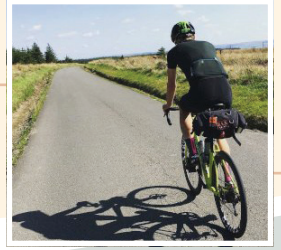

OUR IMPERIAL VALLEY, OUR FUTURE, OUR GROWTH.

The Regional Long-Range Transportation Plan

February 2024 FINAL

ACKNOWLEDGMENTS

Thank you to the many community members who contributed to the Long Range Transportation Plan.

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OUR IMPERIAL VALLEY,
OUR FUTURE, OUR GROWTH.

The Regional Long-Range Transportation Plan Update

Executive Summary

The Imperial County Transportation Commission (ICTC) was established in 2009 under Senate Bill 607. Since its establishment, ICTC has played a major role in Imperial County's growth by keeping residents and commuters moving throughout its cities and communities.

As the County's transportation needs evolve, in order to address growth and aging infrastructure, ICTC an member agencies rely on a Long Range Transportation Plan (LRTP) to guide regional investment in the transportation network. The last LRTP was updated in 2013, which focused on existing conditions of the transportation infrastructure, goods movement, transit program, land use, Transportation Demand Management (TDM) and Transportation System Management (TSM) Strategies. The prioritized project list were incorporated into the 2012 SCAG Regional Transportation Plan/ Sustainable Communities Strategy.

In 2020 SCAG updated their Regional Transportation Plan and Sustainable Transportation Strategy, which triggered the need to conduct a comprehensive update to the Imperial County LRTP. ICTC collaborated with member agencies to identify high priority projects in the region as well as potential funding sources, which are reflected in the LRTP - *Our Imperial Valley, Our Future, Our Growth.*

What is a Long Range Transportation Plan?

Our Imperial Valley, Our Future, Our Growth" encapsulates a collective vision for Imperial County mobility over the next two decades and has become the motto used to identify our LRTP-Long Range Transportation Plan. A LRTP sets priorities for transportation projects including highways, roads, bridges, transit facilities and services, and bicycle and pedestrian facilities.

The Southern California Association of Governments (SCAG) is required by the state of California and the federal government to develop a Regional Transportation Plan/Sustainable Communities Strategy every four years. Imperial County's transportation projects must be included in the Southern California Regional Transportation Plan/Sustainable Communities Strategy in order to be eligible for federal and state funding, and to progress through design and construction.

HOW TO USE THIS DOCUMENT

Chapter 1
Imperial County Today & in 2045

Summarizes present-day and future demographics and transportation conditions in Imperial County.

Chapter 2
Transportation Issues & Strategies

Assessment of the transportation issues within Imperial County and the strategies used to address those issues.

Chapter 3
Community Engagement

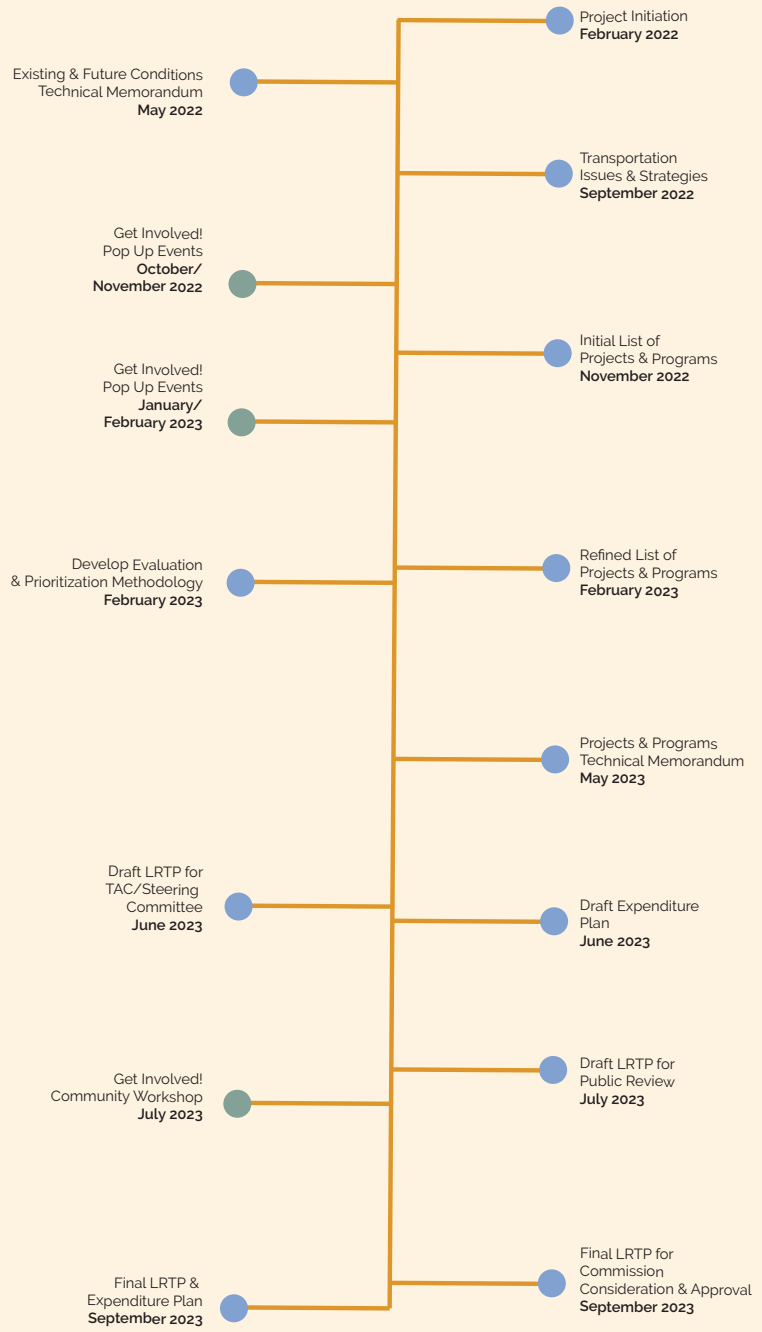
Provides a summary of the community outreach activities and stakeholder meetings. Outreach focused on barriers to walking or biking, border crossing, and overall connectivity throughout the County.

Chapter 4
Prioritized Projects & Programs

Identifies prioritized transportation projects that will enhance the County's transportation network. Each recommendation reflects the County's vision and goals by providing travel options, support a vibrant economy, and improve the quality of life by providing equitable access to transportation.

Chapter 5
Implementation & Monitoring

Details a road-map for implementing the proposed projects within the LRTP.



THE VISION

Enhance the Imperial Valley transportation system to provide travel options (walking, bicycling, transit, auto), support a 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.

The Long Range Transportation Plan incorporates regional and statewide planning efforts as they relate to transportation. The following planning documents were evaluated as part of the LRTP process.

Statewide Planning Efforts

« Caltrans California/Baja California Pedestrian and Bicycle Transportation Access Study (2013)

« Caltrans Toward an Active California State Bicycle + Pedestrian Plan (2017)

« Caltrans California-Baja California Border Master Plan

« California Freight Mobility Plan (2020)

Regional Planning Efforts

« ICTC Long-Range Transportation Plan (2013)

« ICTC Regional Active Transportation Plan (2022)

« Imperial County 2020 Strategic Plan (2015)

« Imperial County Pedestrian Master Plan (2021)

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

« Imperial County Bicycle Master Plan Update (2012)

« ICTC Short-Range Transit Plan (2019)

« Regional Mobility Hub Implementation Strategy (2017)

« Imperial County Transportation Plan Highway Element (2007)

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

« SCAG Connect Socal 2020-2024 Regional Transportation Plan/ Sustainable Communities Strategy

PREVIOUS PLANNING EFFORTS

THE IMPROVEMENT PLAN

Individual projects were reviewed, evaluated, and prioritized using the prioritization criteria table outlined in chapter 4. Projects were then organized into one of three ranges, ranking projects from short-range projects to long-range projects. Short-range projects were identified as projects that had the greatest potential to generate increase transportation connections, reduce GHG and VMT, and benefits the County as a whole. Over 180 transportation projects throughout the County were identified. ICTC coordinated and convened meetings with its member agency representatives Countywide to verify that major transportation project are outlined in the LRTP based on the latest information available at the time this LRTP was prepared. The full list of projects can be found in **Appendix F.**

The following pages identifies the Region's priority projects by category.

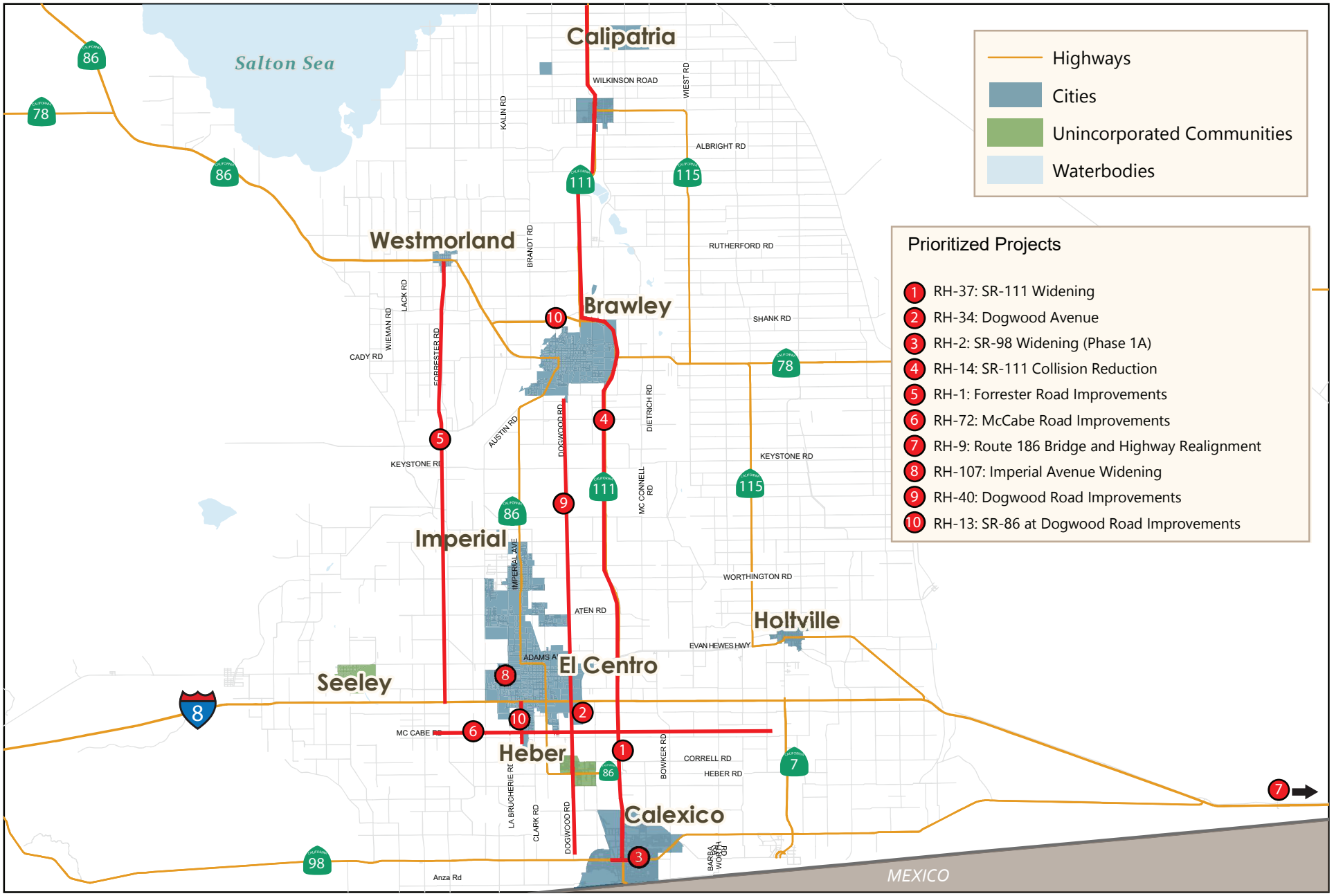
Table 1. Prioritized Transportation Projects (Top 10 by Mode)

Rank	ID	Jurisdiction	Project
Regional Highways and Roadways			
1	RH-37	Caltrans	SR 111 Widening - Widen and improve to 6 lane freeway from SR 98 to I-8 with interchanges at Heber, Evan Hewes, Aten, Worthington, Highway 78, 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.
2	RH-34	El Centro	Dogwood Avenue Improvements - Interconnect and synchronize existing signal lights along Dogwood Avenue along 8th Street to the City of El Centro's master computer
3	RH-2	Caltrans	SR 98 Widening (Phase 1A) - 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.
4	RH-14	Caltrans	SR 111 Collision Reduction - 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)
5	RH-1	County	Forrester Road Improvements - 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.
6	RH-72	County	McCabe Road Improvements - Widen from 2 lanes to 4 lanes from Brockman Road east to SR 7
7	RH-9	Caltrans	Route 186 Bridge and Highway Realignment - Bridge and Highway Realignment to Andrade POE over the All-American Canal
8	RH-107	Caltrans	Imperial Avenue Widening - 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.
9	RH-40	El Centro	Dogwood Road Improvements - Widen Dogwood Road from 2 to 4 lanes from SR 98 (Calexico) to Brawley, within City of El Centro limits
10	RH-13	Caltrans	SR 86 at Dogwood Rd Intersection Improvements - Roadway widening, install traffic signals

Rank	ID	Jurisdiction	Project
Bridges			
1	BR-6	Calexico	New Bridge at Second Street at Union Pacific Rail Crossing and Cesar Chavez Boulevard - Construct a new bridge along Second Street from Cesar Chavez Boulevard to Imperial Avenue/Highway 111 in the City of Calexico that will accommodate six travel lanes and sidewalk facilities.
2	BR-9	Calexico	Second Street Bridge Widening Over New River - remove and replace the existing Second Street Bridge in the City of Calexico with a new bridge that will accommodate four travel lanes and sidewalk facilities
3	BR-23	County	Replace and/or Rehabilitate Various County Bridges along New River and Alamo River - structural load analysis
4	BR-13	County	Anza Road Bridge Replacement at All-American Canal - replace a previous road/bridge crossing at Anza Road/All American Canal to provide access between Calexico East POE and Calexico
5	BR-4	Caltrans	Bridge Maintenance at Interstate 8 and All-American Canal - repair poor condition bridge and upgrade to current County and State standards
6	BR-5	Caltrans	Bridge Maintenance at SR 78 and Palo Verde - repair poor condition bridge and upgrade to current County and State standards
7	BR-12	County	Dogwood Road at McCabe Road Railroad Track Grade Separation - intersection needs a grade separation bridge to permit intersection widening of the tow arterial roads
8	BE-24	County	Replace and/or Rehabilitate Various County Bridge along Major Corridors at Keystone (at Austin) , Dogwood (at I-8 & Jasper), Forrester (at Steiner, Larsen, I-8 & Imler) , Rutherford (at Dietrich & SR 111), and Worthington (at Dump & McKim)
9	BR-8	Calexico	Second Street Bridge Widening at All-American Canal - remove and replace the existing Second Street bridge in the City of Calexico with a new bridge that will accommodate four travel lanes and sidewalk facilities
10	BR-26	County	Carr Road Bridge Widening/Rehabilitation at Ash Main Canal - widen bridge for Carr Road 4 lane widening improvements
Transit			
1	TR-1	IVT	IVT Ride - 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.
2	TR-3	Calexico	Microtransit Service Zone - Provide new “Microtransit” service zone.
3	TR-15	IVT	SunLine Transit Connection - Enhance coordination and provide connection to SunLine transit system via West Shores.
4	TR-8	Calexico	Microtransit Service Zone - Provide new “Microtransit” service zone between Calexico and East Port of Entry.
5	TR-10	Imperial	IVT Red Line - Implement a new IVT Red Line (Imperial Circulator Shuttle)
6	TR-12	IVT	IVT Ride - Implement intercity IVT Ride on a two-zone system on weekends.
7	TR-23	IVT	Calexico Intermodal Transportation Center - Construct Calexico Intermodal Transportation Center
8	TR-9	SDSU Calexico & Brawley	Operate new “IV Campus Shuttle” service between SDSU Calexico, IVC and SDSU Brawley which might include the use of electric vehicles.
9	TR-16	IVT	San Diego Connection = Provide weekday service between El Centro and MTS Route 888 Connection in Jacumba Hot Springs. Coordination with MTS is needed to establish routes, fares, schedule, etc. for this connection.
10	TR-18	Holtville	Holtville Local Fixed-Route - Implement local circulator in Holtville on weekdays as population and employment increases.

Rank	ID	Jurisdiction	Project
International Border			
1	IB-3	Calexico	Calexico Intermodal Transportation Center - construct a mobility hub on the south side of 3rd Street between Heffernan Avenue and Rockwood Avenue
2	IB-1	Calexico East POE	Calexico East POE Bridge Expansion - expand number of lanes at POE Bridge to add 2 new northbound commercial vehicle lanes and 2 new northbound privately owned vehicle lanes
3	IB-5	County	Calexico East Port of Entry Intermodal Transportation Center
4	IB-4	Calexico & Andrade	Border Wait Time System Deployment - provide real-time information about border wait times
5	IB-2	Calexico	SR 86 Patrol Checkpoint Expansion - increase truck processing capacity
Rail Cargo			
1	RC-3	Calexico	Second Street Bridge Widening (Union Pacific Rail Crossing) - Construct a new bridge at Second Street over the Union Pacific Rail Crossing that will accommodate six travel lanes and sidewalk facilities.
2	RC-5	County	SR 78/ SR 111 (West) - Construct Roadway/Rail Grade Separation
3	RC-2	Calexico	Grade Separation of SR 98 Rail Crossing Near Cesar Chavez Boulevard
4	RC-6	Brawley	Malan Street - Construct Roadway/Rail Grade Separation
5	RC-13	Calexico	West Cole Road - Construct Roadway/Rail Grade Separation
6	RC-4	County	Ward Road - Construct Roadway/Rail Grade Separation
7	RC-7	Brawley	Mead Road - Construct Roadway/Rail Grade Separation
8	RC-11	County	Dogwood Road - Construct Roadway/Rail Grade Separation
9	RC-12	County	Heber Avenue - Construct Roadway/Rail Grade Separation
10	RC-15	County	Harris Road - Construct Roadway/Rail Grade Separation
Active Transportation			
1	AT-3	Imperial	Segment 1.2 - Install a 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 pedestrian countdown timers, ADA curb ramps, accessible pedestrian signal push buttons, continental high-visibility crosswalks, and pedestrian refuge islands where appropriate.
2	AT-5	County & Calexico	Segment 2.0 - 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.
3	AT-6	County & Calexico	Segment 2.1 - 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.

Rank	ID	Jurisdiction	Project
4	AT-4	County & Imperial	Segment 1.3 - 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.
5	AT-2	El Centro & Imperial	Segment 1.1 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 pedestrian countdown timers, ADA curb ramps, accessible pedestrian signal push buttons, continental high-visibility crosswalks, and pedestrian refuge islands where appropriate. 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. 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.
6	AT-7	County & Calexico	Segment 2.2 - 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.
7	AT-1	El Centro & Imperial	Segment 1.0 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 pedestrian countdown timers, ADA curb ramps, continental high-visibility crosswalks and pedestrian refuge islands where appropriate. Adams Avenue from La Brucherie 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. 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.

