiber optic) for road widening, turn lanes and/or road safety on various County road projects - see Feasibility Study elsewhere under programs	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counciling services	Nominal Importance to Regional Transportation	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	High Benefit to Regional Transportation or Goods Mvmt	80
RH-81	Keystone Road Siphon at Central Main Canal	County	County	Extend Pipe Siphons on Central Main Canal to support Keystone Road widening Improvements	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counciling services	Included in CIP, DIF/TIF, or RTP (2013)	LOS A – C	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	79
RH-31	Wildcat Drive from Western Ave to Dogwood Rd	Brawley	Brawley	Construction of Wildcat Dr from Western Ave to Dogwood Rd, 4 lanes divided road	TBD	Planned	Private Developments	< \$1 Million	Subject to Preliminary Study	EIR in Progress or Schedule to be Initiated	Improves access to medical/health/counciling services	Not the Subject of Any Existing Plans	LOS A – C	Includes operational improvements such as signal timing adjustments, roundabouts, additional turning lanes at intersections, and/or ITS improvements.	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Low Benefit to Regional Transportation or Goods Mvmt	78
RH-19	Middle Mile Broadband	SR 86	Caltrans	Install fiber optic infrastructure PM 24.0-67.8 (SR 78 to Riverside County)	2026	Funded	CA Dept of Technology	> \$5 Million	Plans Specifications and Estimates are Complete	EIR in Progress or Schedule to be Initiated	Improves access to medical/health/counciling services	Not the Subject of Any Existing Plans	LOS A – C	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Low Benefit to Regional Transportation or Goods Mvmt	74
RH-22	Middle Mile Broadband	SR 78	Caltrans	Install fiber optic infrastructure PM R21.05-80.8 (SR 86 to Riverside County)	2026	Funded	CA Dept of Technology	> \$5 Million	Plans Specifications and Estimates are Complete	EIR in Progress or Schedule to be Initiated	Improves access to medical/health/counciling services	Not the Subject of Any Existing Plans	LOS A – C	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Low Benefit to Regional Transportation or Goods Mvmt	74
RH-75	Worthington Road Siphon at Central Main Canal	County	County	Extend Pipe Siphons on Central Main Canal to support Worthington Road widening Improvements	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counciling services	Included in Existing Circulation Element	LOS A – C	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	74
RH-83	Aten Road Siphon at Central Main Canal	County	County	Extend Pipe Siphons on Central Main Canal to support Aten Road widening Improvements	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counciling services	Included in Existing Circulation Element	LOS A – C	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Moderate Benefit to Regional Transportation or Goods Mvmt	74
RH-32	Rancho Los Lagos	Brawley	Brawley	Annexation of a 1,076 acres new development including Residential, Commercial, and Industrial Areas	TBD	Planned	Private Development	< \$1 Million	Subject to Preliminary Study	EIR in Progress or Schedule to be Initiated	Improves access to medical/health/counciling services	Not the Subject of Any Existing Plans	LOS A – C	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Low Benefit to Regional Transportation or Goods Mvmt	73
RH-38	County relinquishment to State; Ogilby Road from SR 78 to Interstate 8	County	Caltrans/ICTC	County relinquishment to State; Ogilby Road due to interconnectivity between State Routes and minimal local circulation need	2040	Not Funded	State Transportation Improvement Program	> \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counciling services	Not the Subject of Any Existing Plans	LOS A – C	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	High Benefit to Regional Transportation or Goods Mvmt	70
RH-11	SR 86 Relinquishment to County of Imperial	SR 86	Caltrans/Imperial County	Relinquish portion of SR 86 from PM 0.0-5.1(SR 111 to Countryside Dr), PM 12.3-18.9 (W Ralph Rd to Calle Estrella), PM 21.4-23.8 (Las Flores Dr to SR 78	2026	Not Funded	N/A	< \$1 Million	Subject to Preliminary Study	EIR in Progress or Schedule to be Initiated	Improves access to medical/health/counciling services	Nominal Importance to Regional Transportation	LOS A – C	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Low Benefit to Regional Transportation or Goods Mvmt	64
RH-10	SR 86 Relinquishment to City of El Centro	SR 86	Caltrans/City of El Centro	Relinquish portion of SR 86 from PM 5.1-8.8 (Countryside Dr to Treshill Rd)	2026	Not Funded	N/A	< \$1 Million	Subject to Preliminary Study	EIR in Progress or Schedule to be Initiated	Improves access to medical/health/counciling services	Not the Subject of Any Existing Plans	LOS A – C	Does Not Include operational improvements	Does Not Reduce VMT and GHG Emissions	Undivided Roadway Design	More than 1 Fatal or Severe Injury Crash	Low Benefit to Regional Transportation or Goods Mvmt	59

BRIDGE PROJECTS								Prioritization Criteria							
												Operations / Accessibility	Safety		
No.	Projects / Programs	Location	Lead Agency	Description	Schedule	Project Status	Potential Funding Source	Project Cost	Environmental & Physical Constraints	Social & Community Equity	Consistency with Approved Planning Document	Bridge	Bridge	Benefit Region and/or Goods Movement	Project Total Score
BR-6	New Bridge at Second Street & Union Pacific Rail Crossing	Calexico	Calexico	Remove and replace the existing Second Street Bridge with a new bridge that will accommodate six travel lanes and sidewalk facilities.	2022	Unknown	State Transportation Improvement Program	> \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/c ounseling services	Not the Subject of Any Existing Plans	Includes operational enhancements near freight cluster or intermodal facility/border	Repairs Bridge in "Acceptable Conditions"	Moderate Benefit to Regional Transportation or Goods Mvmt	127
BR-9	Second Street Bridge Widening (New River)	Calexico	Calexico	Remove and replace the existing Second Street Bridge with a new bridge that will accommodate four travel lanes and sidewalk facilities.	N/A	Unknown	N/A	> \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/c ounseling services	Not the Subject of Any Existing Plans	Includes operational enhancements near freight cluster or intermodal facility/border	Repairs Bridge in "Acceptable Conditions"	Moderate Benefit to Regional Transportation or Goods Mvmt	127
BR-23	Replace and/or Rehabilitate Various County Bridges along New River and Alamo River Bottoms	County	County	Structural Load Analysis/Rehabilitate and/or Replace Various County Road Bridge Crossings over New River and Alamo River Bottoms	N/A	Unknown	N/A	> \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/c ounseling services	Not the Subject of Any Existing Plans	Does not modify operations	Repairs/Replaces Bridge in "Poor Conditions"	Moderate Benefit to Regional Transportation or Goods Mvmt	114
BR-13	Anza Road Bridge at All American Canal; replaces a bridge and road crossing along Anza Road which connects Calexico East POE and Calexico	County	County	Replaces a previous road/bridge crossing at Anza Road/All American Canal to provide access between Calexico East POE and Calexico	N/A	Unknown	N/A	> \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/c ounseling services	Not the Subject of Any Existing Plans	Includes operational enhancements near freight cluster or intermodal facility/border	Repairs Bridge in "Acceptable Conditions"	High Benefit to Regional Transportation or Goods Mvmt	112
BR-4	Bridge Maintenance at I 8 / All American Canal	Imperial County (32.708508, - 114.949428)	Caltrans	Repair poor condition bridge and upgrade to current County and State standards.	2025	Funded	N/A	Between \$1 to \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/c ounseling services	Nominal Importance to Regional Transportation	Does not modify operations	Repairs/Replaces Bridge in "Poor Conditions"	Low Benefit to Regional Transportation or Goods Mvmt	109
BR-5	Bridge Maintenance at SR 78 / Palo Verde	Imperial County (33.361317, - 114.723075)	Caltrans	Repair poor condition bridge and upgrade to current County and State standards.	2025	Funded	N/A	Between \$1 to \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/c ounseling services	Nominal Importance to Regional Transportation	Does not modify operations	Repairs/Replaces Bridge in "Poor Conditions"	Low Benefit to Regional Transportation or Goods Mvmt	109

BRIDGE PROJECTS								Prioritization Criteria							
												Operations / Accessibility	Safety		
No.	Projects / Programs	Location	Lead Agency	Description	Schedule	Project Status	Potential Funding Source	Project Cost	Environmental & Physical Constraints	Social & Community Equity	Consistency with Approved Planning Document	Bridge	Bridge	Benefit Region and/or Goods Movement	Project Total Score
BR-12	Dogwood Road at McCabe Road RR Track Grade Separation PSR & Improvements	Dogwood Road at McCabe Road and RR tracks	County	Intersection needs a grade separation bridge to permit intersection widening of the two arterial roads	N/A	Unknown	N/A	> \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Not the Subject of Any Existing Plans	Includes operational enhancements	New/Replacement of Rail Crossing Grade Separation	Moderate Benefit to Regional Transportation or Goods Mvmt	108
BR-24	Replace and/or Rehabilitate Various County Bridges along Various Major Corridors	County	County	Replace and/or rehabilitate Various County Bridges along Various Major Corridors, Arterial Roads (examples: Keystone, Dogwood, Forrester, Rutherford, Clark, Worthington, etc)	N/A	Unknown	N/A	> \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Not the Subject of Any Existing Plans	Does not modify operations	Repairs/Replaces Bridge in "Poor Conditions"	Moderate Benefit to Regional Transportation or Goods Mvmt	107
BR-8	Second Street Bridge Widening (All American Canal)	Calexico	Calexico	Remove and replace the existing Second Street Bridge with a new bridge that will accommodate four travel lanes and sidewalk facilities.	N/A	Unknown	N/A	> \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Not the Subject of Any Existing Plans	Includes operational enhancements near freight cluster or intermodal facility/border	Repairs Bridge in "Acceptable Conditions"	Moderate Benefit to Regional Transportation or Goods Mvmt	106
BR-26	Rehabilitate Carr Road Bridge at Ash Main Canal (Gateway)	County	County	Widen Bridge for Carr Road 4 lane Widening Improvements	N/A	Unknown	N/A	> \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Not the Subject of Any Existing Plans	Includes operational enhancements near freight cluster or intermodal facility/border	Repairs Bridge in "Acceptable Conditions"	Moderate Benefit to Regional Transportation or Goods Mvmt	106
BR-10	8th Street Bridge Widening	City of El Centro at I-8	El Centro	Widen from 2 to 4 lanes	2040	Planned		> \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Nominal Importance to Regional Transportation	Includes operational enhancements	Repairs Bridge in "Acceptable Conditions"	Moderate Benefit to Regional Transportation or Goods Mvmt	104
BR-25	Replace and/or Rehabilitate Various County Bridges within Bard/Winterhaven areas			The county bridges within Bard/Winterhaven need replacement and/or rehabilitation along major collectors and greater. These bridges require coordination with BIA, Quechan Indian Tribe and Bard Water District. Environmental Justice components in this area needs special attention		Unknown		> \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Not the Subject of Any Existing Plans	Does not modify operations	Repairs/Replaces Bridge in "Poor Conditions"	Moderate Benefit to Regional Transportation or Goods Mvmt	100