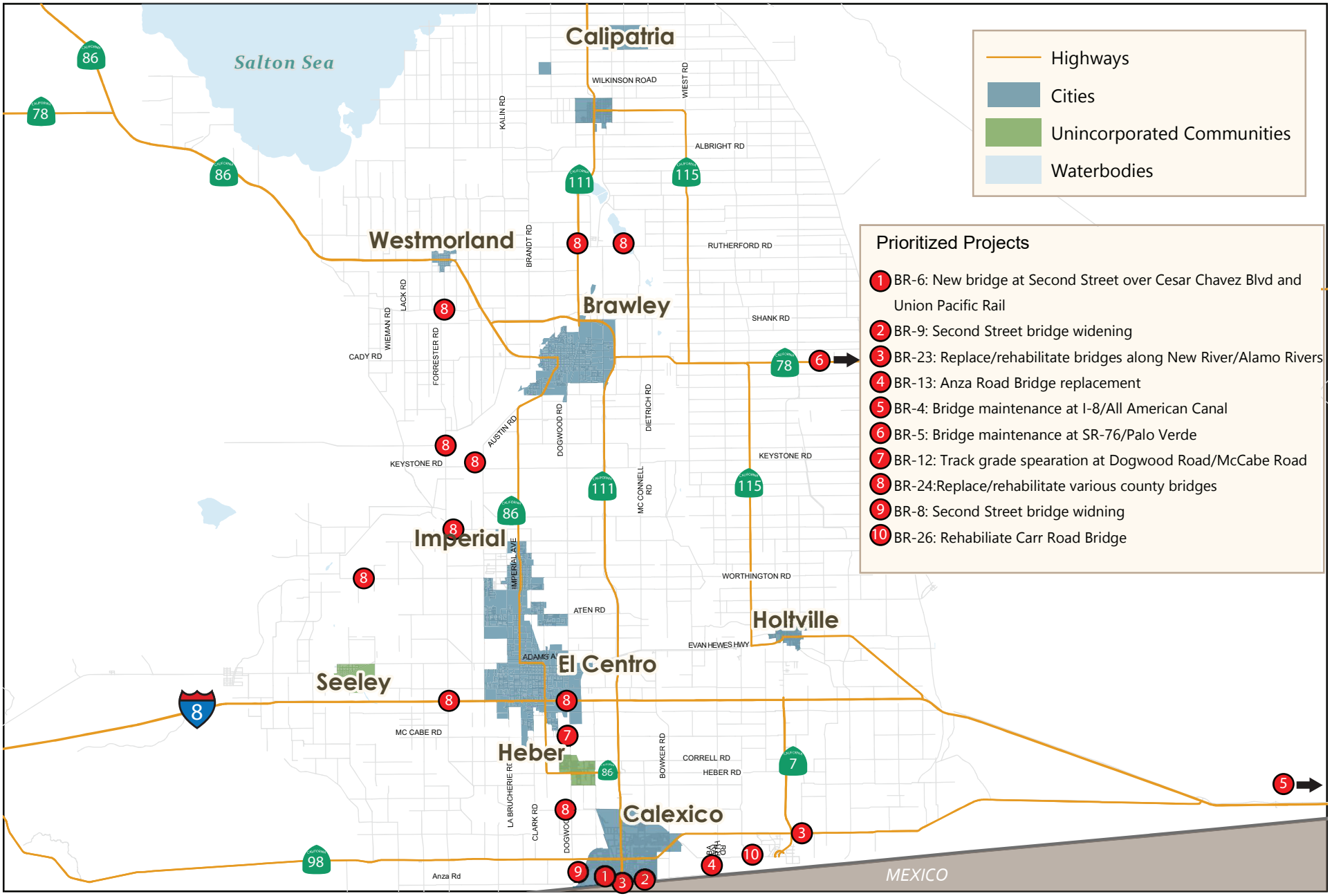


OUR IMPERIAL VALLEY, OUR FUTURE, OUR GROWTH.
The Regional Long-Range Transportation Plan Update

Source: ESRI, Caltrans, CDFW, Imperial County, KTUA, United States Census Bureau

Prioritized Highway & Roadway Projects

Figure 1



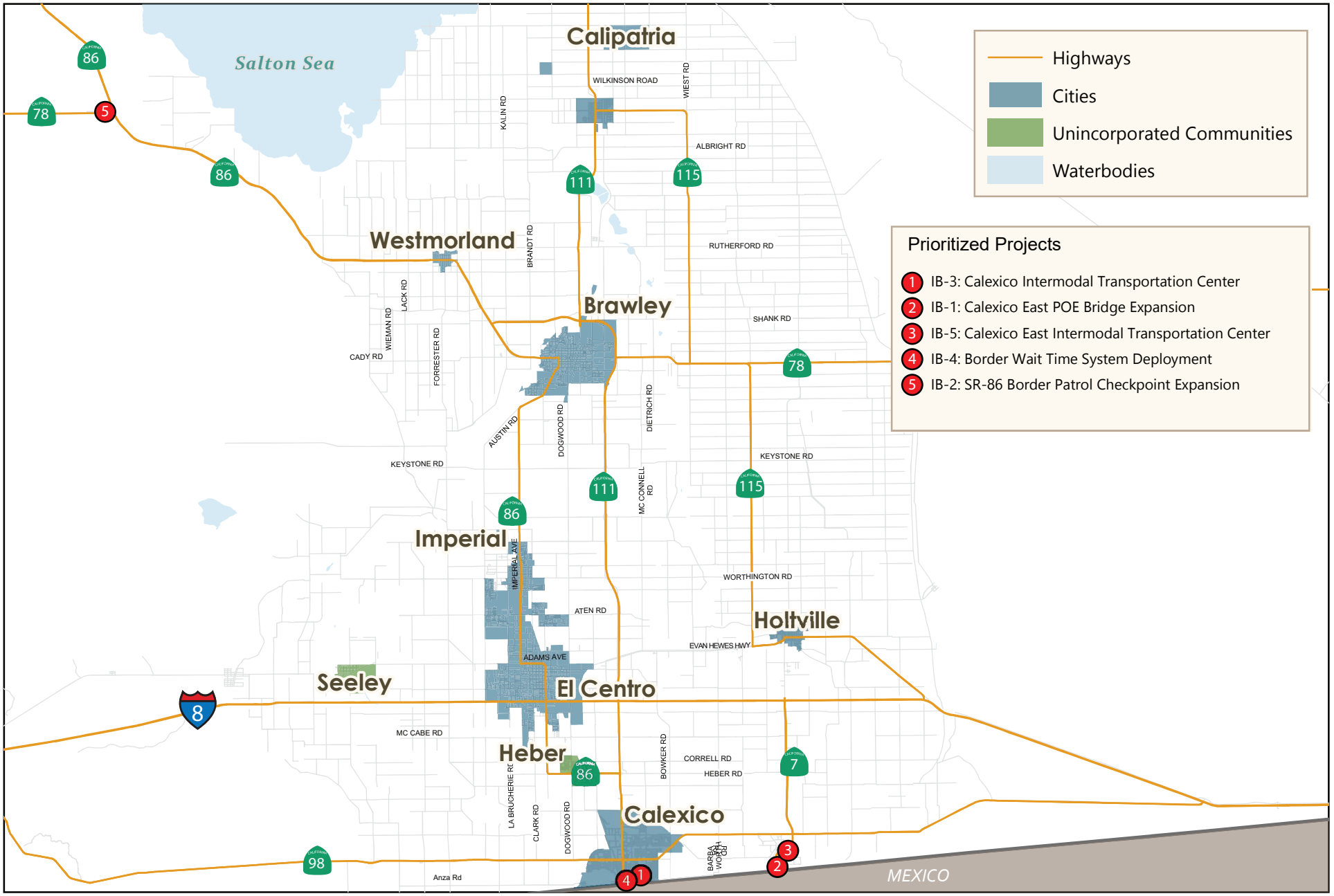
OUR IMPERIAL VALLEY, OUR FUTURE, OUR GROWTH.

0 5 10 Miles

Source: ESRI, Caltrans, CDFW, Imperial County, KTUA, United States Census Bureau

Prioritized Bridge Projects

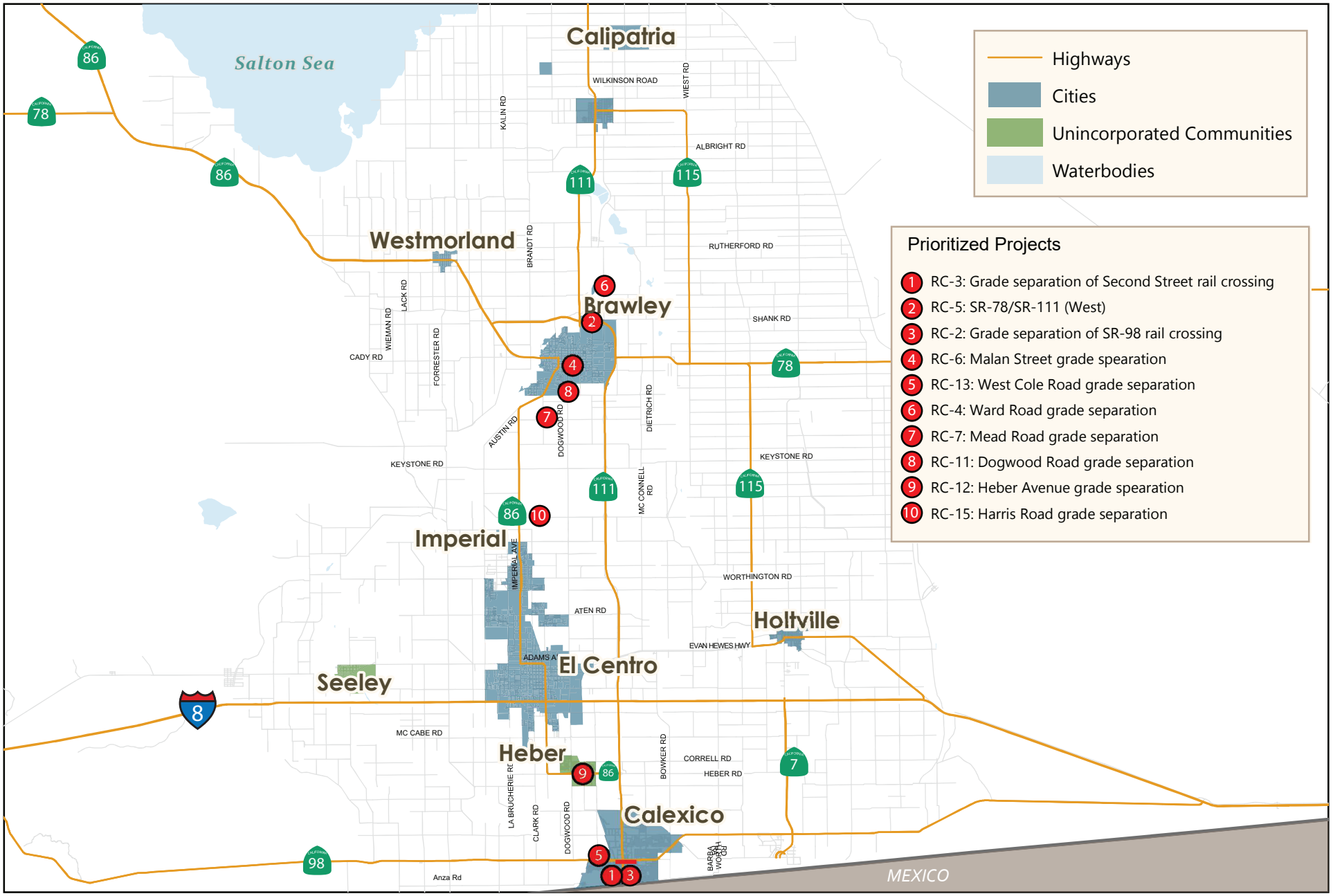
Figure 2



OUR IMPERIAL VALLEY, OUR FUTURE, OUR GROWTH.
The Regional Long-Range Transportation Plan Update

Prioritized International Border Projects

Figure 3



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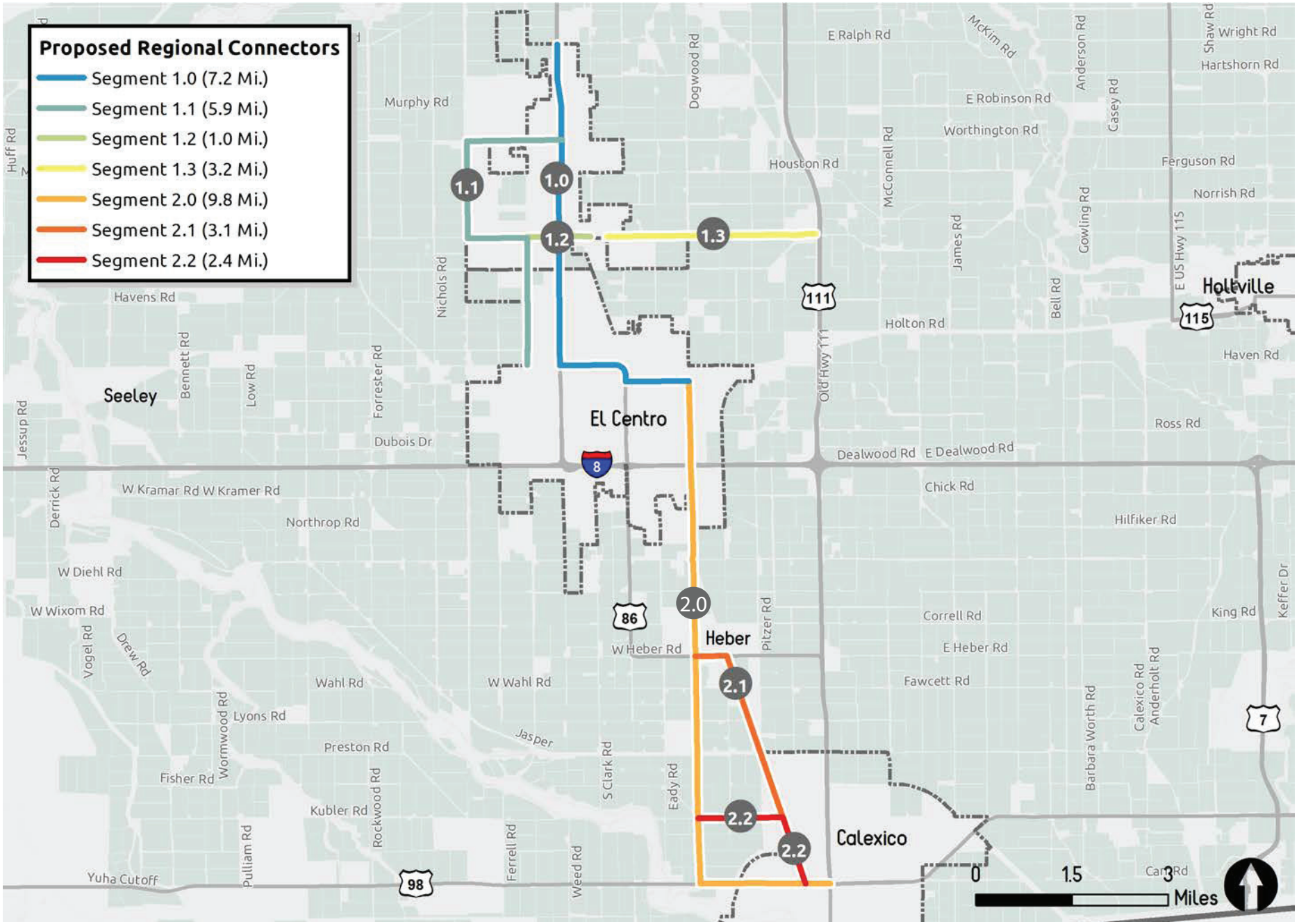
The Regional Long-Range Transportation Plan Update

0 5 10 Miles

Source: ESRI, Caltrans, CDFW, Imperial County, KTUA, United States Census Bureau

Prioritized Rail Cargo Projects

Figure 4



Top Two Regional Projects by Segment

Source: Imperial County Active Transportation Plan

Figure 5

FUNDING STRATEGIES

The purpose of identifying funding sources is to provide ICTC with a forecast of reasonably available funding from transitional revenue sources for funding transportation improvements through 2045. This section outlines Federal, State, and local sources of revenue for funding transportation improvements.

Federal, state, and local governments invest in billions of dollars every year in the nation's transportation system. The Long Range Transportation Plan contains a fiscally constrained list of projects and programs. All projects and programs have been identified with potential funding sources that will help complete the project during the time horizon of this plan. The full list of identified funding sources and their funding amount can be found in **Appendix G** .

ICTC, Imperial County, and the cities in the County should pursue funding opportunities and coordinate efforts on projects that affect and benefit multiple jurisdictions. Coordination and joint efforts also strengthen grant applications due to combined benefits for multiple jurisdictions. Agencies who show as much "multi-benefit" outcomes increase the odds of successfully winning a grant.

Chapter 5 lists possible funding opportunities that could further support the identified project list.

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CHAPTER 1

OUR IMPERIAL VALLEY, OUR FUTURE, OUR GROWTH.

The Regional Long-Range Transportation Plan Update

Imperial County Today & in 2045

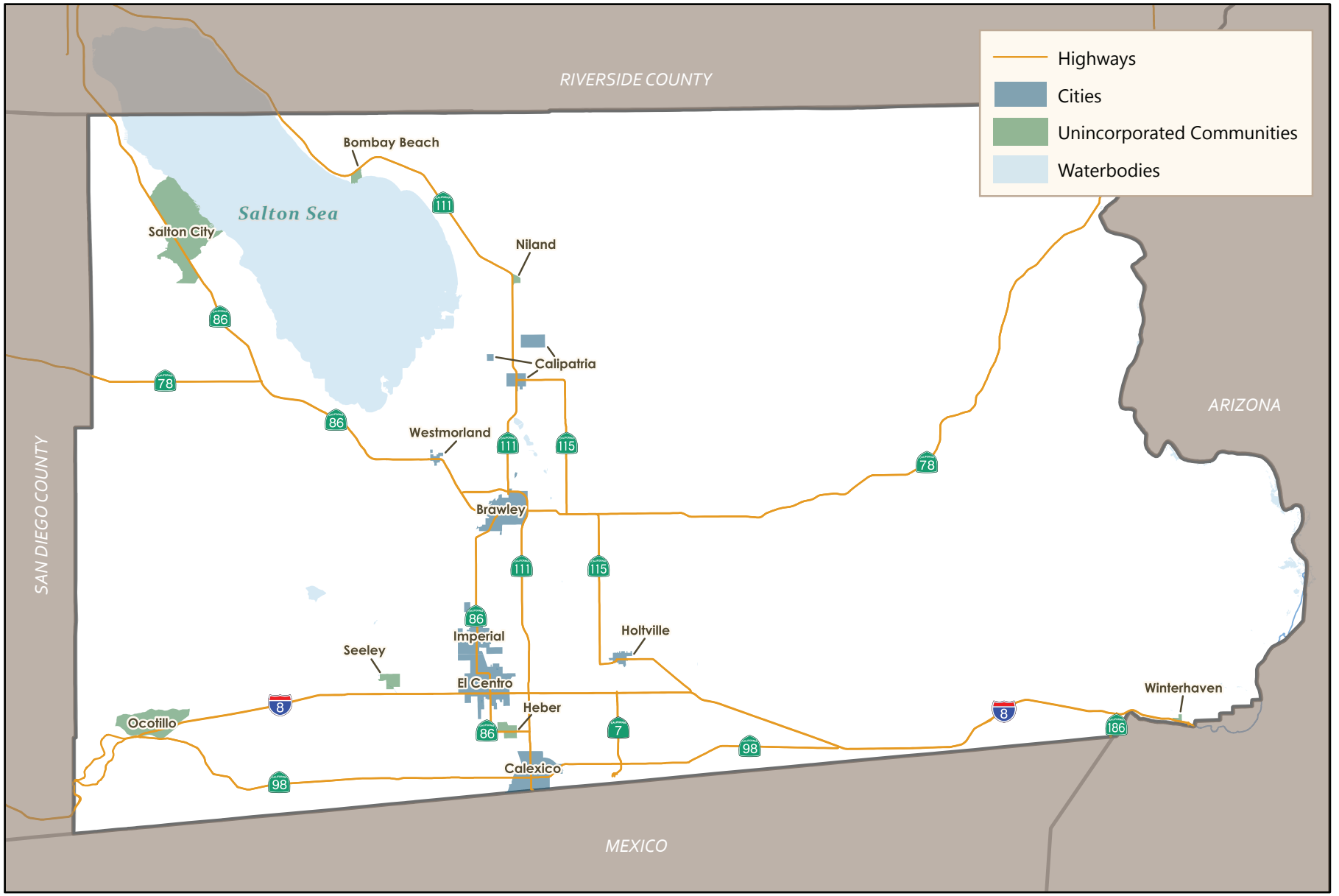
EXISTING & FUTURE CONDITIONS

Today, Imperial County 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 6** illustrates the County's 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). Each city and community is known for its rich agricultural heritage, which includes the production of half of the nation's winter vegetables and 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 and advancements in technology to encourage walking, bicycling, and using transit has helped communities and residents use alternative modes of transportation on a daily basis.