BRIDGE PROJECTS								Prioritization Criteria							
												Operations / Accessibility	Safety		
No.	Projects / Programs	Location	Lead Agency	Description	Schedule	Project Status	Potential Funding Source	Project Cost	Environmental & Physical Constraints	Social & Community Equity	Consistency with Approved Planning Document	Bridge	Bridge	Benefit Region and/or Goods Movement	Project Total Score
BR-1	Bridge Maintenece at SR 111 / Central Main Canal	Calexico (32.701219, -115.49945)	Caltrans	Repair poor condition bridge and upgrade to current County and State standards.	N/A	Not Funded	N/A	Between \$1 to \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Nominal Importance to Regional Transportation	Does not modify operations	Repairs/Replaces Bridge in "Poor Conditions"	Low Benefit to Regional Transportation or Goods Mvmt	95
BR-2	Bridge Maintenece at SR 111 / Clay Wash	Imperial County (33.349403, -115.630786)	Caltrans	Repair poor condition bridge and upgrade to current County and State standards.	N/A	Not Funded	N/A	Between \$1 to \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Nominal Importance to Regional Transportation	Does not modify operations	Repairs/Replaces Bridge in "Poor Conditions"	Low Benefit to Regional Transportation or Goods Mvmt	95
BR-3	Bridge Maintenece at SR 98 / Westside Main Canal	Imperial County (32.678433, -115.674061)	Caltrans	Repair poor condition bridge and upgrade to current County and State standards.	N/A	Not Funded	N/A	Between \$1 to \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Nominal Importance to Regional Transportation	Does not modify operations	Repairs/Replaces Bridge in "Poor Conditions"	Low Benefit to Regional Transportation or Goods Mvmt	95
BR-28	Rehabilitate McCabe Road Bridge at Central Main Canal	County	County	Widen Bridge for McCabe Road 4 lane Widening Improvements	N/A	Unknown	N/A	> \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Not the Subject of Any Existing Plans	Includes operational enhancements	Repairs Bridge in "Acceptable Conditions"	Moderate Benefit to Regional Transportation or Goods Mvmt	92
BR-7	Scaroni Road Bridge (Central Main Canal)	Calexico	Calexico	Repair poor condition bridge and upgrade to current County and State standards.	N/A	Unknown	N/A	Between \$1 to \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Not the Subject of Any Existing Plans	Does not modify operations	Repairs/Replaces Bridge in "Poor Conditions"	Low Benefit to Regional Transportation or Goods Mvmt	90
BR-18	Gentry Road Bridge Rehabilitation, New River	County	County	Structural Load Analysis/Rehabilitate 1978 New River Bridge	N/A	Unknown	N/A	Between \$1 to \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Not the Subject of Any Existing Plans	Does not modify operations	Repairs/Replaces Bridge in "Poor Conditions"	Low Benefit to Regional Transportation or Goods Mvmt	90
BR-19	Eddins Road Bridge Rehabilitation, Alamo River	County	County	Structural Load Analysis/Rehabilitate 1990 Alamo River Bridge	N/A	Unknown	N/A	Between \$1 to \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Not the Subject of Any Existing Plans	Does not modify operations	Repairs/Replaces Bridge in "Poor Conditions"	Low Benefit to Regional Transportation or Goods Mvmt	90
BR-20	Sinclair Road Bridge Rehabilitation, Alamo River	County	County	Structural Load Analysis/Rehabilitate 1994 Alamo River Bridge	N/A	Unknown	N/A	Between \$1 to \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Not the Subject of Any Existing Plans	Does not modify operations	Repairs/Replaces Bridge in "Poor Conditions"	Low Benefit to Regional Transportation or Goods Mvmt	90
BR-22	Replace and/or Rehabilitate Evan Hewes Highway bridge at Westside Main Canal	County	County	Structural Load Analysis/Rehabilitate Bridge over Westside Main Canal	N/A	Unknown	N/A	Between \$1 to \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Not the Subject of Any Existing Plans	Does not modify operations	Repairs/Replaces Bridge in "Poor Conditions"	Low Benefit to Regional Transportation or Goods Mvmt	90
BR-14	Meloland Road Bridge Replacement Central Drain	County	County	Replace failed bridge and upgrade to current County and State standards.	N/A	Unknown	N/A	> \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Not the Subject of Any Existing Plans	Does not modify operations	Repairs/Replaces Bridge in "Poor Conditions"	Low Benefit to Regional Transportation or Goods Mvmt	87

BRIDGE PROJECTS								Prioritization Criteria							
												Operations / Accessibility	Safety		
No.	Projects / Programs	Location	Lead Agency	Description	Schedule	Project Status	Potential Funding Source	Project Cost	Environmental & Physical Constraints	Social & Community Equity	Consistency with Approved Planning Document	Bridge	Bridge	Benefit Region and/or Goods Movement	Project Total Score
BR-15	Brandt Road Bridge Replacement, Alamo River	County	County	Replace 1950 Timber Bridge and upgrade to current County and State standards.	N/A	Unknown	N/A	> \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Not the Subject of Any Existing Plans	Does not modify operations	Repairs/Replaces Bridge in "Poor Conditions"	Low Benefit to Regional Transportation or Goods Mvmt	87
BR-16	Kalin Road Bridge Replacement, New River	County	County	Replace 1940 Timber Bridge and upgrade to current County and State standards.	N/A	Unknown	N/A	> \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Not the Subject of Any Existing Plans	Does not modify operations	Repairs/Replaces Bridge in "Poor Conditions"	Low Benefit to Regional Transportation or Goods Mvmt	87
BR-17	Gentry Road Bridge Replacement, Vail Canal	County	County	Replace 1936 Timber Bridge and upgrade to current County and State standards.	N/A	Unknown	N/A	> \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Not the Subject of Any Existing Plans	Does not modify operations	Repairs/Replaces Bridge in "Poor Conditions"	Low Benefit to Regional Transportation or Goods Mvmt	87
BR-21	Replace and/or Rehabilitate 11 Bridges along Evan Hewes Highway at Various Desert Washes near Ocotillo	County	County	Replace and/or rehabilitate 11 Bridges along Evan Hewes Highway at Various Desert Washes between Dunaway Road and Ocotillo	N/A	Unknown	N/A	> \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Not the Subject of Any Existing Plans	Does not modify operations	Repairs/Replaces Bridge in "Poor Conditions"	Low Benefit to Regional Transportation or Goods Mvmt	87
BR-27	Rehabilitate Evan Hewes Hwy Bridge at Central Main Canal	County	County	Widen Bridge for Evan Hewes Hwy 4 lane Widening Improvements	N/A	Unknown	N/A	> \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Not the Subject of Any Existing Plans	Includes operational enhancements	Repairs Bridge in "Acceptable Conditions"	Moderate Benefit to Regional Transportation or Goods Mvmt	85
BR-11	La Brucherie Bridge Widening	City of El Centro at I-8	El Centro	Widen from 2 to 4 lanes	2040	Planned		> \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/counseling services	Nominal Importance to Regional Transportation	Includes operational enhancements	Repairs Bridge in "Acceptable Conditions"	Moderate Benefit to Regional Transportation or Goods Mvmt	83

TRANSIT PROJECTS								Prioritization Criteria								
No.	Projects / Programs	Location / Jurisdiction	Lead Agency	Description	Schedule	Project Status	Potential Funding Source	Project Cost	Environmental & Physical Constraints	Social & Community Equity	Consistency with Approved Planning Document	Operations / Accessibility		Safety	Benefit Region and/or Goods Movement	Project Total Score
												Transit	BONUS	Transit		
TR-1	IVT Ride	Countywide	Imperial Valley Transit	Create intercity IVT RIDE two zone system on weekdays with Northern Zone (Niland, Calipatria, Westmorland, West Shores and Brawley) and Southern Zone (Imperial, El Centro, Heber and Calexico) with Seeley and Holtville potentially being served in a future phase.	2028	Not Funded	Section 5307 Urbanized Funding and Section 5311 Rural Funding; STA and LTF	< \$1 Million	EIR Completed / No Environmental Clearance Required	Improves transportaiton options in a community	Included in CIP, DIF/TIF, or RTP (2013)	Adds Service along New Route	Reduces VMT and GHG Emissions	No Safety Improvements or Repairs / Replaces Existing Amenities	High Benefit to Regional Transportation or Goods Mvmt	208
TR-3	Microtransit service zone	Calexico	ICTC	Provide new “Microtransit” service zone.	2023	Not Funded	Section 5307 Urbanized Funding and Section 5311 Rural Funding; STA and LTF	Between \$1 to \$5 Million	EIR Completed / No Environmental Clearance Required	More frequent and accessible transit services for underserved, remote communities.	Included in CIP, DIF/TIF, or RTP (2013)	Adds Service along New Route	Reduces VMT and GHG Emissions	No Safety Improvements or Repairs / Replaces Existing Amenities	High Benefit to Regional Transportation or Goods Mvmt	205
TR-15	SunLine Transit Connection	Riverside County	Imperial Valley Transit	Enhance coordination and provide connection to SunLine transit system via West Shores.	N/A	Unknown	N/A	< \$1 Million	EIR Completed / No Environmental Clearance Required	More frequent and accessible transit services for underserved, remote communities.	Considered of Great Importance to Regional Transportation	Adds Service along New Route	Reduces VMT and GHG Emissions	No Safety Improvements or Repairs / Replaces Existing Amenities	High Benefit to Regional Transportation or Goods Mvmt	201
TR-8	Microtransit service zone between Calexico and East Port of Entry.	Calexico	ICTC & Imperial Valley Transit	Provide new “Microtransit” service zone between Calexico and East Port of Entry.	2025	Not Funded	Section 5307 Urbanized Funding and Section 5311 Rural Funding; STA and LTF and State of Good Repair (SGR)	< \$1 Million	EIR Completed / No Environmental Clearance Required	More frequent and accessible transit services for underserved, remote communities.	Included in CIP, DIF/TIF, or RTP (2013)	Adds Service along New Route	Reduces VMT and GHG Emissions	No Safety Improvements or Repairs / Replaces Existing Amenities	High Benefit to Regional Transportation or Goods Mvmt	196
TR-10	IVT Red Line	Imperial	Imperial Valley Transit	Implement a new IVT Red Line (Imperial Circulator Shuttle)	2029	Not Funded	Section 5307 Urbanized Funding and Section 5311 Rural Funding; STA and LTF and State of Good Repair (SGR)	< \$1 Million	EIR Completed / No Environmental Clearance Required	Provides transportation options to senior communities or communities with aging populations	Included in CIP, DIF/TIF, or RTP (2013)	Adds Service along New Route	Reduces VMT and GHG Emissions	No Safety Improvements or Repairs / Replaces Existing Amenities	High Benefit to Regional Transportation or Goods Mvmt	196
TR-12	IVT Ride	Countywide	Imperial Valley Transit	Implement intercity IVT Ride on a two-zone system on weekends.	2029	Not Funded	Section 5307 Urbanized Funding and Section 5311 Rural Funding; STA and LTF and State of Good Repair (SGR)	Between \$1 to \$5 Million	EIR Completed / No Environmental Clearance Required	More frequent and accessible transit services for underserved, remote communities.	Included in CIP, DIF/TIF, or RTP (2013)	Adds Service along New Route	Reduces VMT and GHG Emissions	No Safety Improvements or Repairs / Replaces Existing Amenities	High Benefit to Regional Transportation or Goods Mvmt	193
TR-23	Calexico Intermodal Transportation Center	Calexico	ICTC	Construct Calexico Intermodal Transportation Center	2027	Funded	RAISE Grant for \$12.8 million	> \$5 Million	EIR Completed / No Environmental Clearance Required	Improves access to medical/health/co unceling services	Considered of Great Importance to Regional Transportation	Upgrades Existing Amenities at Existing Stop	Reduces VMT and GHG Emissions	Adds New Safety Improvements (Lighting, Shelter) at Transit Station or Mobility Hub	High Benefit to Regional Transportation or Goods Mvmt	188
TR-9	IV Campus Shuttle	SDSU Calexico & Brawley	Imperial Valley Transit	Operate new “IV Campus Shuttle” service between SDSU Calexico, IVC and SDSU Brawley which might include the use of electric vehicles.	2028	Not Funded	Section 5307 Urbanized Funding and Section 5311 Rural Funding; STA and LTF and State of Good Repair (SGR)	< \$1 Million	EIR Completed / No Environmental Clearance Required	Improves transportaiton options in a community	Included in CIP, DIF/TIF, or RTP (2013)	Adds Service along New Route	Reduces VMT and GHG Emissions	No Safety Improvements or Repairs / Replaces Existing Amenities	High Benefit to Regional Transportation or Goods Mvmt	189
TR-16	San Diego County Connection	San Diego County	Imperial Valley Transit	Provide weekday service between El Centro and MTS Route 888 Connection in Jacumba Hot Springs	N/A	Unknown	N/A	< \$1 Million	EIR Completed / No Environmental Clearance Required	More frequent and accessible transit services for underserved, remote communities.	Considered of Great Importance to Regional Transportation	Adds Service along New Route	Reduces VMT and GHG Emissions	No Safety Improvements or Repairs / Replaces Existing Amenities	High Benefit to Regional Transportation or Goods Mvmt	187

TRANSIT PROJECTS								Prioritization Criteria								
No.	Projects / Programs	Location / Jurisdiction	Lead Agency	Description	Schedule	Project Status	Potential Funding Source	Project Cost	Environmental & Physical Constraints	Social & Community Equity	Consistency with Approved Planning Document	Operations / Accessibility		Safety	Benefit Region and/or Goods Movement	Project Total Score
												Transit	BONUS	Transit		
TR-18	Holtville Local Fixed-Route	Holtville		Implement local circulator in Holtville on weekdays as population and employment increases.	N/A	Unknown	N/A	< \$1 Million	EIR Completed / No Environmental Clearance Required	Provides transportation options to senior communities or communities with aging populations	Nominal Importance to Regional Transportation	Adds Service along New Route	Reduces VMT and GHG Emissions	No Safety Improvements or Repairs / Replaces Existing Amenities	High Benefit to Regional Transportation or Goods Mvmt	186
TR-19	Calipatria Local Fixed-Route	Calipatria		Implement local circulator in Calipatria on weekdays as population and employment increases.	N/A	Unknown	N/A	< \$1 Million	EIR Completed / No Environmental Clearance Required	Provides transportation options to senior communities or communities with aging populations	Nominal Importance to Regional Transportation	Adds Service along New Route	Reduces VMT and GHG Emissions	No Safety Improvements or Repairs / Replaces Existing Amenities	High Benefit to Regional Transportation or Goods Mvmt	186
TR-20	IVT Ride	Calipatria & Holtville	Imperial Valley Transit	Intercity demand responsive service in Calipatria, and Holtville	N/A	Unknown	N/A	< \$1 Million	EIR Completed / No Environmental Clearance Required	Provides transportation options to senior communities or communities with aging populations	Nominal Importance to Regional Transportation	Adds Service along New Route	Reduces VMT and GHG Emissions	No Safety Improvements or Repairs / Replaces Existing Amenities	High Benefit to Regional Transportation or Goods Mvmt	186
TR-2	Calexico-El Centro FAST Route	Calexico and El Centro	Imperial Valley Transit	Provide new limited stop/express service and therefore a faster overall trip.	2023	Not Funded	Section 5307 Urbanized Funding and Section 5311 Rural Funding; STA and LTF	Between \$1 to \$5 Million	EIR Completed / No Environmental Clearance Required	Improves transportaiton options in a community	Included in CIP, DIF/TIF, or RTP (2013)	Upgrades Existing Service to High Frequency Service/Express Service	Reduces VMT and GHG Emissions	No Safety Improvements or Repairs / Replaces Existing Amenities	Low Benefit to Regional Transportation or Goods Mvmt	186
TR-6	IVT Route 31/32 DIRECT	Calexico and Brawley	Imperial Valley Transit	Increase weekday service frequency between Calexico and Brawley.	2027	Not Funded	Section 5307 Urbanized Funding and Section 5311 Rural Funding; STA and LTF and State of Good Repair (SGR)	< \$1 Million	EIR Completed / No Environmental Clearance Required	Improves transportaiton options in a community	Included in CIP, DIF/TIF, or RTP (2013)	Adds New Stops or Increases Frequency on Existing Route	Reduces VMT and GHG Emissions	No Safety Improvements or Repairs / Replaces Existing Amenities	Moderate Benefit to Regional Transportation or Goods Mvmt	181
TR-4	IVT Route 1	Calexico and El Centro	Imperial Valley Transit	Operate on Federal Holidays between El Centro and Calexico.	2027	Not Funded	Section 5307 Urbanized Funding and Section 5311 Rural Funding; STA and LTF and State of Good Repair (SGR)	< \$1 Million	EIR Completed / No Environmental Clearance Required	Improves transportaiton options in a community	Included in CIP, DIF/TIF, or RTP (2013)	Adds New Stops or Increases Frequency on Existing Route	Reduces VMT and GHG Emissions	No Safety Improvements or Repairs / Replaces Existing Amenities	Low Benefit to Regional Transportation or Goods Mvmt	175
TR-5	IVT Route 2	El Centro, Brawley, Calipatria, Westmorland, Niland	Imperial Valley Transit	Operate on Federal Holidays along the entire route between El Centro, Brawley, Calipatria, Westmorland, and Niland.	2027	Not Funded	Section 5307 Urbanized Funding and Section 5311 Rural Funding; STA and LTF and State of Good Repair (SGR)	< \$1 Million	EIR Completed / No Environmental Clearance Required	Improves transportaiton options in a community	Included in CIP, DIF/TIF, or RTP (2013)	Adds New Stops or Increases Frequency on Existing Route	Reduces VMT and GHG Emissions	No Safety Improvements or Repairs / Replaces Existing Amenities	Low Benefit to Regional Transportation or Goods Mvmt	175
TR-7	IVT ACCESS	Brawley, El Centro, & Calexico	Imperial Valley Transit	Operate on Federal Holidays in Routes 1 and 2 service area.	2027	Not Funded	Section 5307 Urbanized Funding and Section 5311 Rural Funding; STA and LTF and State of Good Repair (SGR)	< \$1 Million	EIR Completed / No Environmental Clearance Required	Improves transportaiton options in a community	Included in CIP, DIF/TIF, or RTP (2013)	Adds New Stops or Increases Frequency on Existing Route	Reduces VMT and GHG Emissions	No Safety Improvements or Repairs / Replaces Existing Amenities	Low Benefit to Regional Transportation or Goods Mvmt	175
TR-22	IVT Route 2	Westmorland, Calipatria, & Niland	Imperial Valley Transit	Enhance Sunday service into Westmorland, Calipatria, and Niland.	N/A	Unknown	N/A	< \$1 Million	EIR Completed / No Environmental Clearance Required	Improves transportaiton options in a community	Nominal Importance to Regional Transportation	Extends Existing Service Area	Reduces VMT and GHG Emissions	No Safety Improvements or Repairs / Replaces Existing Amenities	High Benefit to Regional Transportation or Goods Mvmt	172