The following chapter outlines the County's demographics, existing roadway conditions, and other transportation related information within the County. The full existing conditions technical memorandum can be found in **Appendix A**.



OUR IMPERIAL VALLEY, OUR FUTURE, OUR GROWTH.
The Regional Long-Range Transportation Plan Update

0 5 10 Miles

Source: ESRI, Caltrans, CDFW, Imperial County, KTUA, United States Census Bureau

Regional Setting

Figure 6

Today, Imperial County is home to nearly 180,000 residents who live and work within its seven cities and eight unincorporated communities. Imperial County's population is concentrated within the City of Calexico and unincorporated community Heber. The vast majority of the land area is undeveloped or agricultural. (**Figure 7**).

According to the Southern California Association of Governments (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the population in Imperial County is expected to grow by 49% in the cities and 83% in the unincorporated communities, respectively.

The County of Imperial has a relatively young population with a median age of 33.8. Of the residents in Imperial County, 85% of residents identify as Hispanic or Latino and 74% of residents speak Spanish.

Imperial County currently has a median household income of approximately $46,222. Average home prices in Imperial County range from approximately $200,000 to $300,000 and monthly rents range from approximately $500 to $1,000. There are a total of 56,625 housing units in the region of which 45,768 were determined to be occupied households. According to SCAG's 2020 RTP/SCS, the number of households in Imperial County is anticipated to increase to approximately 92,400 households by 2045.

According to the 2020 American Community Survey, approximately 58 percent of residents are homeowners, which is higher than the rate in California, and 42 percent are renters. 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 about $250,000 where California's is about $648,000.

Source: U.S Census Bureau, 2020 American Community Survey (ACS)
SCAG 2020 RTP/SCS

Population & People
2020 Total Population: **179,851**
2045 Total Population: **281,200**

Income
Median Household Income: **$46,222**

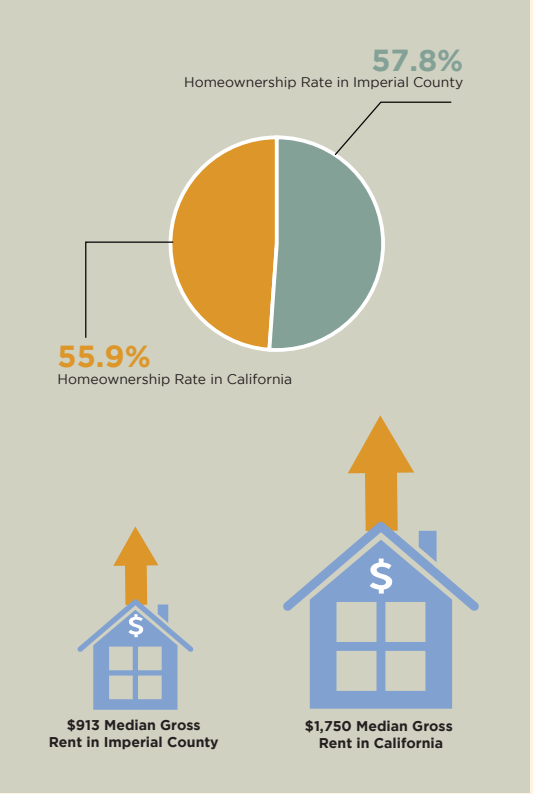
Housing
Total Housing Unit: **56,625**

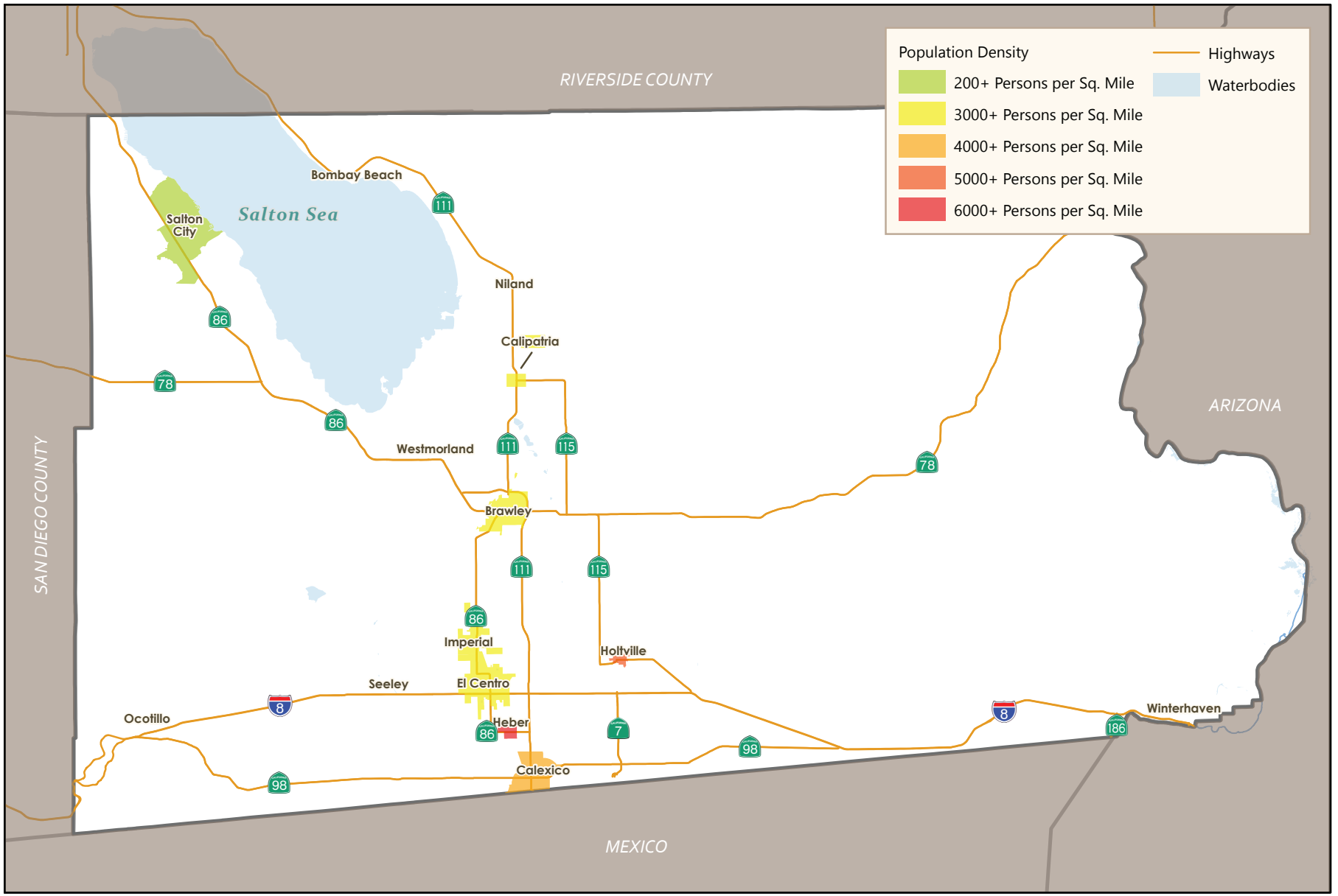
Family Living Arrangements
2020 Total Households: **45,768**
2045 Total Households: **92,400**

Race & Ethnicity
Hispanic or Latino (of any race): 85%

Language
Spanish Speaking: **74%**

POPULATION & HOUSING





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The Regional Long-Range Transportation Plan Update

0 5 10 Miles

Source: ESRI, Caltrans, CDFW, Imperial County, KTUA, United States Census Bureau

Population Density (2020)

Figure 7

Imperial County has its own booming work force with a growing economic base. The County has a rich agricultural heritage, which includes production of year round vegetables, renewable resources, and cultural and outdoor recreational activities.

Currently, the employment rate in Imperial County is approximately 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.

Today, 25.6% of the workforce in Imperial County are employed by a private company and work in the education/health care and social assistance industry. The average commute time is approximately 19.2 minutes in Imperial County. According to SCAG's 2020 RTP/SCS forecasted growth estimates, the number of employees in the region will nearly double by 2045.

Workforce
2016 Total Employment:
66,900
2045 Total Employment:
130,100

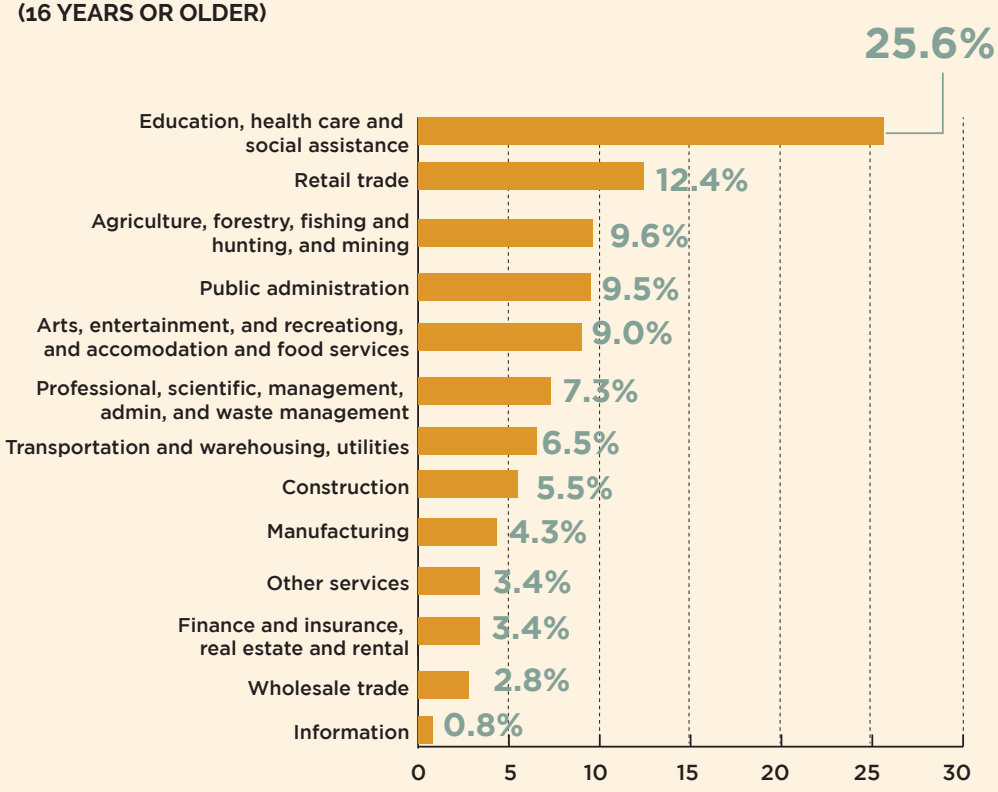
Business & Economy
Total Employer Establishments:
2,558

Employment
Employment Rate:
44.2%

Commute
Average Commute Time:
19.2 Minutes

EMPLOYMENT

INDUSTRY FOR THE CIVILIAN EMPLOYED POPULATION (16 YEARS OR OLDER)

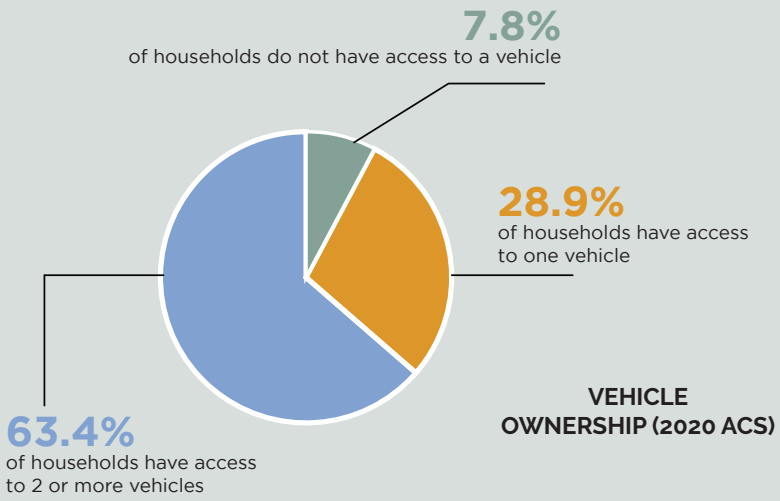


Source: U.S Census Bureau, 2020 American Community Survey (ACS)
SCAG 2020 RTP/SCS

Most Imperial County commuters drive alone to work (80% in 2020). The next most common way to travel - and it is a distant second - is carpooling representing approximately 9% of the commuters. 6% of commuters work from home. Following the COVID pandemic, an increase of residents are now reporting to work from home. This may indicate a new trend enabled by evolving workplace culture. Early reports on California workplace trends from the 2022 ACS indicate that in California approximately 21.4% of residents work from home and according to Global Workplace Analytics, 22% of the workforce will continue to work remotely by 2025[1].

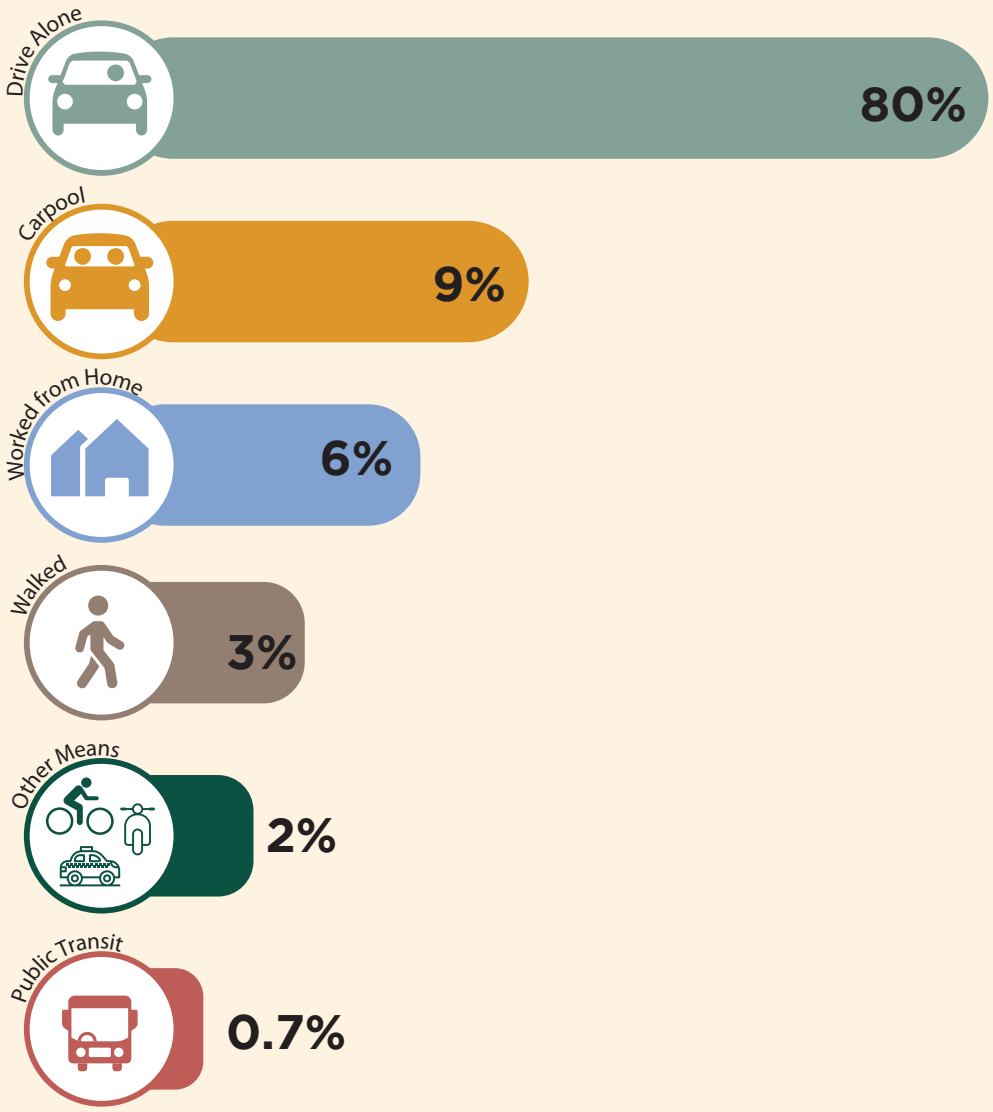
Most households in Imperial County have access to at least two or more vehicles. (63% in 2020). Almost 30% of households have access to only one vehicle while almost eight percent of households do not have access to a vehicle. Residents who do not have access to a vehicle rely on other means like transit, ridesharing, walking, or biking.