TRANSIT PROJECTS								Prioritization Criteria								
No.	Projects / Programs	Location / Jurisdiction	Lead Agency	Description	Schedule	Project Status	Potential Funding Source	Project Cost	Environmental & Physical Constraints	Social & Community Equity	Consistency with Approved Planning Document	Operations / Accessibility		Safety	Benefit Region and/or Goods Movement	Project Total Score
												Transit	BONUS	Transit		
TR-11	IVT Gold Line	Brawley	Imperial Valley Transit	Add weekend service to the IVT Gold Line (Brawley Circulator Shuttle).	2029	Not Funded	Section 5307 Urbanized Funding and Section 5311 Rural Funding; STA and LTF and State of Good Repair (SGR)	< \$1 Million	EIR Completed / No Environmental Clearance Required	Improves transportaiton options in a community	Included in CIP, DIF/TIF, or RTP (2013)	Adds New Stops or Increases Frequency on Existing Route	Reduces VMT and GHG Emissions	No Safety Improvements or Repairs / Replaces Existing Amenities	Moderate Benefit to Regional Transportation or Goods Mvmt	169
TR-14	IVC Evening Express Route	Calexico	Imperial Valley Transit	Add an IVC Express Route from Calexico to IVC and from IVC to Calexico in the evening after 5:30 PM Monday through Friday	2024	Unknown	N/A	< \$1 Million	EIR Completed / No Environmental Clearance Required	Improves transportaiton options in a community	Nominal Importance to Regional Transportation	Adds New Stops or Increases Frequency on Existing Route	Reduces VMT and GHG Emissions	No Safety Improvements or Repairs / Replaces Existing Amenities	Moderate Benefit to Regional Transportation or Goods Mvmt	159
TR-17	IVT Route 51	Bombay Beach	Imperial Valley Transit	Increase Weekday service frequency between Bombay Beach and El Centro	N/A	Unknown	N/A	< \$1 Million	EIR Completed / No Environmental Clearance Required	More frequent and accessible transit services for underserved, remote communities.	Nominal Importance to Regional Transportation	Adds New Stops or Increases Frequency on Existing Route	Reduces VMT and GHG Emissions	No Safety Improvements or Repairs / Replaces Existing Amenities	Low Benefit to Regional Transportation or Goods Mvmt	153
TR-21	IVT Route 4	El Centro & Seeley	Imperial Valley Transit	Increased Frequency on Route 4	N/A	Unknown	N/A	< \$1 Million	EIR Completed / No Environmental Clearance Required	Improves transportaiton options in a community	Nominal Importance to Regional Transportation	Adds New Stops or Increases Frequency on Existing Route	Reduces VMT and GHG Emissions	No Safety Improvements or Repairs / Replaces Existing Amenities	Low Benefit to Regional Transportation or Goods Mvmt	153
TR-13	Mobile ticketing fare option	Countywide	ICTC & Imperial Valley Transit	Add a mobile ticketing fare option for all transit services	2023	Unknown	N/A	< \$1 Million	EIR Completed / No Environmental Clearance Required	Distribution of Projects Across all Communities	Nominal Importance to Regional Transportation	Upgrades Existing Amenities at Existing Stop	Reduces VMT and GHG Emissions	No Safety Improvements or Repairs / Replaces Existing Amenities	Moderate Benefit to Regional Transportation or Goods Mvmt	152
TR-24	New Transit Stop at NAF El Centro	City of El Centro	Imperial Valley Transit	Provide a new bus stop at the main gate at NAF El Centro with amenities	N/A	Not Funded	N/A	< \$1 Million	No Environmental Study or Value Analysis Study Completed	Improves access to medical/health/co unceling services	Nominal Importance to Regional Transportation	Adds New Stops or Increases Frequency on Existing Route	Reduces VMT and GHG Emissions	Adds New Safety Improvements (Lighting, Shelter) at Transit Stop	Moderate Benefit to Regional Transportation or Goods Mvmt	123

INTERNATIONAL BORDER PROJECTS								Prioritization Criteria													
No.	Projects / Programs	Location	Lead Agency	Description	Schedule	Project Status	Potential Funding Source	Project Cost	Environmental & Physical Constraints	Social & Community Equity	Consistency with Approved Planning Document	Operations / Accessibility				Safety				Benefit Region and/or Goods Movement	Project Total Score
												Roadway	Rail Cargo / Bridge	Transit	Active Transportation	Roadway	Rail Cargo / Bridge	Transit	Active Transportation		
IB-3	Calexico Intermodal Transportation Center	Calexico	ICTC	Construct a mobility hub on the south side of 3rd Street between Heffernan Ave and Rockwood Ave	2024	Funded	RAISE Grant for \$12.8 million	> \$5 Million	EIR Completed / No Environmental Clearance Required	Improves access to medical/health/co unceling services	Considered of Great Importance to Regional Transportation			Upgrades Existing Amenities at Existing Stop				Adds New Safety Improvements (Lighting, Shelter) at Transit Station or Mobility Hub		High Benefit to Regional Transportation or Goods Mvmt	176
IB-1	Calexico East POE Bridge Expansion	Calexico East POE	ICTC	Expand number of lanes at POE Bridge to add 2 new northbound Commercial Vehicle (CV) lanes and 2 new northbound Privately Owned Vehicle (POV) lanes.	2025	Funded	State Regional Improvement Program and Federal High Priority Projects Program	> \$5 Million	EIR Completed / No Environmental Clearance Required	Provides transportation options to senior communities or communities with aging populations	Considered of Great Importance to Regional Transportation			Includes operational enhancements on Critical Urban/Rural Freight Corridor or evacuation corridor			New/Replaceme nt of Rail Crossing Grade Separation			High Benefit to Regional Transportation or Goods Mvmt	171
IB-5	Calexico East Intermodal Transportation Center	County of Imperial	ICTC	Calexico East Port of Entry Intermodal Transportation Center	2038	Not Funded	N/A	> \$5 Million	No Environmental Study or Value Analysis Study Completed	More frequent and accessible transit services for underserved, remote communities.	Considered of Great Importance to Regional Transportation			Extends Existing Service Area				Adds New Safety Improvements (Lighting, Shelter) at Transit Station or Mobility Hub		High Benefit to Regional Transportation or Goods Mvmt	160
IB-4	Border Wait Time System Deployment	All POEs (Calexico and Andrade)	ICTC	Provide real-time information about border wait times	2023	Funded	State Highway Operation and Protection Program, Trade Corridor Enhancement Program, Senate Bill 1	Between \$1 to \$5 Million	EIR Completed / No Environmental Clearance Required	Improves access to medical/health/co unceling services	Nominal Importance to Regional Transportation			Includes operational enhancements						Low Benefit to Regional Transportation or Goods Mvmt	134
IB-2	SR-86 Border Patrol Checkpoint Expansion	SR-86 near SR-78	ICTC	Increase truck processing capacity	N/A	Planned	Unknown	Between \$1 to \$5 Million	No Environmental Study or Value Analysis Study Completed	Provides transportation options to senior communities or communities with aging populations	Nominal Importance to Regional Transportation			Includes operational enhancements on Critical Urban/Rural Freight Corridor or evacuation corridor						Moderate Benefit to Regional Transportation or Goods Mvmt	112

RAIL CARGO PROJECTS								Prioritization Criteria							
No.	Projects / Programs	Location	Lead Agency	Description	Schedule	Project Status	Potential Funding Source	Project Cost	Environmental & Physical Constraints	Social & Community Equity	Consistency with Approved Planning Document	Operations / Accessibility	Safety	Benefit Region and/or Goods Movement	Project Total Score
												Rail Cargo / Bridge	Rail Cargo / Bridge		
RC-3	Grade separation of Second Street rail crossing near Cesar Chavez Boulevard	Calexico	Calexico	Grade separation from Cesar Chavez Boulevard to Second Street.	2036	Not Funded	State Transportation Improvement Program	> \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves transportaiton options in a community	Not the Subject of Any Existing Plans	Includes operational enhancements near freight cluster or intermodal facility/border	New/Replacement of Rail Crossing Grade Separation	Moderate Benefit to Regional Transportation or Goods Mvmt	143
RC-5	SR-78/SR-111 (West)	County of Imperial	County of Imperial	Construct Roadway/Rail Grade Separation and upgrade to current County standards.	N/A	Not Funded	N/A	> \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves transportaiton options in a community	Not the Subject of Any Existing Plans	Includes operational enhancements on Critical Urban/Rural Freight Corridor or evacuation corridor	New/Replacement of Rail Crossing Grade Separation	Moderate Benefit to Regional Transportation or Goods Mvmt	129
RC-2	Grade separation of SR-98 rail crossing near Cesar Chavez Boulevard	Calexico	Calexico	Grade separation from SR-98 to Cesar Chavez Boulevard.	2036	Not Funded	State Transportation Improvement Program	> \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves transportaiton options in a community	Not the Subject of Any Existing Plans	Includes operational enhancements on Truck Route	New/Replacement of Rail Crossing Grade Separation	Moderate Benefit to Regional Transportation or Goods Mvmt	129
RC-6	Malan Street	City of Brawley	City of Brawley	Construct Roadway/Rail Grade Separation and upgrade to current County standards.	N/A	Not Funded	N/A	> \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves transportaiton options in a community	Not the Subject of Any Existing Plans	Includes operational enhancements	New/Replacement of Rail Crossing Grade Separation	Moderate Benefit to Regional Transportation or Goods Mvmt	122
RC-13	West Cole Road	City of Calexico	City of Calexico	Construct Roadway/Rail Grade Separation and upgrade to current County standards.	N/A	Not Funded	N/A	> \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves transportaiton options in a community	Not the Subject of Any Existing Plans	Includes operational enhancements	New/Replacement of Rail Crossing Grade Separation	Moderate Benefit to Regional Transportation or Goods Mvmt	122
RC-4	Ward Road	County of Imperial	County of Imperial	Construct Roadway/Rail Grade Separation and upgrade to current County standards.	N/A	Not Funded	N/A	> \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves transportaiton options in a community	Not the Subject of Any Existing Plans	Includes operational enhancements	New/Replacement of Rail Crossing Grade Separation	Moderate Benefit to Regional Transportation or Goods Mvmt	115
RC-7	Mead Road	City of Brawley	City of Brawley	Construct Roadway/Rail Grade Separation and upgrade to current County standards.	N/A	Not Funded	N/A	> \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves transportaiton options in a community	Not the Subject of Any Existing Plans	Includes operational enhancements	New/Replacement of Rail Crossing Grade Separation	Moderate Benefit to Regional Transportation or Goods Mvmt	115
RC-11	Dogwood Road	County of Imperial	County of Imperial	Construct Roadway/Rail Grade Separation and upgrade to current County standards.	N/A	Not Funded	N/A	> \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves transportaiton options in a community	Not the Subject of Any Existing Plans	Includes operational enhancements	New/Replacement of Rail Crossing Grade Separation	Moderate Benefit to Regional Transportation or Goods Mvmt	115
RC-12	Heber Avenue	County of Imperial	Caltrans D11	Construct Roadway/Rail Grade Separation and upgrade to current County standards.	N/A	Not Funded	N/A	> \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves transportaiton options in a community	Not the Subject of Any Existing Plans	Includes operational enhancements	New/Replacement of Rail Crossing Grade Separation	Moderate Benefit to Regional Transportation or Goods Mvmt	115

RAIL CARGO PROJECTS								Prioritization Criteria							
No.	Projects / Programs	Location	Lead Agency	Description	Schedule	Project Status	Potential Funding Source	Project Cost	Environmental & Physical Constraints	Social & Community Equity	Consistency with Approved Planning Document	Operations / Accessibility	Safety	Benefit Region and/or Goods Movement	Project Total Score
												Rail Cargo / Bridge	Rail Cargo / Bridge		
RC-15	Harris Road	County of Imperial	County of Imperial	Construct Roadway/Rail Grade Separation and upgrade to current County standards.	N/A	Not Funded	EDA Funding	> \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves transportaiton options in a community	Not the Subject of Any Existing Plans	Includes operational enhancements	New/Replacem ent of Rail Crossing Grade Separation	Moderate Benefit to Regional Transportation or Goods Mvmt	113
RC-9	Aten Road	City of Imperial	City of Imperial	Construct Roadway/Rail Grade Separation and upgrade to current County standards.	N/A	Not Funded	N/A	> \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves transportaiton options in a community	Not the Subject of Any Existing Plans	Includes operational enhancements	New/Replacem ent of Rail Crossing Grade Separation	Moderate Benefit to Regional Transportation or Goods Mvmt	108
RC-10	Evan Hewes Highway	County of Imperial	County of Imperial	Construct Roadway/Rail Grade Separation and upgrade to current County and State standards.	N/A	Not Funded	N/A	> \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves transportaiton options in a community	Not the Subject of Any Existing Plans	Includes operational enhancements	New/Replacem ent of Rail Crossing Grade Separation	Moderate Benefit to Regional Transportation or Goods Mvmt	108
RC-16	Clark Road South of Aten Road	City of El Central / County of Imperial / City of Imperial	City of El Centro / County of Imperial / City of Imperial	Construct Roadway/Rail Grade Separation and upgrade to current County standards.	N/A	Not Funded	N/A	> \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves transportaiton options in a community	Not the Subject of Any Existing Plans	Includes operational enhancements	New/Replacem ent of Rail Crossing Grade Separation	Moderate Benefit to Regional Transportation or Goods Mvmt	108
RC-8	Keystone Road	County of Imperial	County of Imperial	Construct Roadway/Rail Grade Separation and upgrade to current County standards.	N/A	Not Funded	N/A	> \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves transportaiton options in a community	Not the Subject of Any Existing Plans	Includes operational enhancements	New/Replacem ent of Rail Crossing Grade Separation	Moderate Benefit to Regional Transportation or Goods Mvmt	101
RC-14	Danenberg Avenue	City of El Centro	City of El Centro	Construct Roadway/Rail Grade Separation and upgrade to current County standards.	N/A	Not Funded	N/A	> \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves transportaiton options in a community	Not the Subject of Any Existing Plans	Includes operational enhancements	New/Replacem ent of Rail Crossing Grade Separation	Moderate Benefit to Regional Transportation or Goods Mvmt	101
RC-1	Pacific Imperial Railroad Service and Rehabilitation	Campo to Plaster City	Union Pacific Railroad	Rehabilitation and restart of service along the Pacific Imperial Railroad (Desert Line)	N/A	Not Funded	USDOT Infrastructure for Rebuilding America	> \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves transportation options in a community	Not the Subject of Any Existing Plans	Does not modify operations	Repairs Bridge in "Acceptable Conditions"	Moderate Benefit to Regional Transportation or Goods Mvmt	71
RC-17	SR-78/Glamis Grade Separation	SR-78 East of Ted Kipf Road	County of Imperial	Construct Roadway/Rail Grade Separation and upgrade to current County standards.	N/A	Not Funded	N/A	> \$5 Million	No Environmental Study or Value Analysis Study Completed	Improves transportation options in a community	Not the Subject of Any Existing Plans	Does not modify operations	New/Replacem ent of Rail Crossing Grade Separation	Moderate Benefit to Regional Transportation or Goods Mvmt	87