HOW IMPERIAL MOVES



VEHICLE OWNERSHIP (2020 ACS)

HOW IMPERIAL COUNTY COMMUTES (2020 ACS)



Source: U.S Census Bureau, 2020 American Community Survey (ACS)
[1]www.apollotechnical.com

HIGHWAYS & REGIONAL ARTERIALS

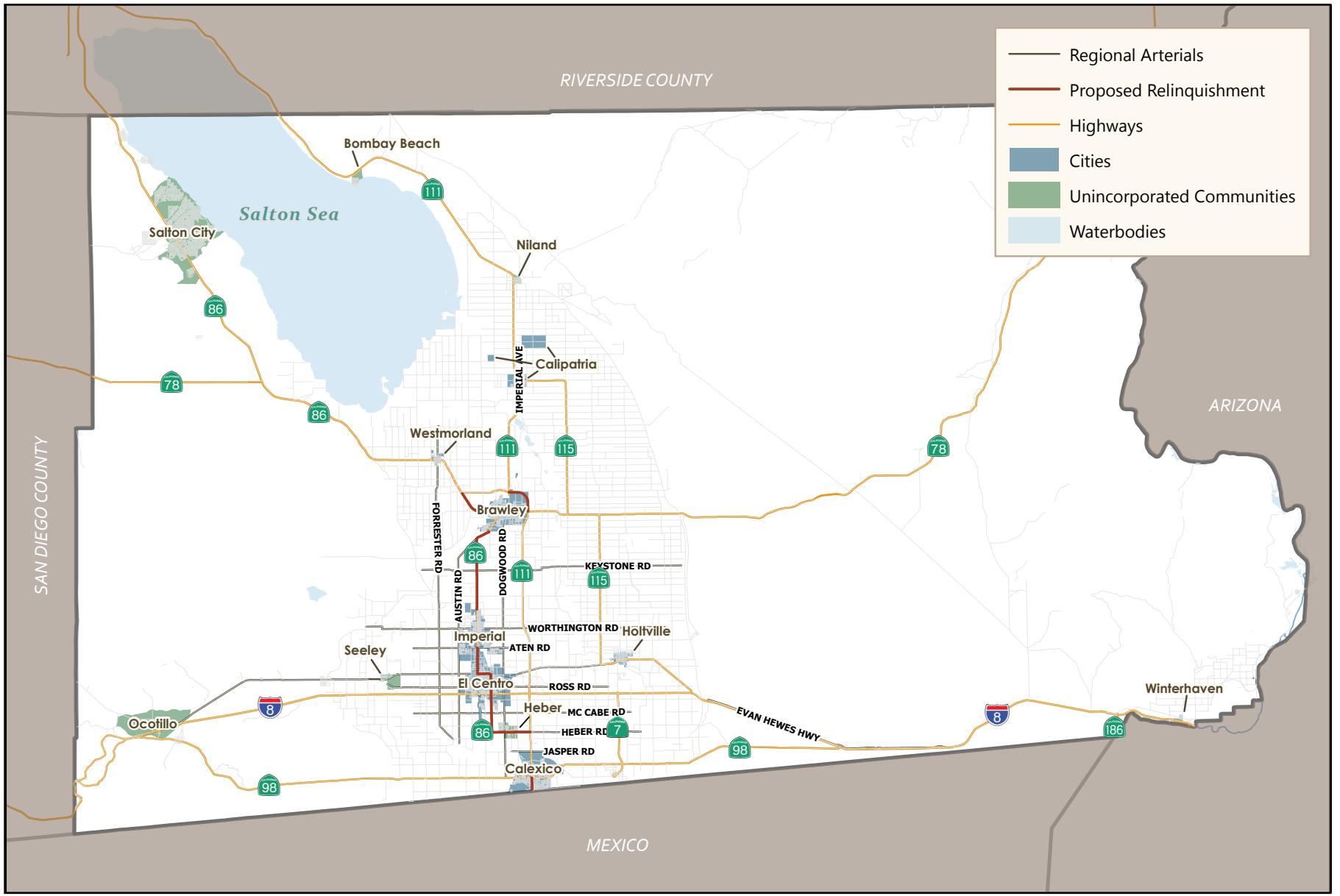
Imperial County's cities and communities are connected by a network of regional highways and arterials **(Figure 8)**. In this section, we will look at the current roadway network and how it is currently meeting region's needs.

Regional Highways

Since most Imperial Country residents and workers commute by driving, an effective network is critical to mobility. Currently, Imperial County's highway network consists of one Interstate (I-8) and seven State Routes. The majority of these highways provide two travel lanes with the exception of I-8 and SR 111 which provide four travel lanes. Many of the regional highways in Imperial County are planned for operational improvements such as intersection and signal improvements, with the possibility of future widening from two to four travel lanes. Imperial County and the City of El Centro are coordinating with Caltrans to relinquish portions of SR 86 in order to maintain them in 2026. SR 111 from 2nd Street to SR 98 is planned to also be relinquished to the City of Calexico in late 2024.

Regional Arterials

Imperial County has several regional arterials that are essential to the movement of goods and services, connecting cities and communities in a grid-like pattern. **Table 2** presents the "highway and regional arterial network" within the County. Today, many of these roadways are two-lane facilities adjacent to farmland. With the anticipation of future growth, many roadways are ultimately classified as either four-lane Minor/Major Arterials or six-lane Prime Arterials in the County's General Plan.



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The Regional Long-Range Transportation Plan Update

0 5 10 Miles

Source: ESRI, Caltrans, CDFW, Imperial County, KTUA, United States Census Bureau

Regional Highways & Arterials

Figure 8

Table 2. Imperial County Regional Arterials

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

Arterial	Orientation	Existing Roadway Classification	Updated Classification (General Plan)
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	2-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	6-lane Prime Arterial
McCabe Road	East-West	2-lane Minor Collector	4-lane Minor Arterial
Ross Road	East-West	2-lane Minor Collector	6-lane Prime Arterial
Evan Hewes Highway	East-West	2-lane Minor Collector	4-lane Minor Arterial
Wothington Road	East-West	2-lane Minor Collector	4-lane Minor Arterial
Keystone Road	East-West	2-lane Minor Collector	6-lane Prime Arterial

PORTS OF ENTRY

Imperial County and Mexico share a 71-mile long international border. International trade between the U.S. and Mexico is a key contributor to local, state, and national economic growth. Imperial County has three ports of entry (POE's) connecting the U.S. and Mexico which include Calexico West POE, Calexico East POE, and Andrade POE **(Figure 9).**

Given the current and projected travel demand at the three POE's, improving the operations of the existing infrastructure is critical to decrease traffic congestion, facilitate international trade, reduce environmental impacts, encourage multimodal crossings, and improve overall quality of life for residents in the border region.

2019 Annual Crossings

Passenger Vehicles
Calexico West: 5M
Calexico East: 3M
Andrade: 580,028

Trucks
Calexico West: -
Calexico East: 389,046
Andrade: -

Buses
Calexico West: -
Calexico East: 1,953
Andrade: -

Pedestrians
Calexico West: 3.7 M
Calexico East: 382,535
Andrade: 857,724

Trains
Calexico West: -
Calexico East: 227
Andrade: -

Imports
Calexico West: 0
Calexico East: 10.8 M
Andrade: 0

Exports
Calexico West: 401 M
Calexico East: 6.6 M
Andrade: 0

2023 Annual Crossings

Passenger Vehicles
Calexico West: 4.5M
Calexico East: 2.7 M
Andrade: 512,949

Trucks
Calexico West: -
Calexico East: 422,775
Andrade: -

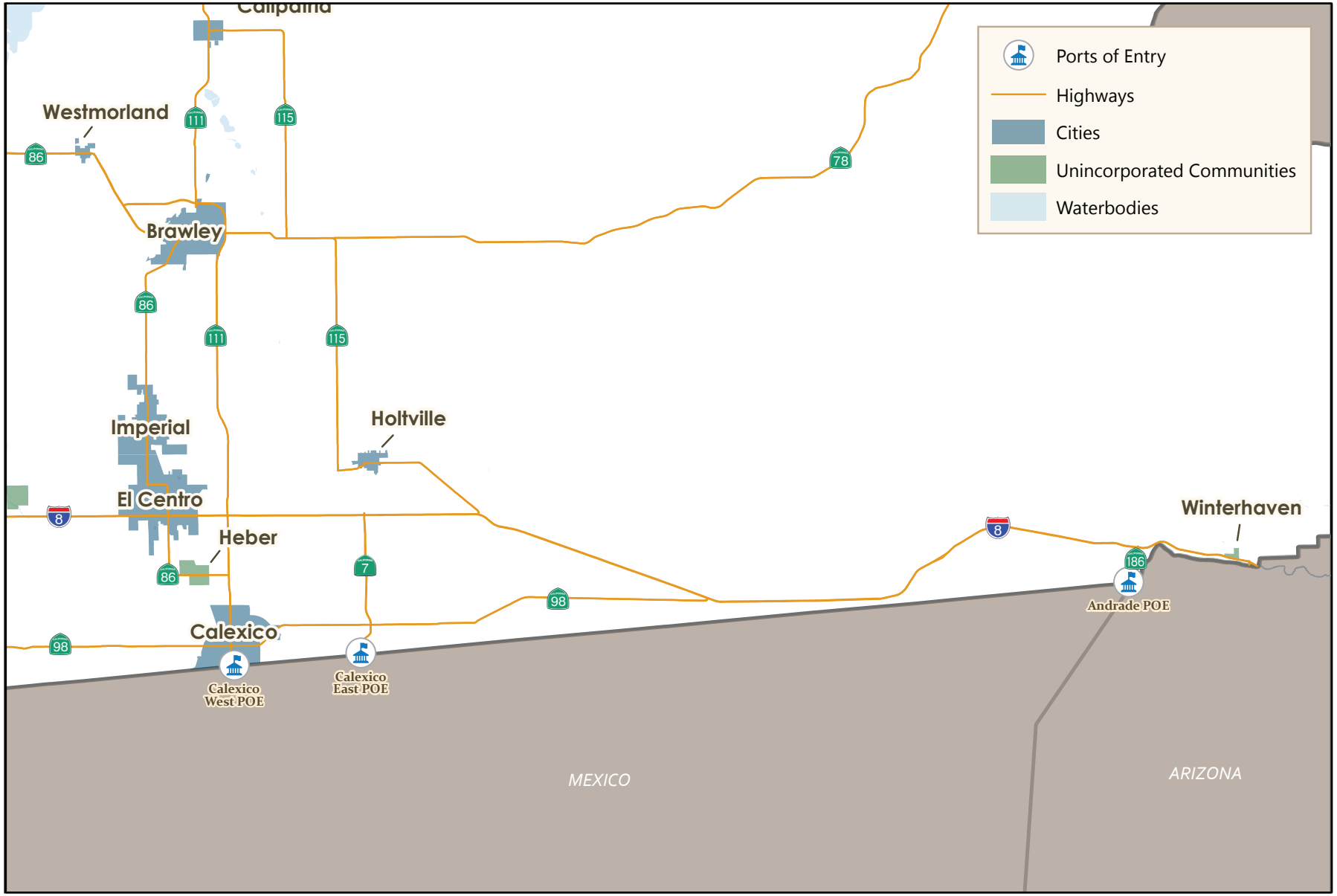
Buses
Calexico West: -
Calexico East: 988
Andrade: -

Pedestrians
Calexico West: 2,5 M
Calexico East: 456,295
Andrade: 578,876

Trains
Calexico West: -
Calexico East: 243
Andrade: -

Imports (2021)
Calexico West: 0
Calexico East: 11.5 M
Andrade: 0

Exports (2021)
Calexico West: 662 M
Calexico East: 7.1 M
Andrade: 0



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0 5 10 Miles

Source: ESRI, Caltrans, CDFW, Imperial County, KTUA, United States Census Bureau

Ports of Entry

Figure 9

REGIONAL GOODS MOVEMENT

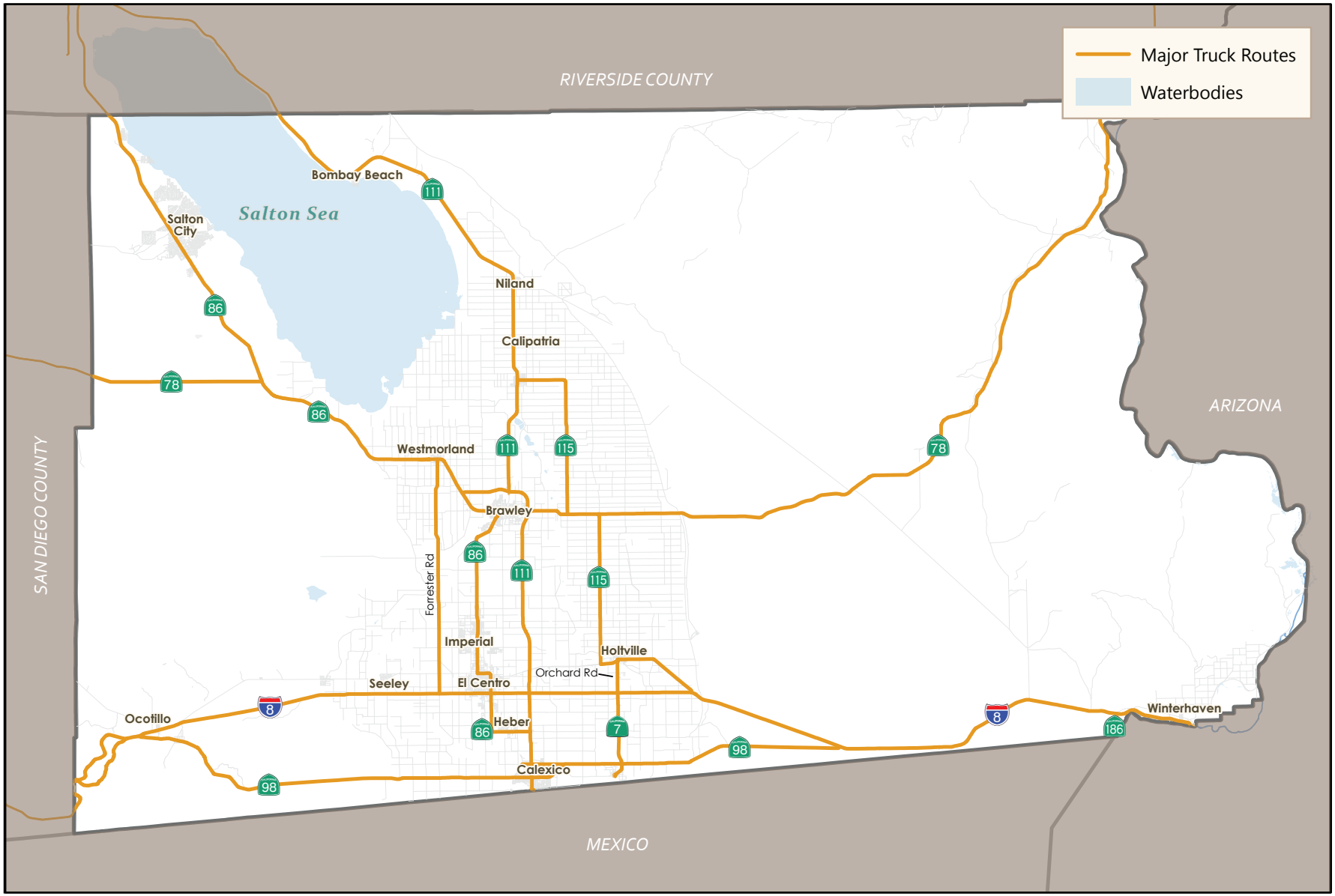
With today's global economy and time-based competition, the role of freight transportation has become more critical than ever as an efficient link between manufacturers, distributors, and consumers. Imperial County plays an important role in the regional goods movement system due to the prevalence of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

Commercial Trucks - More than 385,000 trucks crossed from Mexico into California in 2019[1], handling approximately $39.9 billion in goods. Truck routes are located all throughout the county **(Figure 10)** and are anticipated to grow at an annual rate of 4.1 percent. Currently, most cross-border trade that moves through the Mexico-California border via truck come from the Otay Mesa POE and Calexico East POE.

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. (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. (**Figure 11**)

Airports - Imperial County currently has six airports (**Figure 12**). 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.

Source: [1]United States Department of Transportation, Bureau of Transportation Statistics, Border Crossing/ Entry Data, 2019
[2] SCAG Goods Movement Border-Crossing Study and Analysis, 2016.



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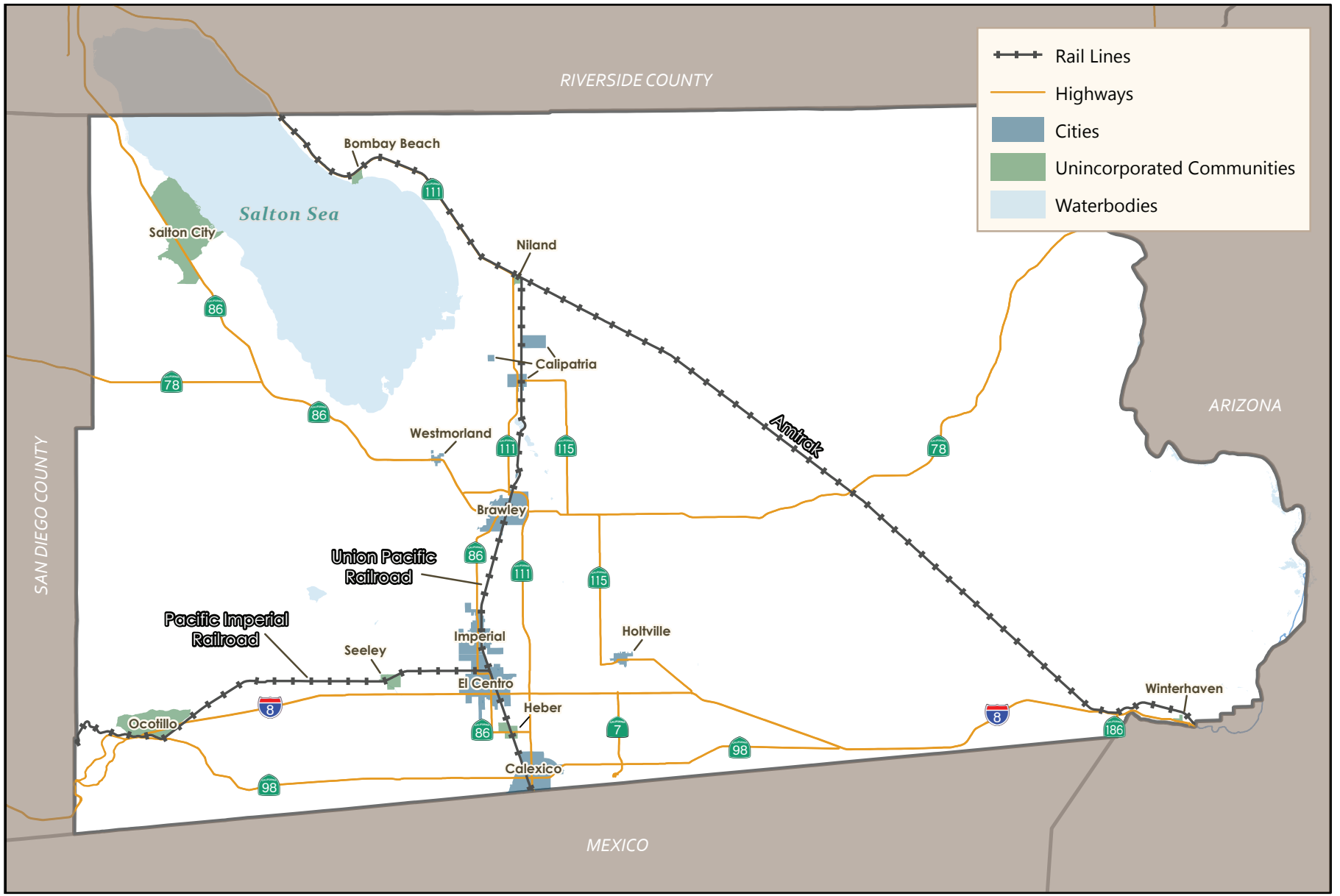
Source: ESRI, Caltrans, CDFW, Imperial County, KTUA, United States Census Bureau

Truck Routes

Figure 10



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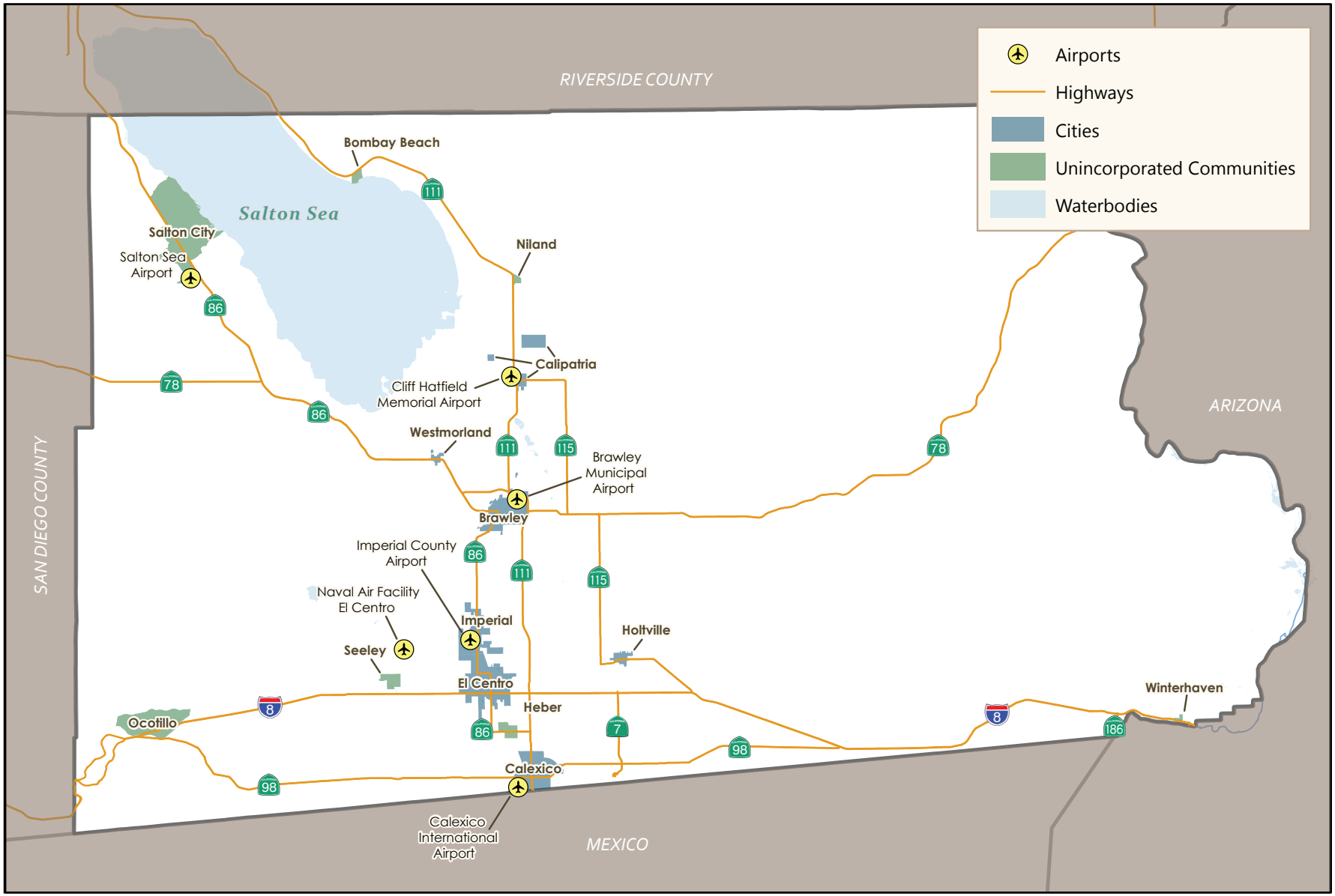
Source: ESRI, Caltrans, CDFW, Imperial County, KTUA, United States Census Bureau

Rail Lines

Figure 11



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0 5 10 Miles

Source: ESRI, Caltrans, CDFW, Imperial County, KTUA, United States Census Bureau

Airports

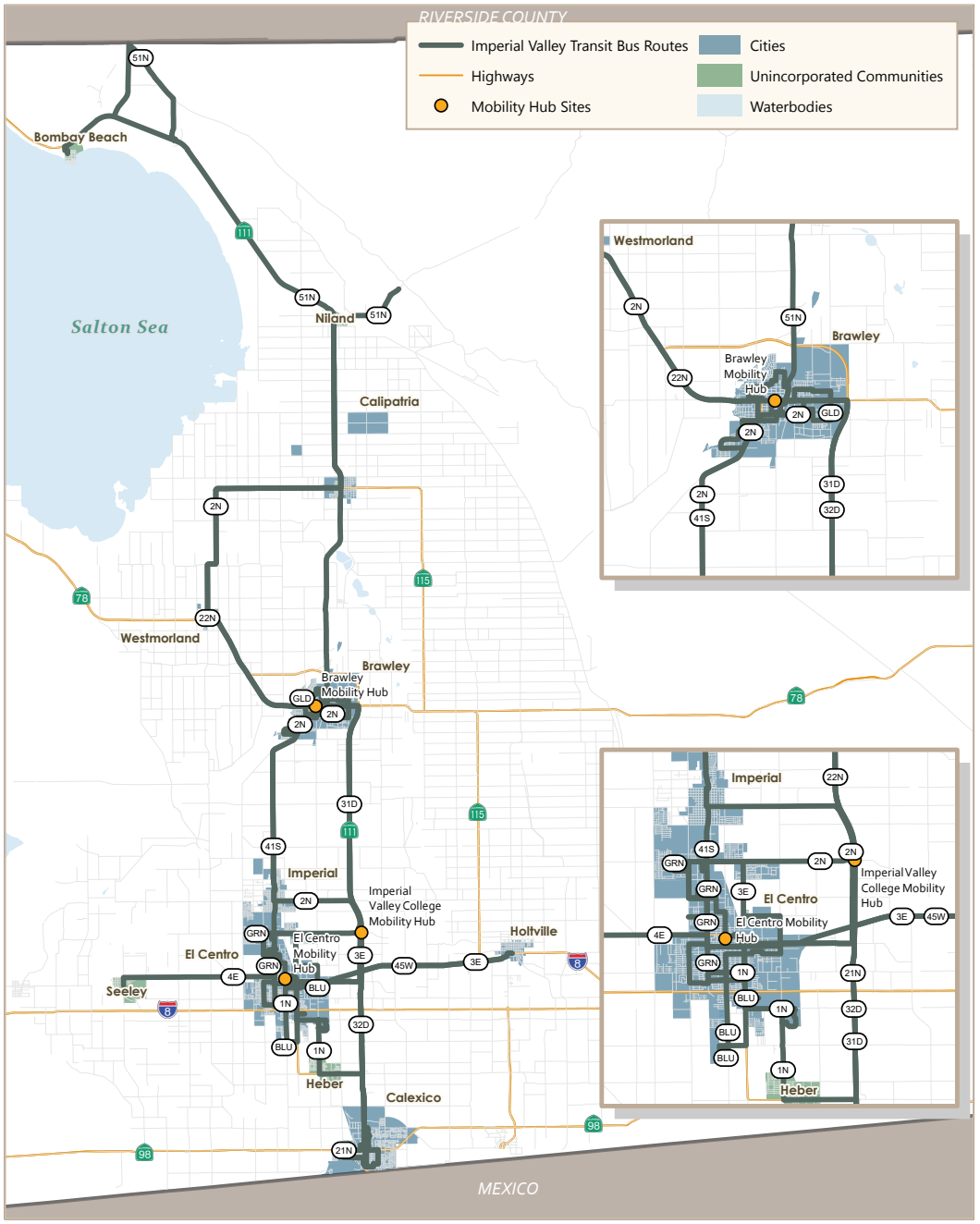
Figure 12

BUS 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 13** 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.

IMPERIAL VALLEY TRANSIT
RIDE WITH US!

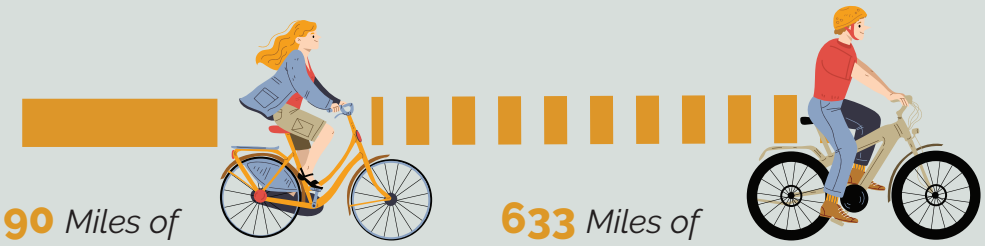


Transit Network & Mobility Hubs Site

Figure 13

ACTIVE TRANSPORTATION

MILES OF EXISTING AND PLANNED BIKE FACILITIES



90 *Miles of Existing Bicycle Facilities*

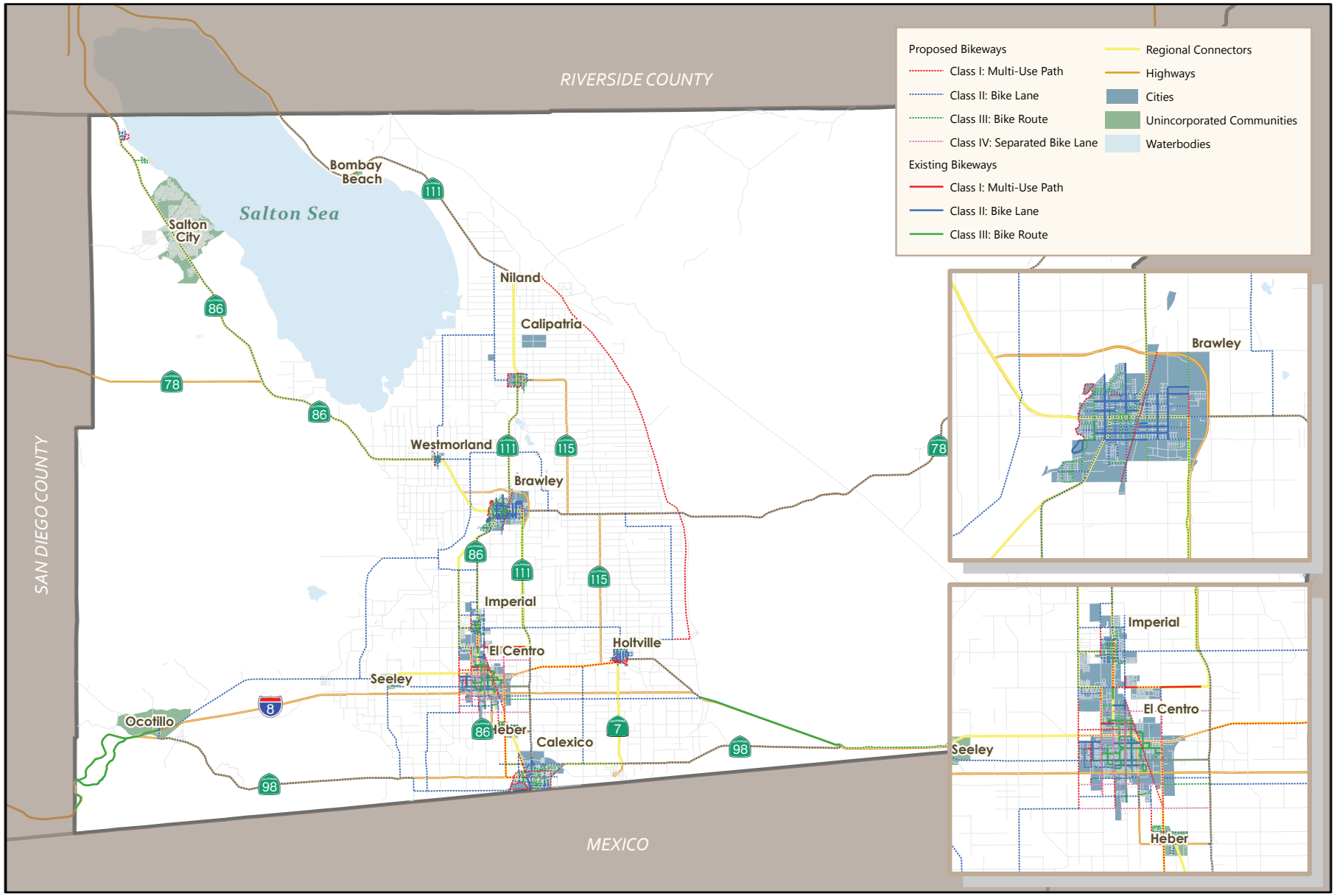
633 *Miles of Previously Proposed Bicycle Facilities*

The County is currently built on a foundation of auto-centric infrastructure but is actively integrating active transportation infrastructure into the roadway network to encourage walking, bicycling and other active modes as viable transportation options. Recent planning efforts such as the Imperial County Regional Active Transportation Plan (2022) help transform the County's street network in ways that 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 County experiences extreme heat during the summer months and very cold winters which impact walking and bicycling. To combat these hindrances to mode choice, infrastructure in the region should focus on covered shelters at bus stops, benches with shade trees for people to sit and rest, and other amenities to encourage people to walk, bike and use transit instead of driving.

Walking and bicycling contribute to healthier lifestyles 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.

Figure 14 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 County-wide.



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0 5 10 Miles

Source: ESRI, Caltrans, CDFW, Imperial County, KTUA, United States Census Bureau

Bicycle Network

Figure 14

El Centro Mobility Hub (Mobility Hub Concept)

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 transportation alternatives. 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, complimentary WiFi and real-time travel information, 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. There are currently three Mobility Hubs in Imperial County and the LRTP plans on further enhancing these Mobility Hubs. **(Refer back to Figure 13)**

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.

El Centro Mobility Hub - Class III bike lanes are proposed to connect the El Centro Transit Center through a finer network along 7th Street and the alleyway between 6th and 8th Streets. Bike crossings are proposed for safe cyclist mobility at critical intersections. Bike parking is proposed along key bike routes to enable convenient bike parking. Bikeshare is also proposed as an alternative transportation mode for last mile connectivity

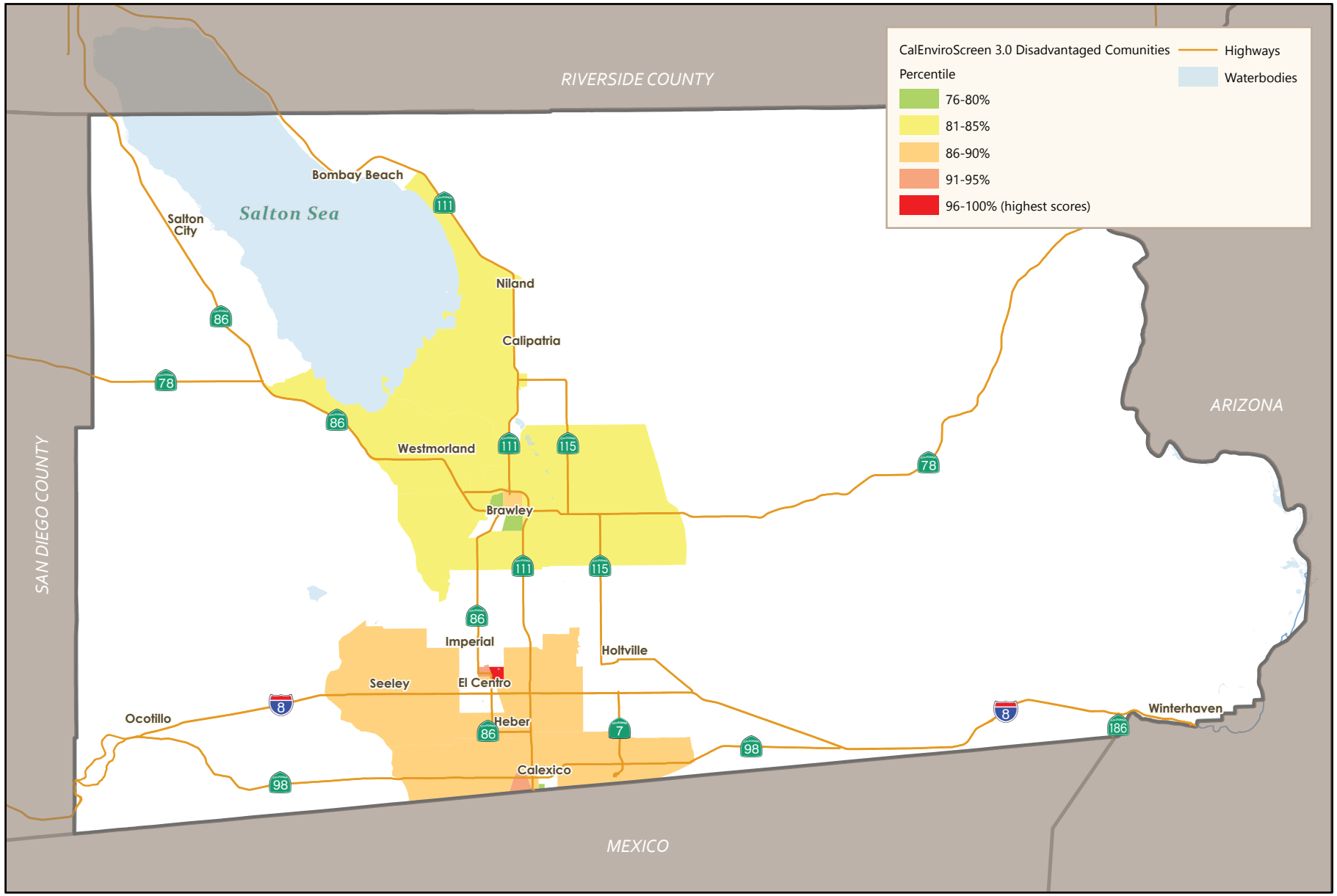
Imperial Valley College Mobility Hub - Shuttle services connecting Imperial Valley College to San Diego State University (SDSU) Brawley and Calexico Campuses are proposed to expand the transit connectivity. Smart parking technologies are proposed to be integrated to the existing parking facilities on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

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.

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 tracks 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 15** illustrates the results of the CalEnviroScreen throughout the County.



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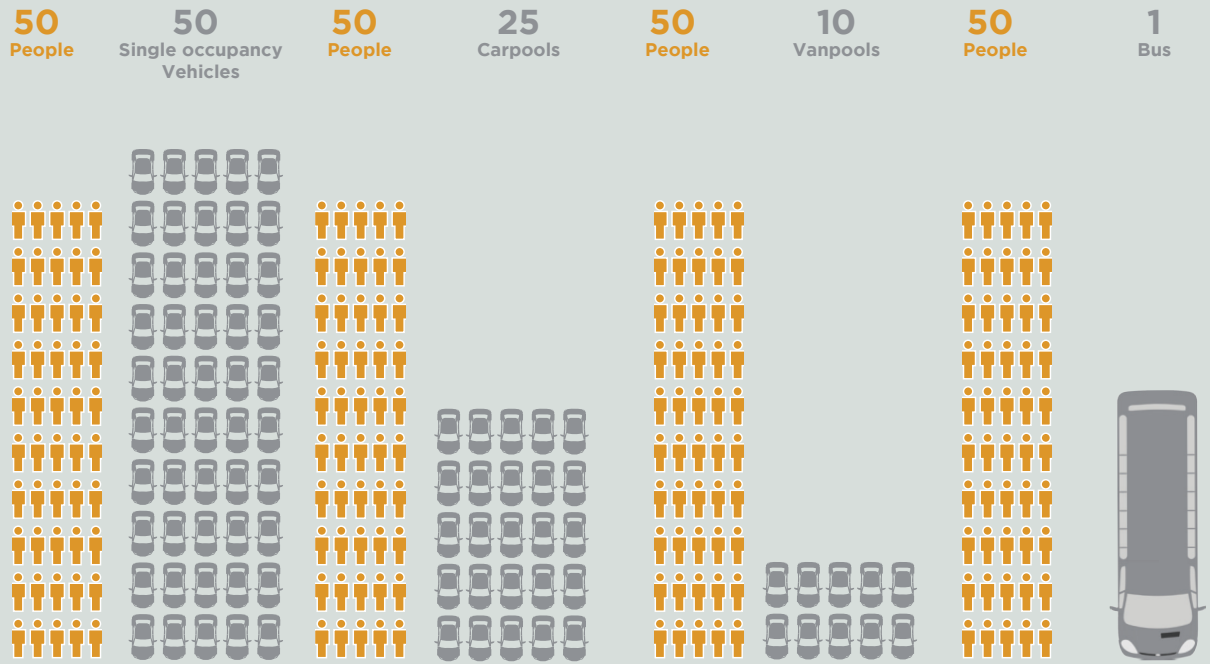
Source: ESRI, Caltrans, CDFW, Imperial County, KTUA, United States Census Bureau

CalEnviroScreen 3.0 Disadvantaged Communities

Figure 15



TRANSPORTATION SYSTEM MANAGEMENT & TRANSPORTATION DEMAND MANAGEMENT

The transportation system for Imperial County will rely on a range of transportation opportunities. As population continues to grow, reduction of vehicle miles traveled and total number of daily and peak-hour trips need to remain similar or be reduced to prevent congestion and associated emissions and noise.