ACTIVE TRANSPORTATION PROJECTS								Prioritization Criteria									
No.	Projects / Programs	Location	Lead Agency	Description	Schedule	Project Status	Potential Funding Source						Operations / Accessibility		Safety		
								Project Cost	Plan/Program Status	Environmental & Physical Constraints	Social & Community Equity	Consistency with Approved Planning Document	Active Transportation	BONUS	Active Transportation	Benefit Region and/or Goods Movement	Total Project Score
AT-3	Segment 1.2	La Brucherie Road from Aten Road to Adams Avenue	EI Centro	Installa 12-foot Class I multi-use path on eastern most portion of the road from Aten Road to railroad tracks. Install Class IV one-way cycle track in both directions between railroad tracks and Adams Avenue. Pedestrian improvements should include the installation of ped countdown timers, ADA curb ramps, accessible pedestrian signal push buttons, continental high-visibility crosswalks, and pedestrian refuge islands where appropriate.	2029 to 2033	Not Funded	N/A	< \$1 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves transportation options in a community	Considered of Great Importance to Regional Transportation	Adds New Separated (Class I or Class IV) Facility	Reduces VMT and GHG Emissions	Completes Gaps in Transportation Network	Moderate Benefit to Regional Transportation or Goods Mvmt	180
AT-5	Segment 2.0	Dogwood Road from Main Street to Birch Street	EI Centro	Install a 12-foot Class I multi-use path along the east side of Dogwood Road where feasible. A mix of Class II bicycle lanes and Class III bicycle routes will be needed to connect to and from the Class I multi-use path through road widening. Pedestrian improvements should include the installation of ped countdown timers, ADA curb ramps, accessible pedestrian signal push buttons, sidewalk extensions, continental high-visibility crosswalks, and pedestrian refuge islands where appropriate.	2034 to 2040	Not Funded	N/A	< \$1 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves transportation options in a community	Considered of Great Importance to Regional Transportation	Adds New Separated (Class I or Class IV) Facility	Reduces VMT and GHG Emissions	Completes Gaps in Transportation Network	Low Benefit to Regional Transportation or Goods Mvmt	174
AT-6	Segment 2.1	Heber Road from Dogwood Road to Heber Road	EI Centro	Install Class II bike lanes with buffers along Heber Road and a Class I multi-use path along the east side of the railroad tracks. Pedestrian improvements should include the installation of ADA curb ramps, continental high-visibility crosswalks, and warning signage near the railroad tracks.	2034 to 2040	Not Funded	N/A	< \$1 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves transportation options in a community	Considered of Great Importance to Regional Transportation	Adds New Active Transportation Facility with or along Existing Roadway	Reduces VMT and GHG Emissions	Completes Gaps in Transportation Network	Low Benefit to Regional Transportation or Goods Mvmt	167
AT-4	Segment 1.3	Main Street from South 4th Street to Dogwood Road	EI Centro	Install a 5-foot Class IV one-way cycle track with buffer in both directions where feasible. Pedestrian improvements should include the installation of ped countdown timers, ADA curb ramps, accessible pedestrian signal push buttons, continental high-visibility crosswalks, and pedestrian refuge islands where appropriate.	2029 to 2033	Not Funded	N/A	< \$1 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves transportation options in a community	Considered of Great Importance to Regional Transportation	Adds New Separated (Class I or Class IV) Facility	Reduces VMT and GHG Emissions	Completes Gaps in Transportation Network	Moderate Benefit to Regional Transportation or Goods Mvmt	166
AT-2	Segment 1.1	Worthington Road from Austin Road to North Imperial Avenue; Austin Road from Worthington Road to Aten Road; and Aten Road from Austin Road to North Imperial Avenue	EI Centro	<p>Worthington Road from Austin Road to North Imperial Avenue (SR-86) Install Class II buffered bike lanes in both directions. Pedestrian improvements should include the installation of ped countdown timers, ADA curb ramps, accessible pedestrian signal push buttons, continental high-visibility crosswalks, and pedestrian refuge islands where appropriate.</p> <p>Austin Road from Worthington Road to Aten Road Install a 12-foot Class I multi-use path with a 3-foot buffer along the eastern most portion of the canal and include warning signage and striping at intersections. Pedestrian improvements should include ADA curb ramps and continental high-visibility crosswalks.</p> <p>Aten Road from Austin Road to North Imperial Avenue (SR-86) Install a 12-foot Class IV two-way cycle track with 3-foot buffer between Austin Road and La Brucherie Road. Install a 5-foot Class IV one-way cycle track with a 3-foot buffer in both directions between La Brucherie Road and North Imperial Avenue. Pedestrian improvements should include the installation of ped countdown timers, ADA curb ramps, accessible pedestrian signal push buttons, continental high-visibility crosswalks, and pedestrian refuge islands where appropriate.</p>	2029 to 2033	Not Funded	N/A	Between \$1 to \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves transportation options in a community	Considered of Great Importance to Regional Transportation	Adds New Separated (Class I or Class IV) Facility	Reduces VMT and GHG Emissions	Completes Gaps in Transportation Network	Moderate Benefit to Regional Transportation or Goods Mvmt	163
AT-7	Segment 2.2	Cole Road from Dogwood Road to Railroad Tracks	EI Centro	Install a 12-foot Class I multi-use path along the north side of Cole Road and include stop signs, ADA curb ramps, high visibility continental crosswalks, and advanced warning signage at roads that intersect the trail. Pedestrian improvements should include installing ADA ramps and warning signage near the railroad tracks.	2034 to 2040	Not Funded	N/A	< \$1 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves transportation options in a community	Considered of Great Importance to Regional Transportation	Adds New Separated (Class I or Class IV) Facility	Reduces VMT and GHG Emissions	Completes Gaps in Transportation Network	Low Benefit to Regional Transportation or Goods Mvmt	160
AT-1	Segment 1.0	Imperial Avenue (SR-86) from Northern City Limits to Adams Avenue; Adams Avenue from LaBrucherie Road to Park Avenue; 4th Street from Park Avenue to West Danenberg Drive	EI Centro	<p>Imperial Avenue (SR-86) from Northern City Limits to Adams Avenue Install Class I bike lanes in both directions. Pedestrian improvements should include the installation of ped countdown timers, ADA curb ramps, continental high-visibility crosswalks and pedestrian refuge islands where appropriate.</p> <p>Adams Avenue from LaBrucherie Road to Park Avenue Install Class IV cycle tracks on both directions. Pedestrian improvements should include the installation of ped countdown timers, ADA curb ramps, continental high-visibility crosswalks and pedestrian refuge islands where appropriate.</p> <p>4th Street from Park Avenue to West Danenberg Drive Install Class I bike lanes in both directions. Pedestrian improvements should include the installation of ped countdown timers, ADA curb ramps, continental high-visibility crosswalks and pedestrian refuge islands where appropriate.</p>	2029 to 2033	Not Funded	N/A	Between \$1 to \$5 Million	Subject to Preliminary Study	No Environmental Study or Value Analysis Study Completed	Improves transportation options in a community	Included in Existing Circulation Element	Adds New Active Transportation Facility with or along Existing Roadway	Reduces VMT and GHG Emissions	Completes Gaps in Transportation Network	Moderate Benefit to Regional Transportation or Goods Mvmt	153

APPENDIX G

FUNDING SOURCE MEMO

MEMORANDUM

To: Virginia Mendoza – Imperial County Transportation Commission
Marlene Flores – Imperial County Transportation Commission

From: Dawn Wilson, Project Manager - Michael Baker International
Jacob Swim, Project Planner – Michael Baker International
Rick Williams, AICP, Technical Specialist – Michael Baker International

Date: July 21, 2023

Subject: 2045 ICTC Long-Range Transportation Plan – Funding Sources Technical Memorandum

The 2045 Long Range Transportation Plan (LRTP) includes revenue projections from existing federal, state, and county sources as well as potential revenue sources. This technical memorandum describes the revenue sources that are reasonably expected to be available for the list of projects and programs. The 2045 is financially constrained. Additional details are available in subsections of this report.

LRTP Funding Introduction

Title 23 of the United States Code (U.S.C.) Section 134 requires that a LRTP shall contain a financial plan that estimates funds that can be available to support implementation of the plan. The financial plan shall indicate resources from public and private sources that are reasonably expected to be made available to carry out the plan and recommends any additional financing strategies for needed projects and programs. The Imperial County Transportation Commission (ICTC) must develop a strategy for identifying funding sources and putting itself in position to qualify for and obtain funding. The purpose of this technical memorandum is to provide the ICTC with a forecast of reasonably available funding from traditional revenue sources to support transportation investments through 2045. The memorandum outlines Federal, State, and local sources of revenue for funding transportation improvements, describes the methodology and assumptions developed to forecast future revenues, and summarizes anticipated amounts from each revenue source.

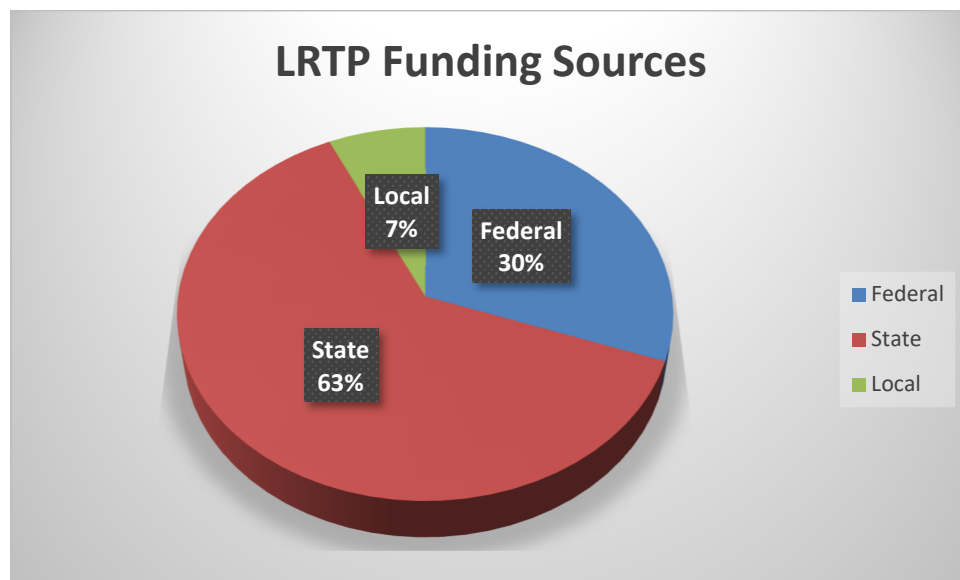
The projects in the LRTP are consistent with the State Transportation Improvement Program (STIP), the Interregional Transportation Improvement Program (ITIP) and the Federal Transportation Improvement Program (FTIP).

The Projects and Projects List is categorized based on transportation mode and purpose. Project categories and modes are listed as follows:

- Regional Highways – Roadways
- Bridges
- Transit
- International Border/Port of Entry
- Rail Cargo/Goods Movement
- Active Transportation

Projects are scored and ranked based on an LRTP Prioritization Criteria. Funding sources identified under the constrained plan are derived from a myriad of Federal, State and Local sources. Funding source data for each category are found in Appendix A of this technical memorandum.

The following graphic below shows the breakdown of the funding pie:



The majority of funding identified is sourced from State programs and initiatives. Key funding sources and assumptions are listed in the following table:

Federal	State	Local
<ul style="list-style-type: none"> • Federal Transit Administration (FTA) Section 5307 • FTA Section 5310 • FTA Section 5311 • FTA Section 5339a • Carbon Reduction Program • EPA Brownfields 	<ul style="list-style-type: none"> • Transportation Development Act: <i>Local Transportation Fund & State Transit Assistance</i> • State of Good Repair - SB1 • Low Carbon Transit Operations Program (LCTOP) 	<ul style="list-style-type: none"> • Measure D Local Transportation Sales Tax • Imperial Valley Transit Fare Revenues • Local Agency Funds including Central Imperial County Traffic Impact Fee (CICTIF) Program

Federal	State	Local
<ul style="list-style-type: none"> Better Utilizing Investments to Leverage Development (BUILD) Grants Surface Transportation Block Grants (STBG) Bridge Investment Program 	<ul style="list-style-type: none"> Sub-Regional Program Clean Mobility Opportunity Trade Corridor Enhancement Program (TCEP) Active Transportation Program Service Authority for Freeway Emergencies REAP 2.0 Public Utilities Commission – Broadband State Highway Operations and Protection Program (SHOPP) State Transportation Improvement Program (STIP) 	

Federal Sources

The LRTP has identified Federal funding sources that would support bridges, the International Border/Port of Entry, rail cargo/goods movement and transit. The most significant federal legislation in the nation's history pertaining to transportation and other infrastructure funding has been the Bipartisan Infrastructure Law enacted as the Infrastructure Investment and Jobs Act (IIJA) in November 2021. This legislation provides over \$550 billion (\$350 billion for highway programs) in new funding above reauthorized amounts over fiscal years 2022-2026 for new federal investment in roads, bridges, and mass transit, water infrastructure, resilience, and broadband. Based on formula funding alone, the IIJA will bring California an estimated \$41.9 billion over 5 years from Federal Fiscal Year (FFY) 2022 through FFY 2026. The constrained project list is supported by various Federal formula and discretionary funding programs. RAISE competitive grants supporting surface transportation projects of local and/or regional significance.