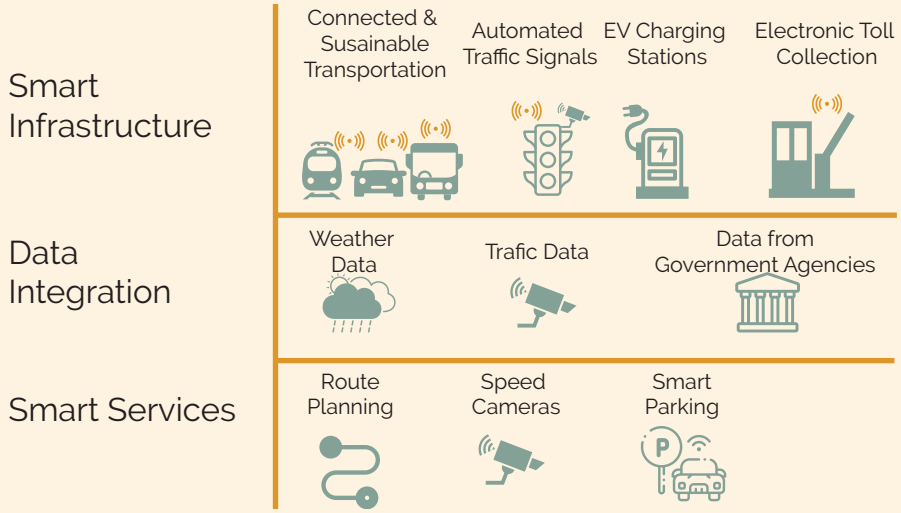
Transportation Demand Management (TDM) is a program designed to help people know about and use all their transportation options such as transit, ridesharing, walking, biking, and teleworking in efforts to reduce traffic and parking issues. Transportation System Management (TSM) is a program designed to improve the flow of traffic without additional roadway lane-miles. This program seeks to provide relatively low-cost improvements to increase roadway system performance such as upgrading signal equipment.

EMERGING TECHNOLOGIES

Intelligent Transportation Systems (ITS) strategies continue to be developed in Imperial County. 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.

ICTC in coordination with Imperial Valley Transit is planning to provide mobile ticketing services to transit riders county-wide. With mobile ticketing, riders can explore and create a route for their trip, see arrival times, purchase and validate their tickets. IVT will also be able to monitor the process and gather valuable reports that can be used to optimize their system.

What is ITS?



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CHAPTER 2

Issues & Strategies

ISSUES & STRATEGIES

The Long Range Transportation Plan, *Our Imperial Valley, Our Future, Our Growth*, addresses the anticipated growth and identifies potential projects and programs that will improve the efficiency and safety of the transportation system. Through strategic investments in critical infrastructure including highways and roadways, bus and rail, active transportation, and other system elements a range of transportation options are identified in this plan that can be integrated into the exiting infrastructure footprint to address the transportation demands into the future.

To identify the needs into the future, this plan explores the existing and anticipated future challenges in the region, which range from connectivity and safety issues to environmental issues to right sizing the transportation system to address regional population density and employment growth. This chapter addresses the challenges the County faces now and in the future as well as its solutions and strategies to move forward.

The full Issues and Strategies Technical Memorandum can be found in **Appendix B**.

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 facilitates. Congestion is when the volume of the roadway reaches 80% or more of the roadway's capacity causing back-ups, excessive queuing, and long delays at intersections. Congestion in Imperial Valley is influenced by a number of factors including morning and afternoon commuters, traffic accidents, road closures, construction,and limited roadway capacity.

Safety & Reliability

Crash data is a key metric when assessing the safety and reliability of the transportation system. Crash data was obtained from the Statewide Integrated Traffic Records System (SWITRS) for a five-year period from January 2015 through December 2019. The data was used to determine emphasis areas where safety measures could be recommended in the LRTP to address localized and systemic crash trends.

During this study period, a total of 2,756 crashes were reported, with 138 resulting in a fatality, 269 resulting in a severe injury, 896 resulting in visible injury, and 1,453 resulting in complaint of pain.

Most vehicle-involved crashes in Imperial County have occurred in rural areas, however all pedestrian- and bicycle-involved crashes occurred in urban areas. In 2019, more than all of fatal collisions occurred on local roads, while about 19% of fatal collisions occurred on arterials and 29% occurred on highways. The highest number of crashes along highways was reported on SR 86 and the highest number of crashes along arterials was reported on Dogwood Road.

Figure 16 shows where the highest concentration of crashes are located, with the highest concentration located in the southern region of Imperial County.

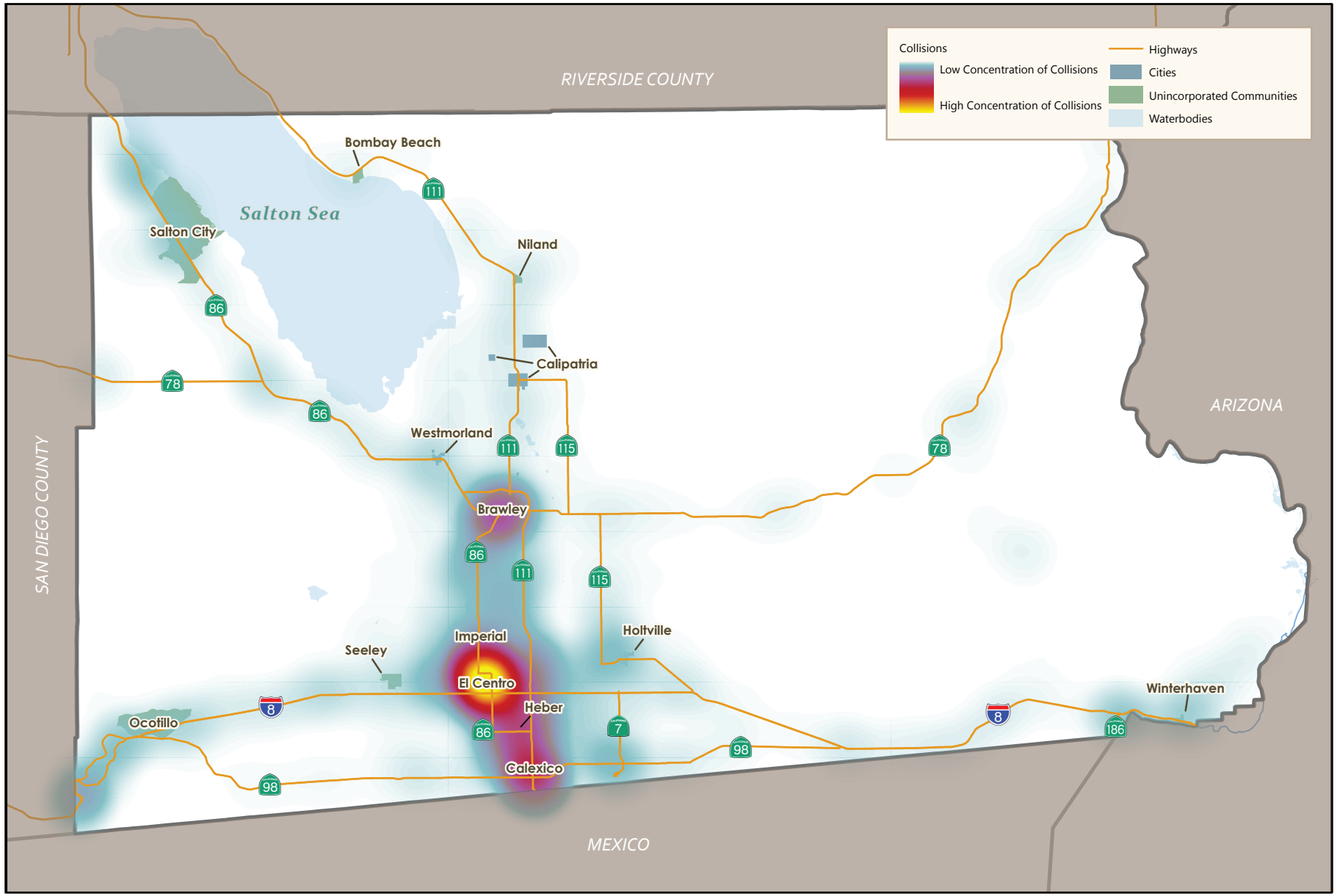
Existing Issues Along Highways & Regional Arterials

Congestion

Safety & Reliability

Vehicle Miles Traveled (VMT) & Vehicle Emissions

ISSUES - HIGHWAYS & REGIONAL ARTERIALS



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0 5 10 Miles

Source: ESRI, Caltrans, CDFW, Imperial County, KTUA, United States Census Bureau

Collision Heatmap (2015-2019)

Figure 16

Table 3. 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%	√	X
City of Calexico	293,192	228,658	207,619	274,727	205,105	40%	358,970	179,929	64%	√	X
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%	√	X
City of Holtville	74,509	47,674	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%	√	X
City of Westmorland	34,384	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%	2,770,002	2,818,086	34%	√	√

Source: Imperial County Regional Climate Action Plan

VMT & Vehicular Emissions

In 2018, Senate Bill 743 (SB 743) was adopted that shifted the focus of transportation impacts from delay to methods that better align with statewide goals of reducing greenhouse gas emissions (GHGs). As a result, vehicle miles traveled (VMT) has become the widespread method for evaluating transportation impacts under the California Environmental Quality Act (CEQA).

According to ICTC's *Climate Action Plan*, transportation emissions are generated in Imperial County primarily through combustion of fuel in the engines of on-road vehicles and off-road equipment. Transportation sources in 2018 account for approximately 20% of the overall GHG emissions in Imperial County. By 2050, transportation is anticipated to contribute over 1.06M metric tones of CO2 if trends continue with mitigation strategies.

The Calexico Ports of Entries (POE's) are another source of transportation related emissions. Stop and go traffic and creeping traffic as well as start up emissions represent approximately 12,600 metric tons of CO2 or 37% of the annual emissions from northbound traffic entering the United States from Mexico.

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 3.** Implementation 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 outlined in the Long Range Transportation plan should align with the strategies and goals included in the Climate Action Plan.

Solutions for Congested Corridor Program

Funded through the Road Repair and Accountability Act (Senate Bill 1), the Solutions for Congested Corridors Program (SCCP) provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. Eligible projects may include improvements to state highways, local streets and roads, rail facilities, public transit facilities, bicycle and pedestrian facilities, and restoration or preservation work.

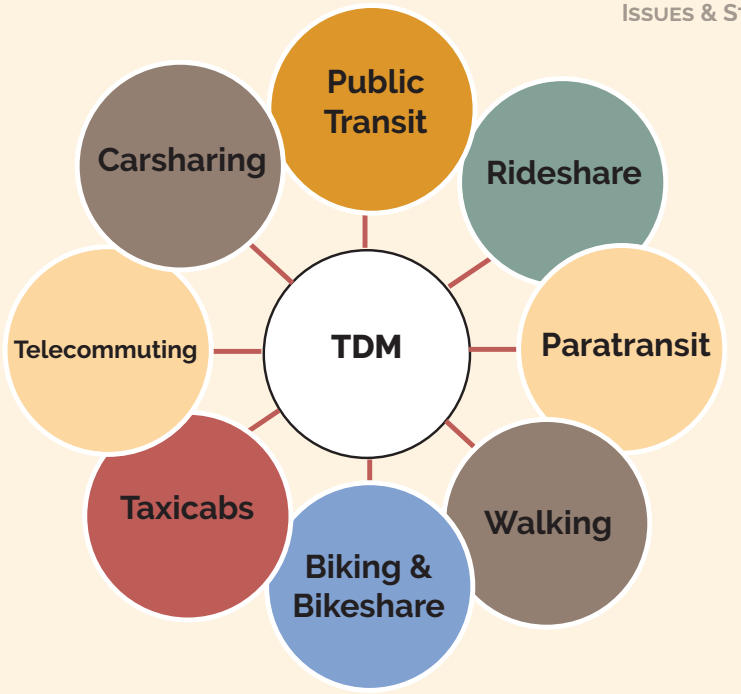
Climate Action Plan Strategies

Transportation focused strategies included in the *Regional Climate Action Plan* include 1) Reduce Vehicle Miles Traveled, 2) Reduce Fuel Consumption, and 3) Increase Use of Zero Emission/Alternative Fuel Vehicles. 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. Projects identified in the Long Range Transportation Plan would align with the strategies and specific goals outlined in the *Regional Climate Action Plan.*

ICTC is currently preparing an Alternative Fuel Corridor Analysis that identifies locations along major corridors to help improve access to charging stations and alternative fueling options.

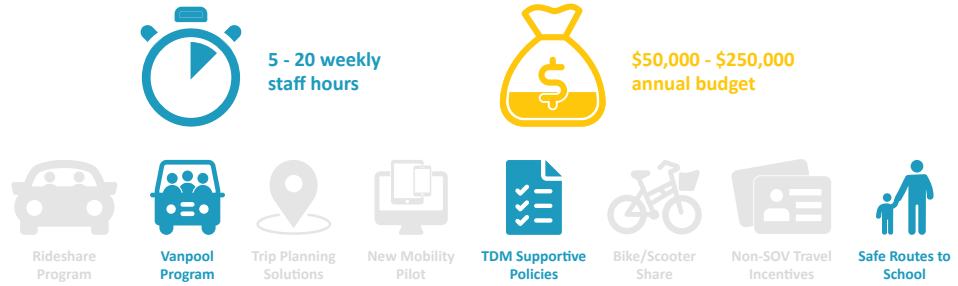
Transportation Demand Management (TDM) Strategies

SCAG prepared a *Long Range Transportation Demand Management Strategic Plan* for the region that provides objective-driven, performance-based planning framework for identifying TDM strategies and programs. The goal of TDM programs is the identify investments that will reduce congestion and shift trips from single occupant vehicles to other modes. The Plan identifies Imperial County's existing TDM programs, budgets, and polices including ICTC's Access and Dial-A-Ride service and California's Vanpool Program (CalVans) which operates 40-60 vans within Imperial County.



STRATEGIES - HIGHWAYS & REGIONAL ARTERIALS

EXISTING TDM PROGRAMS IN IMPERIAL COUNTY



Source: SCAG TDM Strategic Plan

Clean Corridor Investment Opportunities

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. ICTC is currently pursuing investment opportunities provided by the CEC to help improve access to charging stations and alternative fueling options throughout the region.

Regional Transportation Safety Goals

To comply with federal requirements, SCAG established safety targets for five performance measures shown with the regional goals. The goals for 2022 are summarized in **Table 4**. ICTC is continuing to improve safety and reliability and identify emphasis areas where safety measures could be recommended in the LRTP to address localized and systemic crash trends.

Roadway Operations and Emerging Technologies

Physical and financial constraints may limit the ability to widen roadways and increase capacity. Smart technology can be used to improve the overall roadway efficiency to maximize the available capacity.

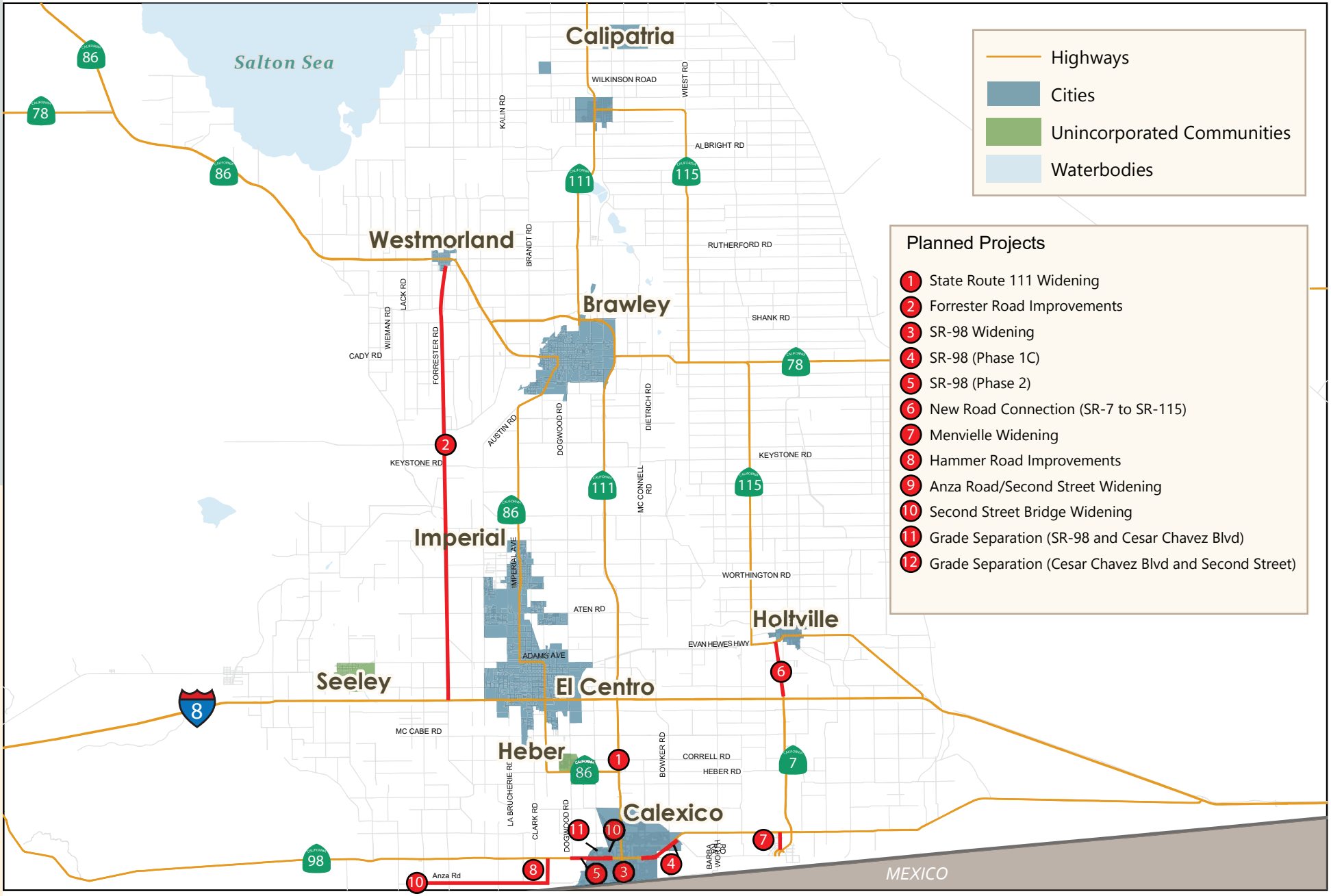
The term Smart City defines urban and suburban areas that use technology to collect and distribute data to residents, businesses, and local and regional agencies. Information is gathered from multiple sources to improve the efficiency and management of assets, resources, and services, with the goal of improving operations across a City, County, or State facility. Smart City technology allows city officials to interact directly with both community and city infrastructure. From the transportation perspective, smart cities could include streetlights, traffic signal poles, communication infrastructure such as fiber optic cable and cameras, and other devices that 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.