FTA Section 5307

FTA Section 5307 provides formula grants available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. Governors, responsible local officials, and publicly owned operators of transit services shall designate a recipient to apply for, receive, and dispense funds for urbanized areas. The

governor or governor's designee acts as the designated recipient for urbanized areas between 50,000 and 200,000.

FTA Section 5310

FTA Section 5310 provides formula funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each state's share of the population for these two groups. Formula funds are apportioned to direct recipients; for rural and small urban areas, this is the state Department of Transportation, while in large urban areas, the governor chooses a designated recipient. The program aims to improve mobility for older adults and people with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the transportation needs of older adults and people with disabilities in all areas.

FTA Section 5311

FTA Section 5311 provides rural area formula grants comprised of capital, planning, and operating assistance to states and federally recognized Indian tribes to support public transportation in rural areas with populations less than 50,000. Activities eligible under the former Jobs Access and Reverse Commute (JARC) program are now eligible under Section 5311. Administered by Caltrans in California, the funds can be used for either capital or operating expenses. Capital projects require a 20 percent local match and operations require a 50 percent local match.

FTA Section 5339

This was a new formula grant program in MAP-21 that replaced FTA Section 5309 from SAFETEA-LU. The program provides funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. The program requires a 20 percent local match. Funding for FTA 5339 totals \$3.7 billion under the FAST Act.

Congestion Mitigation and Air Quality Act (CMAQ)

The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

Carbon Reduction Program (CRP)

Under the IIJA, the Carbon Reduction Program (CRP) was established, which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources. California receives annual apportionments of CRP over five years.

The apportionments are split, with 65 percent as Local CRP and 35 percent as State CRP. Both Local and State CRP funds must be invested in alignment with the Carbon Reduction Strategy. Although IIJA allows for a variety of projects to be funded through CRP, Caltrans' Carbon Reduction Strategy directs Local and State CRP funds to be invested in projects that support bicycle and pedestrian, rail and transit, zero-emission vehicles and infrastructure, and conversions of existing lanes to priced managed lanes.

State Sources

State funding comprises a significant share of the potential sources cited in the Projects and Programs List. All of the project categories derive some level of funding support from State programs. The constrained project list is supported by various State formula and discretionary funding programs.

Transportation Development Act

Transportation Development Act (TDA) comprises Local Transportation Funds (LTF), State Transit Assistance Funds (STAF), and State of Good Repair (SGR) funds are California State sales tax funds and gas tax funds that are available for transit operations and street and road purposes. The LTF has been in existence since 1972 and is derived from 1/4 cent of retail sales tax collected in the State of California. The STAF, a subset of the Public Transportation Account (PTA), has been in existence since 1980 and is generated by the gasoline sales tax. SGR is the newest program, established by SB 1 in 2017.

State Transportation Improvement Program (STIP)

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund (Prop 42) among other sources. STIP programming generally occurs every two years. The programming cycle begins with the release of a proposed fund estimate, followed by California Transportation Commission (CTC) adoption of the fund estimate.

The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. Once the fund estimate is adopted, Caltrans and the regional planning agencies prepare transportation improvement plans for submittal. Caltrans prepares the Interregional Transportation Improvement Program (ITIP), using Interregional Improvement Program (IIP) funds, and regional agencies prepare Regional Transportation Improvement Programs (RTIPs) using Regional Improvement Program (RIP) funds. Public hearings are held in both northern and southern California. The STIP is then adopted by the CTC. County shares are available solely for projects nominated by regions in their RTIPs. The Caltrans ITIP will nominate only projects for the interregional program. Under restricted circumstances, an RTIP may also recommend a project for funding from the interregional share.

State Highway Operations and Protection Program (SHOPP)

SHOPP is a program initiated by State legislation that includes State Highway safety and rehabilitation projects, seismic retrofit projects, land projects, building projects, landscaping, operational improvements, bridge replacement, and the minor program. Caltrans is the owner-operator of the State Highway System and is responsible for the maintenance. Unlike STIP projects, SHOPP projects may not increase roadway capacity. SHOPP uses a four-year program of projects, adopted separately from the STIP. It is funded through the federal and state gas taxes. SHOPP provides funds for pavement rehabilitation, operation, and safety improvements on state highways and bridges.

Trade Corridor Enhancement Program (TCEP)

The Road Repair and Accountability Act of 2017 or SB1, established the Trade Corridor Enhancement Account to fund corridor-based freight projects nominated by the State and local agencies. The objective of TCEP is to fund infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network, as identified in the California Freight Mobility Plan, and along other corridors that have a high volume of freight movement.

Local Sources

Local funding sources identified include fare and supplementary fare revenues from the operation of IVT bus services and the Imperial County Local Transportation Authority's (ICLTA) Measure D program.

Fare Revenues

IVT generally relies on fare revenue to cover operating expenses. ICTC administers the transit system, which consists of During the COVID-19 Pandemic of 2020, ICTC received a grant that allowed it to offer free fares for nearly two years, from August 2020 through July 2022. The LRTP assumes that free fares will be extended through FY 2023-24. Commencing in FY 2024-25, IVT would resume generating direct fare revenues with FY 2019-20 serving as a baseline for the rest of the LRTP time horizon. Fare revenue growth is projected to increase by an average of three percent annually.

Imperial County Local Transportation Authority's (ICLTA) Measure D

Measure D consists of a half-cent local retail sales tax that funds specific transportation projects. The Measure D was originally adopted by voters in 1989 for a 20-year period. In November 2008, 81 percent of the voters approved an extension of the local sales tax for an additional 40 years. In accordance with the ordinance, 92 percent of the funds are allocated to the incorporated cities and the County of Imperial toward critical road projects, 5 percent of the funds target regional road projects, 2 percent are allocated for transit projects, and the remaining 1 percent is allocated for administration. Measure D is identified as a potential funding source primarily for regional

highways – roadways in the LRTP. Growth in the 2 percent and 5 percent fund sources are projected to increase at annual rate of two percent.

Other Funding Considerations

In addition to the aforementioned funding sources, there are other funding mechanisms and programs that could provide financing and leverage identified streams of revenues. These funding streams could help support the financially unconstrained projects in the LRTP.

For instance, one element of the IIJA, is the Multimodal Project Discretionary Grant Opportunity (MPDG) funding under the MPDG combined Notice Of Funding Opportunity that will allow applicants to use one application to apply for up to three separate discretionary grant opportunities:

- Mega Grants (known statutorily as the National Infrastructure Project Assistance program) (49 U.S.C. 6701) new program with IIJA will support multi-modal, multi-jurisdictional projects of national or regional significance.
- The INFRA Grants (known statutorily as the Nationally Significant Multimodal Freight & Highway Projects) (23 U.S.C. 117) competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.
- Rural Surface Transportation Grants:(23 U.S.C. 173) new competitive grant program with IIJA will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth.

Another possible revenue stream would involve value capture. Value capture is an innovative revenue-generation tool for transportation projects that leverage the monetary value that the projects create for the surrounding area. Value capture strategies rely on increases in property values, business activity, and economic growth resulting from transportation infrastructure investment to help fund current or future transportation improvements. Project-specific tools include special assessments, tax increment through an Enhanced Infrastructure Finance District, negotiated exactions, and transportation facility fees. In addition, innovative finance explores alternative project delivery methods such as public private partnerships (P3), project finance that capture project based revenue sources, and roadway pricing.