Capacity Enhancements

With the anticipation of future growth, many roadways are ultimately classified as either four-lane Minor/Major Arterials or six-lane Prime Arterials in the County's General Plan, which will require many roadways to be widened from two to four travel lanes. In addition to widening projects, many local agencies have previously planned projects for roadways in the County including widening roadways, adding turn lanes at intersections, and adjusting signal timing to improve the capacity and efficiency along the corridors. **(Figure 17)**.

Table 4. SCAG Regional Safety Resolution

	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	3.2	5



OUR IMPERIAL VALLEY, OUR FUTURE, OUR GROWTH.
The Regional Long-Range Transportation Plan Update

0 5 10 Miles

Source: ESRI, Caltrans, CDFW, Imperial County, KTUA, United States Census Bureau

Planned Highway & Regional Arterial Projects

Figure 17

Table 5. Local Transit Service Design Guidance

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)

ISSUES - PUBLIC TRANSPORTATION

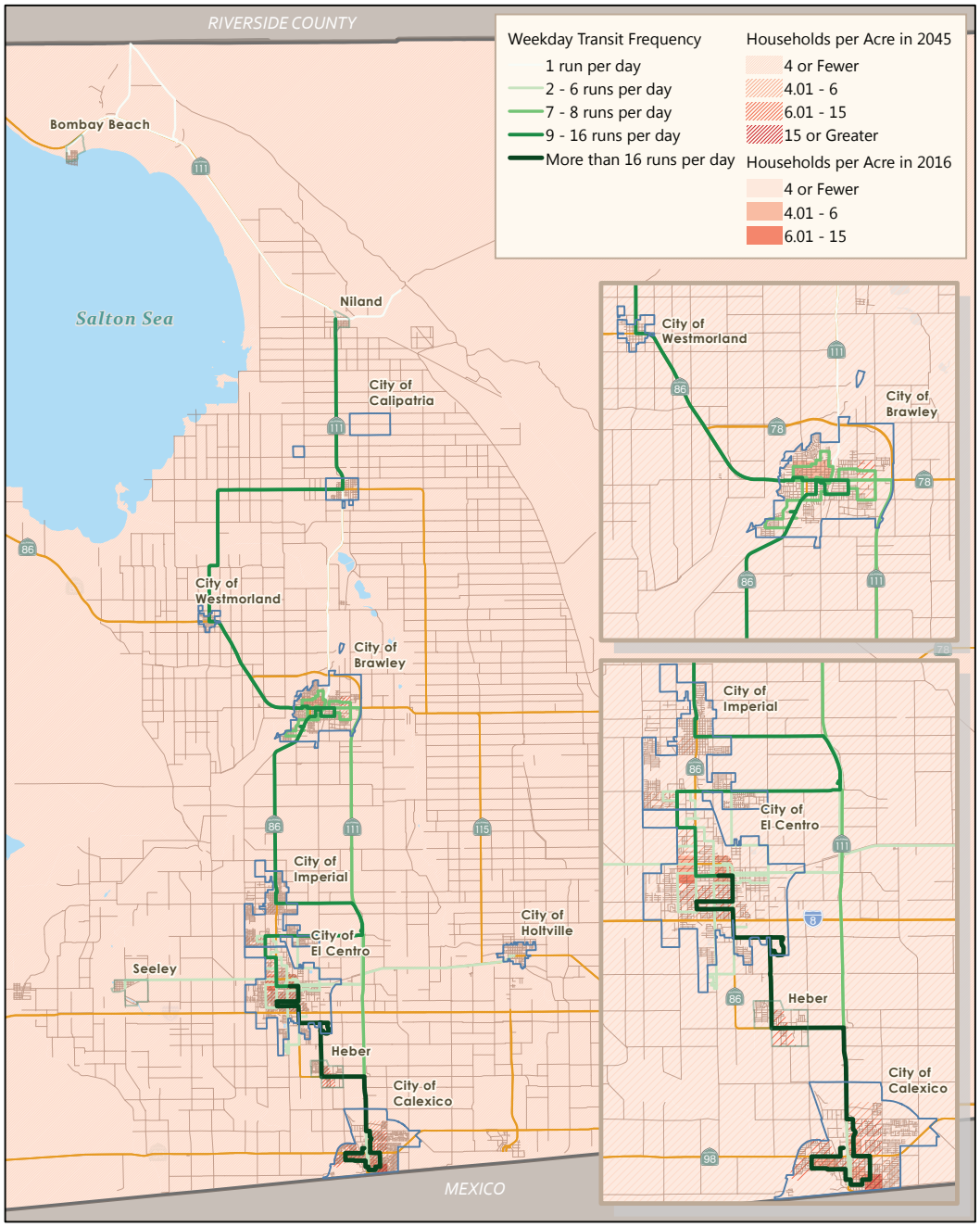
Population & Employment Densities

Population and employment densities were used to identify appropriate transit service types and frequencies to serve local contexts. As part of the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), household and employment data were collected and growth forecast for existing and future conditions in 2016 and 2045 were analyzed. **Table 5** summarizes appropriate transit service types by land use and density.

Figure 18 and **Figure 19** shows the residential densities and employment densities throughout Imperial County in 2016 and 2045 as well as the existing transit runs per day. Moderate or higher density is an indicator to support reasonably frequent fixed-route transit service. Currently, there are cities and communities in Imperial County that have higher densities who are currently not being served by the recommended service frequency.

Existing Issues - Public Transportation

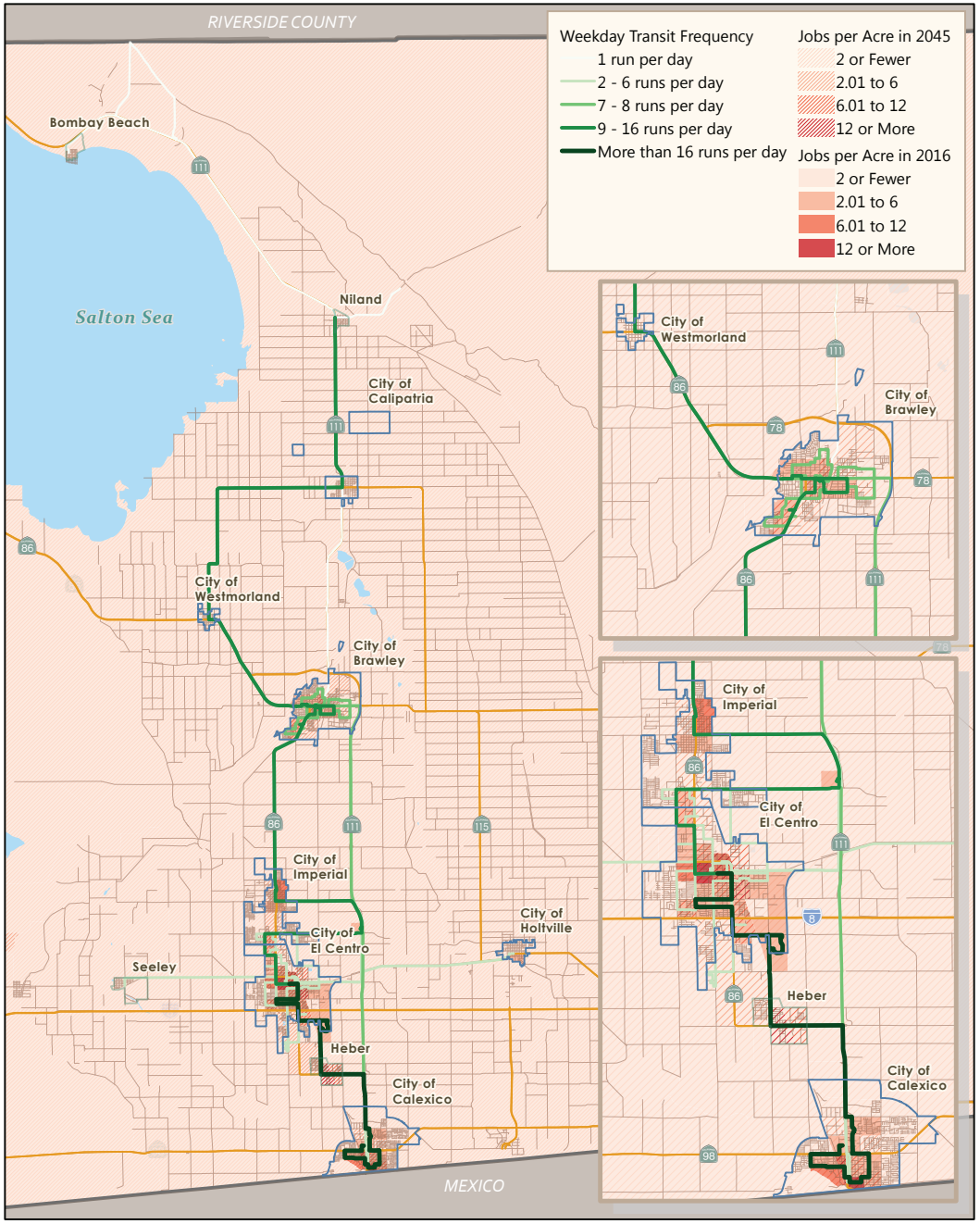
- Population & Employment Densities
- Service to Disadvantaged Populations
- Access to Activity Centers
- Performance Measures



OUR IMPERIAL VALLEY, OUR FUTURE, OUR GROWTH.

Transit Frequency & Population Density - 2016 & 2045

Figure 18



Transit Frequency & Employment Density - 2016 & 2045

Figure 19

Service to Disadvantaged Populations

Equity means that your identity as a resident of Imperial County has no detrimental effect on the distribution of resources, opportunities, and outcomes for you as a resident. Some groups in Imperial County face greater vulnerabilities and disparities in the transportation system. Transit service can be a lifeline for people who do not have reliable, affordable access to other transportation options. Those with a greater disadvantage include:

«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

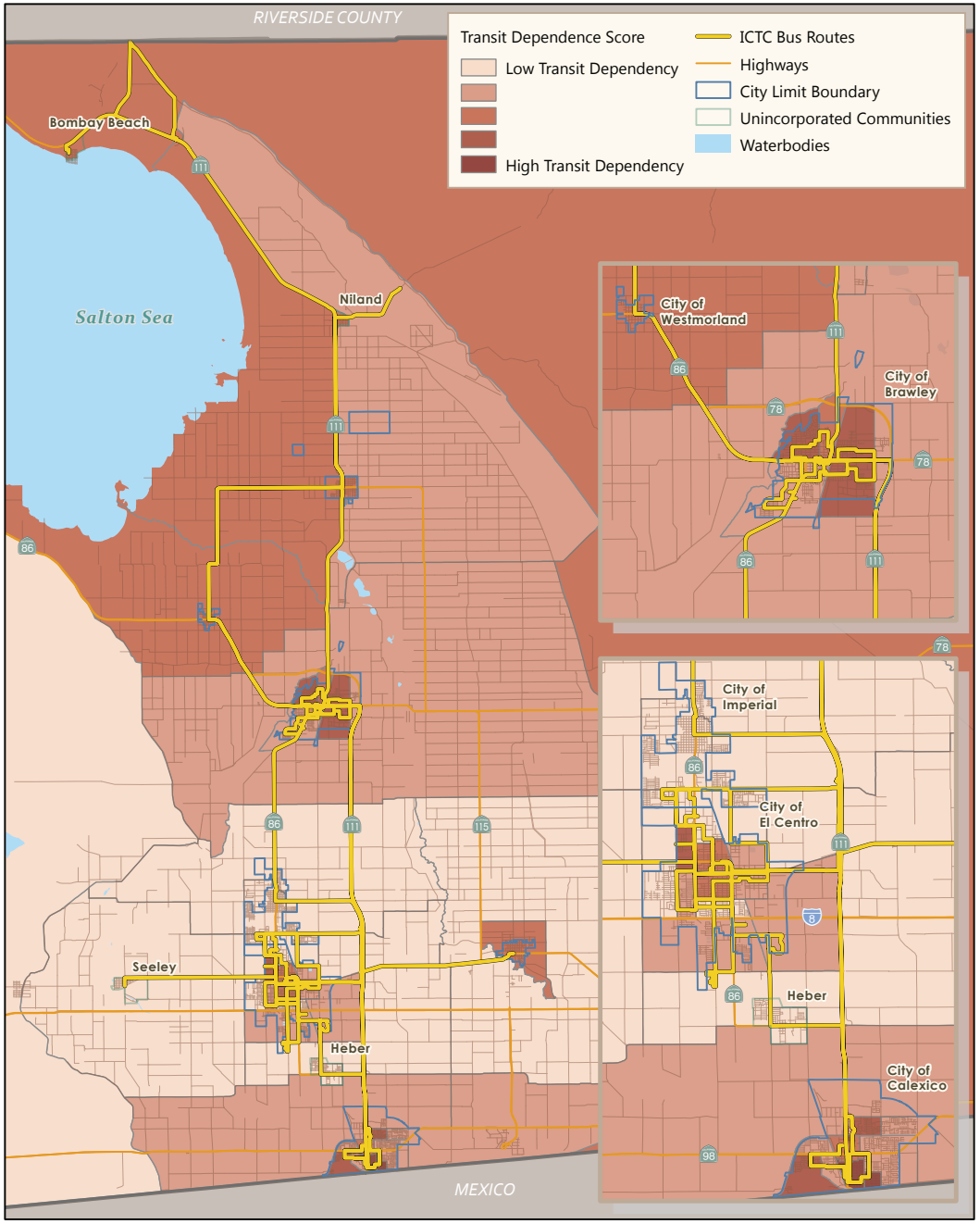
Figure 20 shows the areas with a higher concentration of transportation disadvantaged individuals and limited transit service.

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. **Figure 21** shows the existing bus routes as well as activity centers such as hospitals, public and private schools, and pharmacies. Comparing activity centers with the existing transit routes shows potential mobility gaps at key activity centers throughout Imperial County.

Performance Measures

Over the past few years, transit ridership has decreased due to the pandemic, while ridership cost has increased. Additionally, transit service miles has decreased by 43% between 2019 and 2020. This reduction is due to the pandemic and transit services are still recovering today. To address concerns about the declining ridership, ICTC has identified different projects and programs to improve the transit system in Imperial County (chapter 4). Some activities ICTC has identified include increase public outreach and education about the advantages of transit use, improve bus stop amenities and access like sidewalks, shelters, and benches, develop technology for mobile ticketing and free transfers, and evaluate overall transit fleet, management strategies and partnership to find cost saving strategies to decrease fare costs.



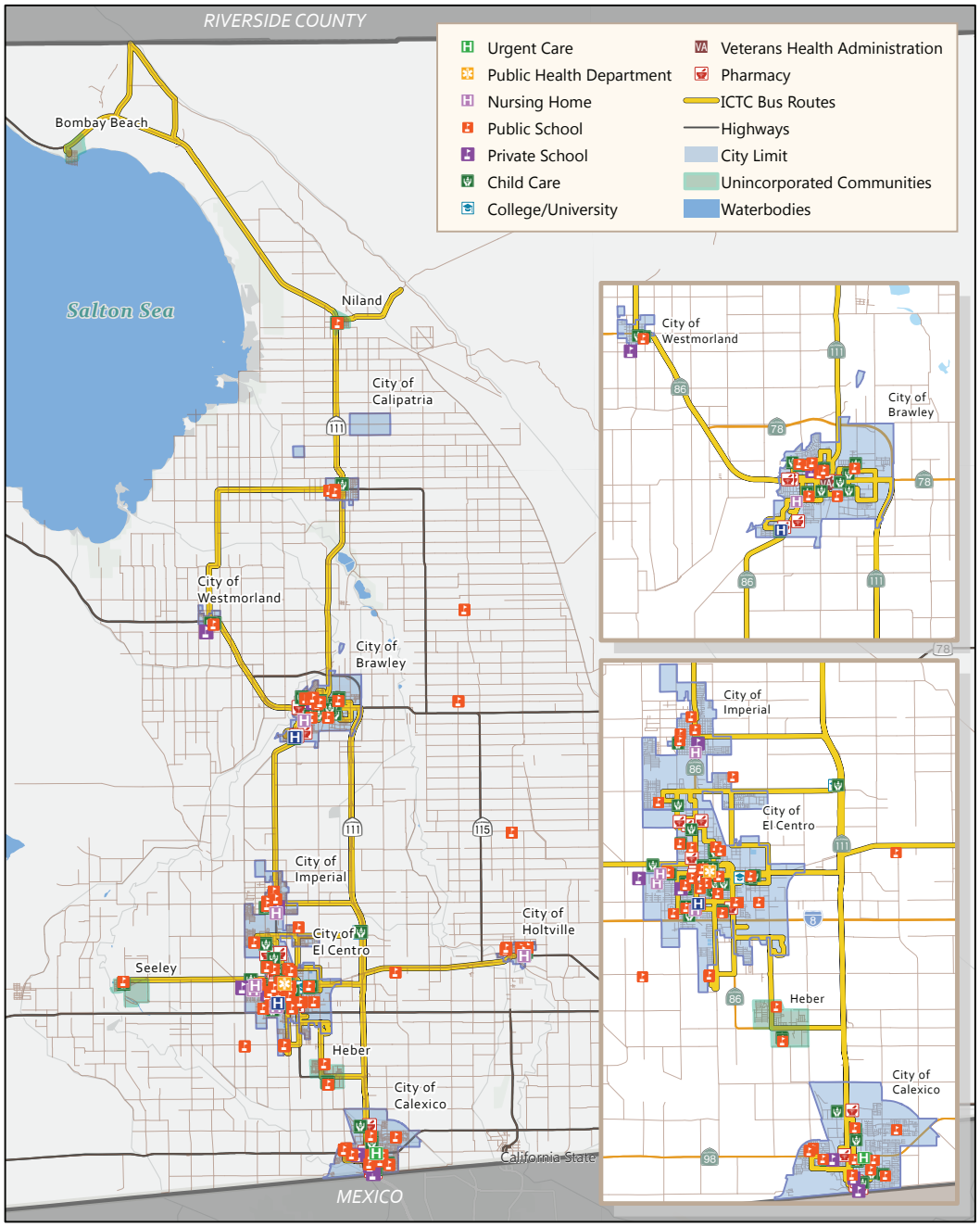
OUR IMPERIAL VALLEY, OUR FUTURE, OUR GROWTH.

0 5 10 Miles

Source: ESRI, Caltrans, CDFW, Imperial County, KTUA, United States Census Bureau

Transit Dependence

Figure 20



OUR IMPERIAL VALLEY, OUR FUTURE, OUR GROWTH.

0 5 10 Miles

Source: ESRI, Caltrans, CDFW, Imperial County, KTUA, United States Census Bureau

Activity Centers & Existing Transit

Figure 21

STRATEGIES - PUBLIC TRANSPORTATION

Service Enhancements

The following service enhancements and efficiencies can be improved to increase transit ridership throughout the County. Each of these service types requires coordination with other transit providers, county departments, cities, Caltrans, and other organizations. For example, new transit services would develop and provide their route information to adjacent providers such as Google Transit and other trip planning applications. New services also need stops and transit centers/stops. Services need to consider stop transfers with other providers and coordinating trip timing with those other providers.