APPENDIX A

Federal Funding Categories	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32	FY 32-33	FY 33-34	FY 34-35	FY 35-36	FY 36-37	FY 37-38	FY 38-39	FY 39-40	FY 40-41	FY 41-42	FY 42-43	FY 43-44	FY 44-45
FTA Section 5307 Urban Formula	\$4,592,514	\$4,684,364	\$4,778,052	\$4,873,613	\$4,971,085	\$5,070,507	\$5,171,917	\$5,275,355	\$5,380,862	\$5,488,479	\$5,598,249	\$5,710,214	\$5,824,418	\$5,940,907	\$6,059,725	\$6,180,919	\$6,304,538	\$6,430,628	\$6,559,241	\$6,690,426	\$6,824,234	\$6,960,719
FTA Section 5310 MMP	\$195,812	\$199,728	\$203,723	\$207,797	\$211,953	\$216,192	\$220,516	\$224,926	\$229,425	\$234,013	\$238,694	\$243,468	\$248,337	\$253,304	\$258,370	\$263,537	\$268,808	\$274,184	\$279,668	\$285,261	\$290,966	\$296,786
FTA Section 5311 Rural Formula	\$490,576	\$500,388	\$510,395	\$520,603	\$531,015	\$541,636	\$552,468	\$563,518	\$574,788	\$586,284	\$598,009	\$609,970	\$622,169	\$634,612	\$647,305	\$660,251	\$673,456	\$686,925	\$700,663	\$714,677	\$728,970	\$743,550
FTA Section 5339a Bus Capital	\$280,000	\$285,600	\$291,312	\$297,138	\$303,081	\$309,143	\$315,325	\$321,632	\$328,065	\$334,626	\$341,318	\$348,145	\$355,108	\$362,210	\$369,454	\$376,843	\$384,380	\$392,068	\$399,909	\$407,907	\$416,065	\$424,387
Carbon Reduction Program - CRP	\$403,000	\$411,060	\$419,281	\$427,667	\$427,667	\$427,667	\$427,667	\$427,667	\$427,667	\$427,667	\$427,667	\$427,667	\$427,667	\$427,667	\$427,667	\$427,667	\$427,667	\$427,667	\$427,667	\$427,667	\$427,667	\$427,667
CMAQ		\$0																				
EPA Brownfields	\$18,098	\$18,460																				
RAISE - BUILD Grant	\$5,538,607	\$5,649,379	\$5,762,367	\$5,877,614	\$5,995,166	\$5,995,166	\$5,995,166	\$5,995,166	\$5,995,166	\$5,995,166	\$5,995,166	\$5,995,166	\$5,995,166	\$5,995,166	\$5,995,166	\$5,995,166	\$5,995,166	\$5,995,166	\$5,995,166	\$5,995,166	\$5,995,166	\$5,995,166
STBG	\$2,000,000	\$2,040,000	\$2,080,800	\$2,122,416	\$2,164,864	\$2,208,162	\$2,252,325	\$2,297,371	\$2,343,319	\$2,390,185	\$2,437,989	\$2,486,749	\$2,536,484	\$2,587,213	\$2,638,958	\$2,691,737	\$2,745,571	\$2,800,483	\$2,856,492	\$2,913,622	\$2,971,895	\$3,031,333
Bridge Investment Program		\$0																				
Total Federal Funding	\$13,518,607	\$13,788,979	\$14,045,930	\$14,326,848	\$14,604,832	\$14,768,472	\$14,935,385	\$15,105,636	\$15,279,292	\$15,456,421	\$15,637,093	\$15,821,378	\$16,009,349	\$16,201,079	\$16,396,644	\$16,596,120	\$16,799,586	\$17,007,121	\$17,218,807	\$17,434,726	\$17,654,964	\$17,879,607

State Funding Categories	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32	FY 32-33	FY 33-34	FY 34-35	FY 35-36	FY 36-37	FY 37-38	FY 38-39	FY 39-40	FY 40-41	FY 41-42	FY 42-43	FY 43-44	FY 44-45
Transportation Development Act																						
Local Transportation Fund	\$9,825,333	\$10,021,840	\$10,222,276	\$10,426,722	\$10,635,256	\$10,847,962	\$11,064,921	\$11,286,219	\$11,511,944	\$11,742,182	\$11,977,026	\$12,216,567	\$12,460,898	\$12,710,116	\$12,964,318	\$13,223,605	\$13,488,077	\$13,757,838	\$14,032,995	\$14,313,655	\$14,599,928	\$14,891,927
State Transit Assistance	\$1,168,822	\$1,192,198	\$1,216,042	\$1,240,363	\$1,265,171	\$1,290,474	\$1,316,283	\$1,342,609	\$1,369,461	\$1,396,850	\$1,424,787	\$1,453,283	\$1,482,349	\$1,511,996	\$1,542,236	\$1,573,081	\$1,604,542	\$1,636,633	\$1,669,366	\$1,702,753	\$1,736,808	\$1,771,544
State of Good Repair - SB1 SGR	\$1,360,530	\$1,387,741	\$1,415,495	\$1,443,805	\$1,472,681	\$1,502,135	\$1,532,178	\$1,562,821	\$1,594,078	\$1,625,959	\$1,658,478	\$1,691,648	\$1,725,481	\$1,759,991	\$1,795,190	\$1,831,094	\$1,867,716	\$1,905,070	\$1,943,172	\$1,982,035	\$2,021,676	\$2,062,110
Low Carbon Transit Operations Program	\$1,543,459	\$1,574,328	\$1,605,815	\$1,637,931	\$1,670,690	\$1,704,103	\$1,738,186	\$1,772,949	\$1,808,408	\$1,844,576	\$1,881,468	\$1,919,097	\$1,957,479	\$1,996,629	\$2,036,561	\$2,077,293	\$2,118,838	\$2,161,215	\$2,204,440	\$2,248,528	\$2,293,499	\$2,339,369
PTMISEA	\$89,354	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sub-Regional Partnership	\$274,133	\$279,616	\$285,208	\$290,912	\$296,730	\$302,665	\$308,718	\$314,893	\$321,191	\$327,614	\$334,167	\$340,850	\$347,667	\$354,620	\$361,713	\$368,947	\$376,326	\$383,852	\$391,529	\$399,360	\$407,347	\$415,494
Clean Mobility Opportunity - CMO	\$750,000	\$765,000	\$780,300	\$795,906	\$811,824	\$828,061	\$844,622	\$861,514	\$878,745	\$896,319	\$914,246	\$932,531	\$951,181	\$970,205	\$989,609	\$1,009,401	\$1,029,589	\$1,050,181	\$1,071,185	\$1,092,608	\$1,114,461	\$1,136,750
Trade Corridor Enhancement Program	\$5,229,224	\$5,333,808	\$5,440,485	\$5,549,294	\$5,660,280	\$5,773,486	\$5,888,956	\$6,006,735	\$6,126,869	\$6,249,407	\$6,374,395	\$6,501,883	\$6,631,920	\$6,764,559	\$6,899,850	\$7,037,847	\$7,178,604	\$7,322,176	\$7,468,620	\$7,617,992	\$7,770,352	\$7,925,759
Active Transportation Program	\$1,073,000	\$1,094,460	\$1,116,349	\$1,138,676	\$1,161,450	\$1,184,679	\$1,208,372	\$1,232,540	\$1,257,191	\$1,282,334	\$1,307,981	\$1,334,141	\$1,360,823	\$1,388,040	\$1,415,801	\$1,444,117	\$1,472,999	\$1,502,459	\$1,532,508	\$1,563,158	\$1,594,422	\$1,626,310
Service Authority for Freeway Emergencies	\$200,000	\$204,000	\$208,080	\$212,242	\$216,486	\$220,816	\$225,232	\$229,737	\$234,332	\$239,019	\$243,799	\$248,675	\$253,648	\$258,721	\$263,896	\$269,174	\$274,557	\$280,048	\$285,649	\$291,362	\$297,189	\$303,133
REAP 2.0	\$1,000,000	\$1,020,000	\$1,040,400	\$1,061,208	\$1,082,432	\$1,104,081	\$1,126,162	\$1,148,686	\$1,171,659	\$1,195,093	\$1,218,994	\$1,243,374	\$1,268,242	\$1,293,607	\$1,319,479	\$1,345,868	\$1,372,786	\$1,400,241	\$1,428,246	\$1,456,811	\$1,485,947	\$1,515,666
PUC - Broadband	\$200,000	\$204,000	\$208,080	\$212,242	\$216,486	\$220,816	\$225,232	\$229,737	\$234,332	\$239,019	\$243,799	\$248,675	\$253,648	\$258,721	\$263,896	\$269,174	\$274,557	\$280,048	\$285,649	\$291,362	\$297,189	\$303,133
Planning, Programming & Monitoring	\$258,000		\$260,000		\$267,800		\$275,834		\$284,109		\$292,632		\$301,411		\$310,454		\$319,767		\$329,360		\$339,241	
State Transportation Improvement Program	\$8,684,000		\$7,000,000		\$7,210,000		\$7,426,300		\$7,649,089		\$7,878,562		\$8,114,919		\$8,358,366		\$8,609,117		\$8,867,391		\$9,133,412	
Total State Funding	\$31,655,855	\$23,076,991	\$30,798,531	\$24,009,301	\$31,967,287	\$24,979,277	\$33,180,997	\$25,988,440	\$34,441,407	\$27,038,373	\$35,750,334	\$28,130,723	\$37,109,668	\$29,267,205	\$38,521,368	\$30,449,600	\$39,987,476	\$31,679,763	\$41,510,109	\$32,959,626	\$43,091,472	\$34,291,195

Local Funding Categories	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32	FY 32-33	FY 33-34	FY 34-35	FY 35-36	FY 36-37	FY 37-38	FY 38-39	FY 39-40	FY 40-41	FY 41-42	FY 42-43	FY 43-44	FY 44-45
IVT Fare Revenues	\$0	\$670,114	\$690,217	\$710,924	\$732,252	\$754,219	\$776,846	\$800,151	\$824,156	\$848,880	\$874,347	\$900,577	\$927,594	\$955,422	\$984,085	\$1,013,608	\$1,044,016	\$1,075,336	\$1,107,596	\$1,140,824	\$1,175,049	\$1,210,300
LTA 2% & 5%	\$2,177,762	\$2,221,317	\$2,265,744	\$2,311,058	\$2,357,280	\$2,404,425	\$2,452,514	\$2,501,564	\$2,551,595	\$2,602,627	\$2,654,680	\$2,707,773	\$2,761,929	\$2,817,167	\$2,873,511	\$2,930,981	\$2,989,601	\$3,049,393	\$3,110,380	\$3,172,588	\$3,236,040	\$3,300,761
Total Local Funding	\$2,177,762	\$2,891,431	\$2,955,961	\$3,021,982	\$3,089,531	\$3,158,644	\$3,229,360	\$3,301,715	\$3,375,751	\$3,451,508	\$3,529,027	\$3,608,351	\$3,689,523	\$3,772,590	\$3,857,596	\$3,944,588	\$4,033,616	\$4,124,729	\$4,217,977	\$4,313,412	\$4,411,089	\$4,511,061