IVT has identified several activities to improve bus transit within Imperial County. These activities include but are not limited to implementing new IVT lines, providing new microtransit service zones, adding a mobile ticketing fare option for all transit services, and providing an intercity transportation option for seniors.

Local fixed-route services: These services tend to be more visible and are increasingly cost-efficient as ridership increases.

Deviated fixed-route services: These services combine elements of fixed-routes and demand-response service bus is allowed to deviate from the route to pick up and drop off passengers.

Demand-response services: These services do not follow a fixed route or stops and therefore can provide curb-to-curb service.

Express service: This service provides a longer-distance fixed route that will only stop at two major destinations on its route.

Shuttles/Vanpools: These services are designed to serve regular trips to key activity centers such has grocery stores or employment centers.

Rural intercity or commuter service: This longer-distance fixed-route typically connects cities with few major stops at key activity or employment centers.

Existing Issues - Active Transportation

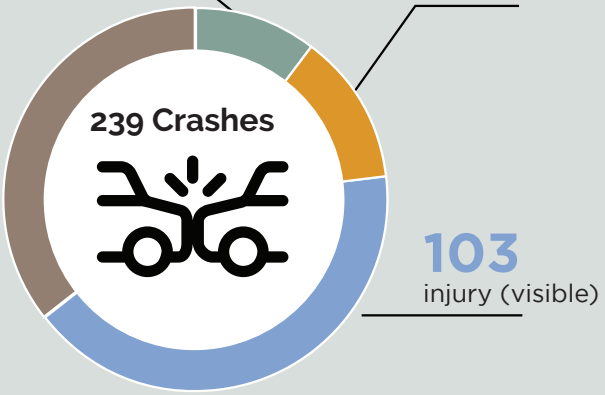
Safety & Reliability

Gaps in Regional Connectivity

Distance Between Communities

Weather & Climate

ISSUES - ACTIVE TRANSPORTATION



26 fatal

32 injury (severe)

103 injury (visible)

78 injury (complaint of pain)

In 2022, ICTC adopted their Regional Active Transportation Plan (ATP). ICTC conducted an in-depth community engagement process to better understand how they can meet the active transportation needs of Imperial Valley. The ATP was used as a resource to better understand the deficiencies, gaps and potential opportunities within Imperial Valley.

Safety & Reliability

Crash data was obtained from the Statewide Integrated Traffic Records System (SWITRS) for a five-year period from January 2015 through December 2019. Crash data Throughout the County, a total of 96 bicycle-related crashes and 143 pedestrian related-crashes have been recorded between January 2015 through December 2019. Out of all bicycle- and pedestrian-related crashes, 26 resulted in a fatality. The majority of bicycle- and pedestrian-related crashes occurred in El Centro, Calexico, and Brawley.

Gaps in Regional Connectivity

According to the 2019 American Communities Survey (ACS), almost 90% of all commuters (16 and up) use a personal vehicle to drive to work. Data suggests that investments in transit and other forms of transportation can help reduce commuter trips and dependency on a vehicle.

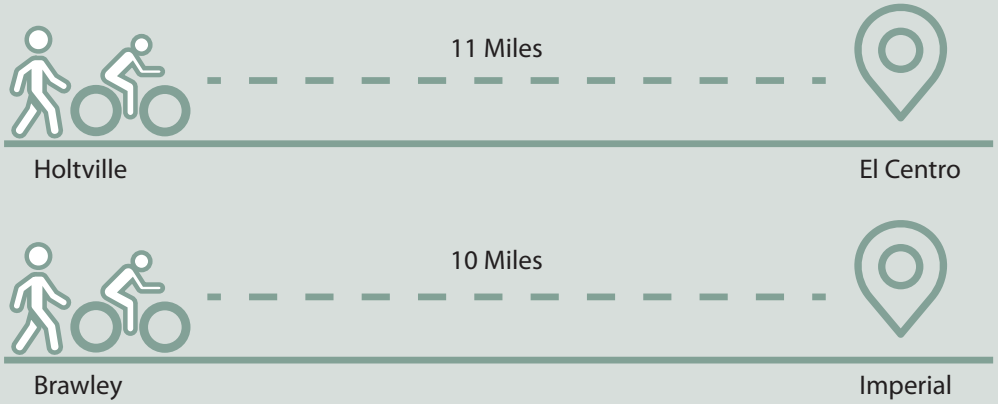
Active transportation infrastructure exists in individual cities and communities throughout the County, but the lack of regional infrastructure is a key issue. Cities like El Centro, Brawley, and Calexico have made great strides in addressing active transportation at the local level, but the large distances between communities and the lack of safe and comfortable regional infrastructure makes active transportation a harder form of transportation for many residents.

Distance Between Communities

Most cities and communities in Imperial County are far from one another. Of the seven cities in the County, only Imperial and El Centro share boundaries with each other. All 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. This distance between communities is further exacerbated by the lack of infrastructure that would accommodate active transportation. The lack of sidewalks, separated bikeways, as well as unmaintained shoulders discourage active transportation between 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 avid recreational cyclists believe the long distances and lack of infrastructure are key issues.

Weather & Climate

Extreme weather and harsh climates 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 conductive for active transportation for over half of the calendar year. The lack of street trees, sidewalks, and bus shelters also negatively impact a person's desire to walk or bike to and from their destinations.



GOALS INCLUDED IN THE ACTIVE TRANSPORTATION PLAN

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.
- 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

- Identify projects that will provide a safer environment for walking and bicycling.
- 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

- Develop a pedestrian and bicycle network that will meet the needs of community residents that will encourage walking and biking.
- Improve educational programs that provide information about the benefits of walking and biking, as well as providing improved multimodal facilities.

Goal 5:
Health

- Promote the health benefits of walking and biking through education programs in schools and events around the community.

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 under-served communities, where reliance on active transportation is often greatest.

Imperial County Transportation Commission

Regional Active Transportation Plan

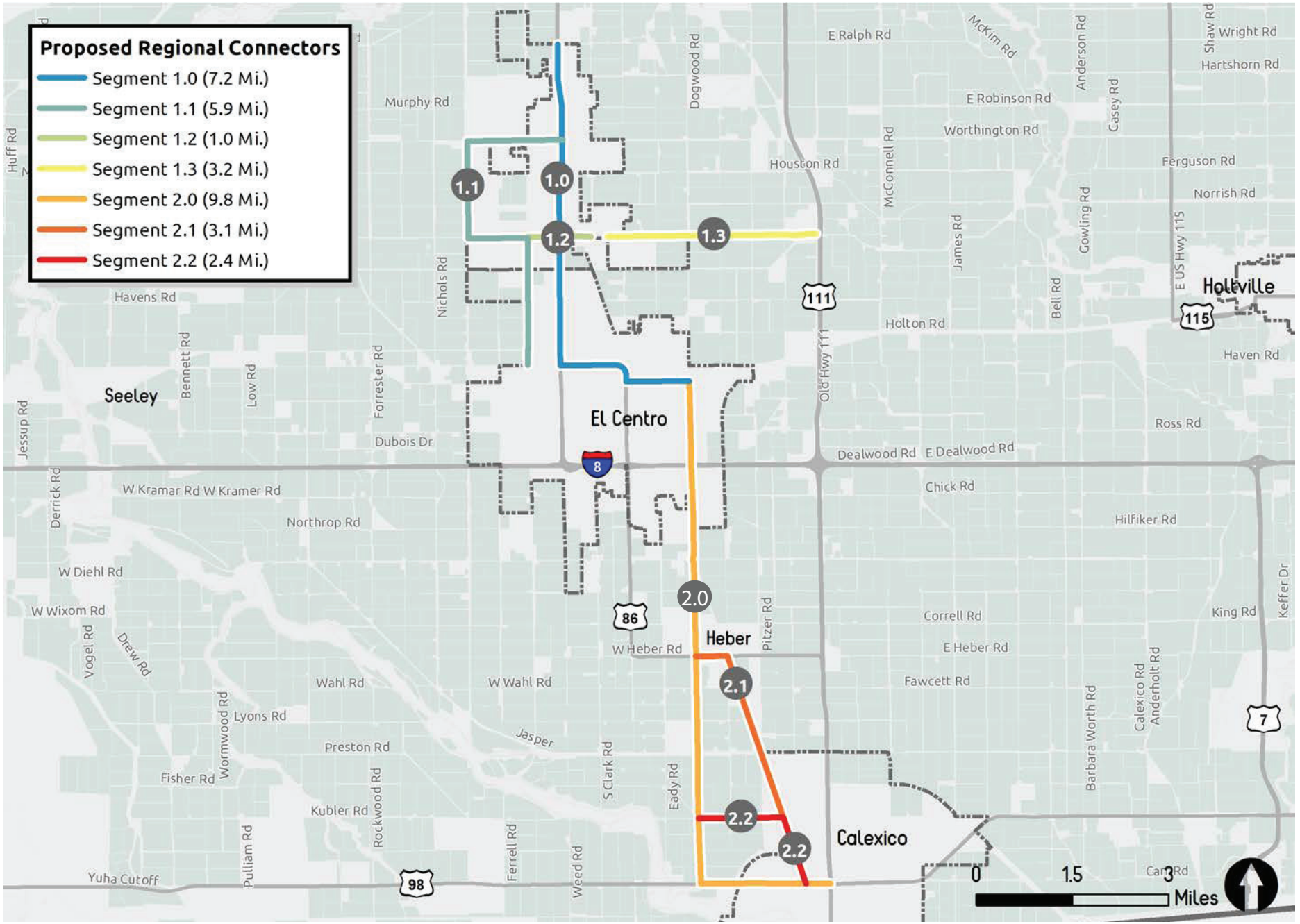
February 2022 Final

STRATEGIES - ACTIVE TRANSPORTATION

Active Transportation Plan Regional Improvements

The *Active Transportation Plan (ATP)* identifies city specific and regional corridor improvement projects to complete the active transportation network in Imperial County. **Figure 22** depicts the top two projects identified in the ATP, which are organized by segments. Segments shown on the map were not evaluated by the respective cities or the County.

In addition to constructing high priority projects, future projects in this LRTP should align with the goals included in the Active Transportation Plan.



Top Two Regional Projects by Segment

Source: Imperial County Active Transportation Plan

Figure 22

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. There are currently three Mobility Hubs in Imperial County and the LRTP plans on further enhancing these Mobility Hubs: Brawley Mobility Hub, El Centro Mobility Hub, Imperial Valley College Mobility Hub, and the Imperial Valley Transit Center and the future Calexico Intermodal Transportation Center.

Improving access to these mobility hubs for non-auto users such as pedestrians and bicyclists should be the focus near these mobility hubs. The Active Transportation Plan provides a list of improvements such as new sidewalks and bicycle facilities that could enhance the connection between the mobility hubs and active transportation. ICTC will continue to coordinate with cities and communities where active transportation strategies can be implemented to encourage the use of these alternative transportation options throughout the County.

ISSUES - GOODS MOVEMENT

The Imperial County freight highway system facilitates the movement of goods from the international border with Mexico and the movement of agriculture products from Imperial County through Riverside County. The interstate and highways handles most of the state's truck traffic due to their connectivity to major population centers, businesses, logistic centers, and international domestic gateways.

Travel Time Reliability & Vehicle Miles Traveled

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.

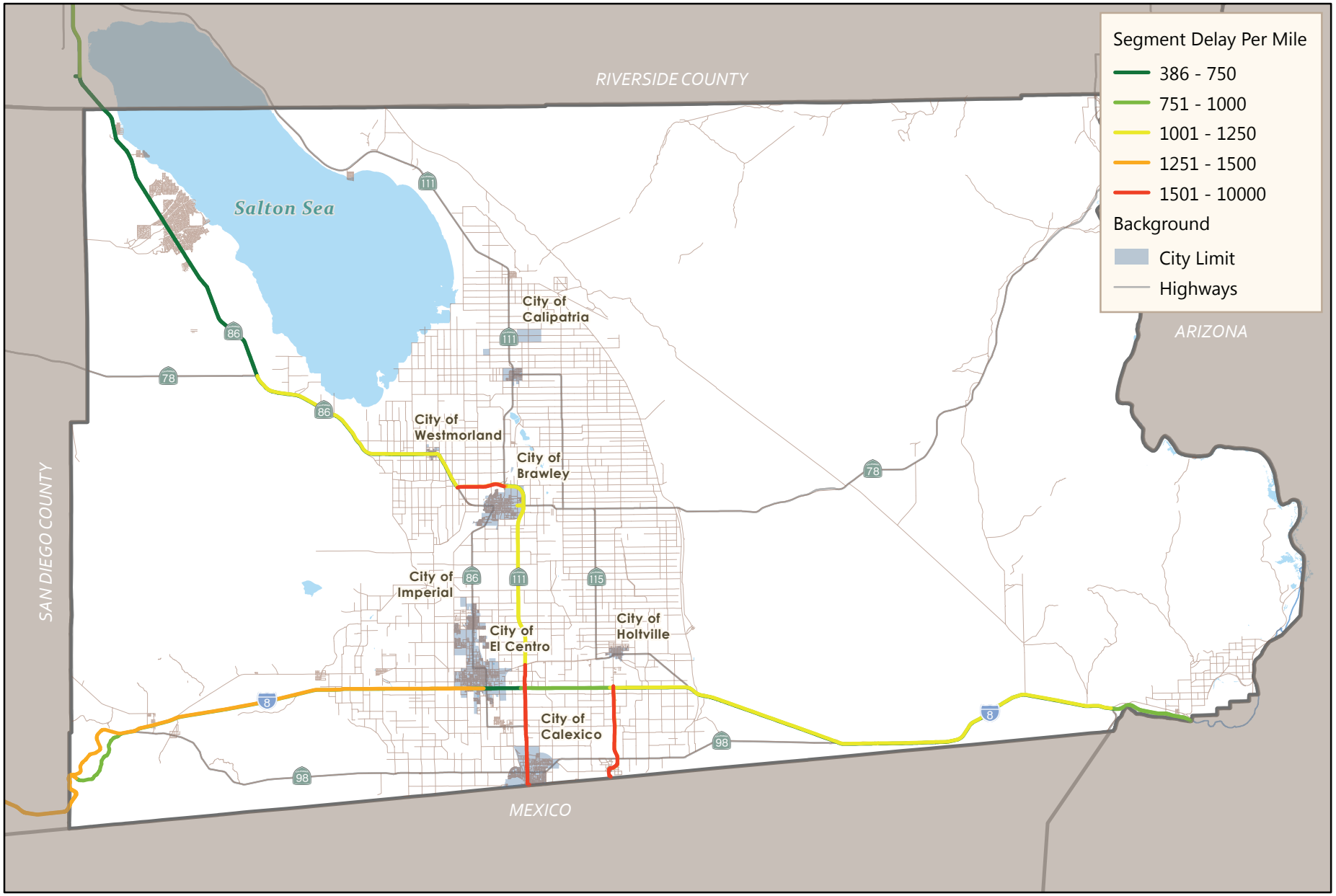
Congestion on the highway network adds to the travel time of freight, which affects the cost of getting goods to market. Congestion is often associated with "bottlenecks", which are locations that limit traffic flow based on either recurring or non-recurring activity or geometry. The higher delays and bottlenecks are located near the border on State Routes 111 and 7. The increase in Vehicle Miles Traveled (VMT) also effects the movement of goods by decreasing state highway capacity and creating additional congestion.

Figure 23 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 where the most delays are occurring along the truck route system.

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

Figure 24 illustrates the location and density of crashes involving a truck between 2015 and 2019.



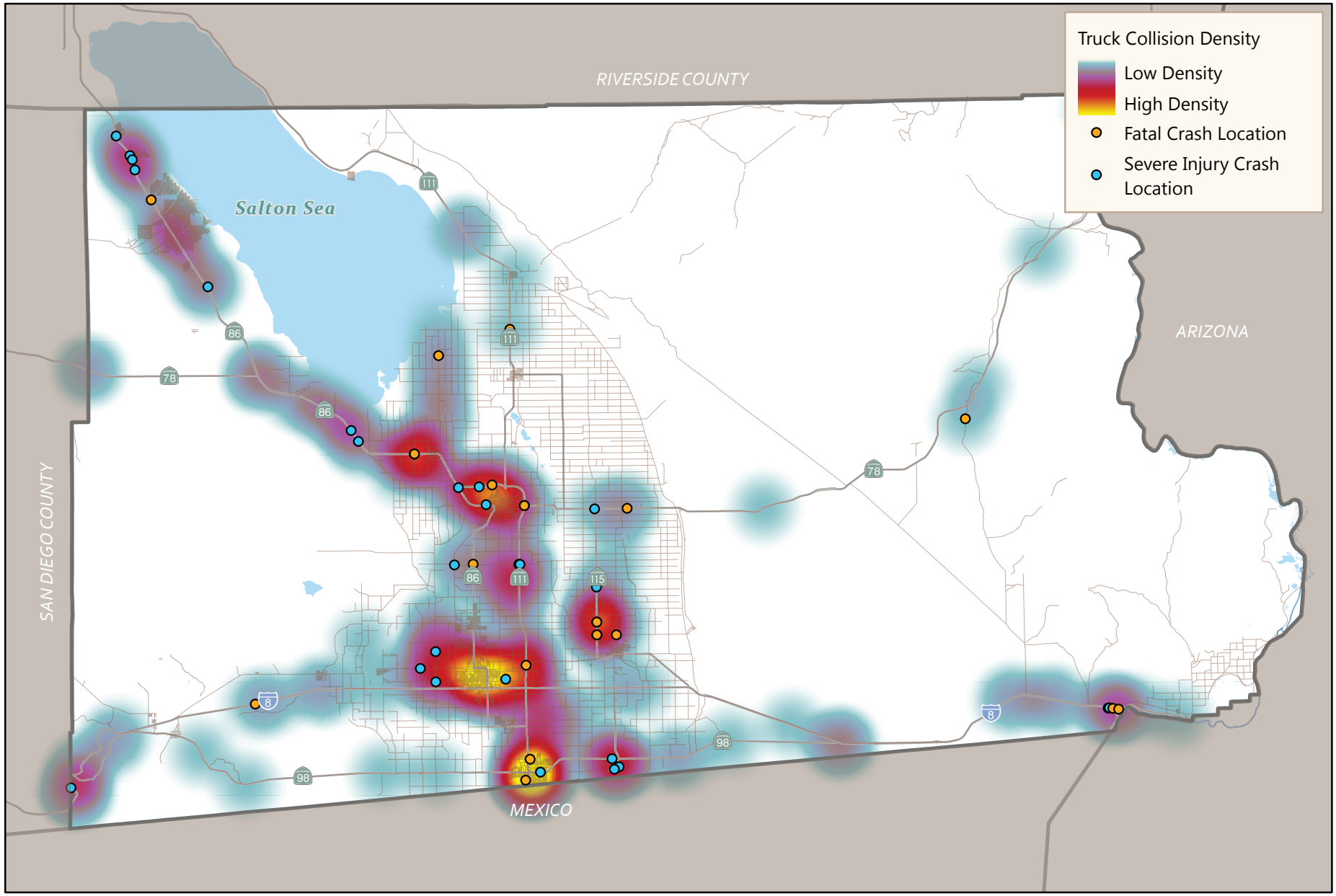
OUR IMPERIAL VALLEY, OUR FUTURE, OUR GROWTH.
The Regional Long-Range Transportation Plan Update

0 5 10 Miles

Source: ESRI, Caltrans, Imperial County, FHWA

Truck Delay Per Mile

Figure 23



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The Regional Long-Range Transportation Plan Update

0 5 10 Miles

Source: ESRI, Caltrans, Imperial County, TIMS

Truck-Related Injury Crashes (2015-2019)

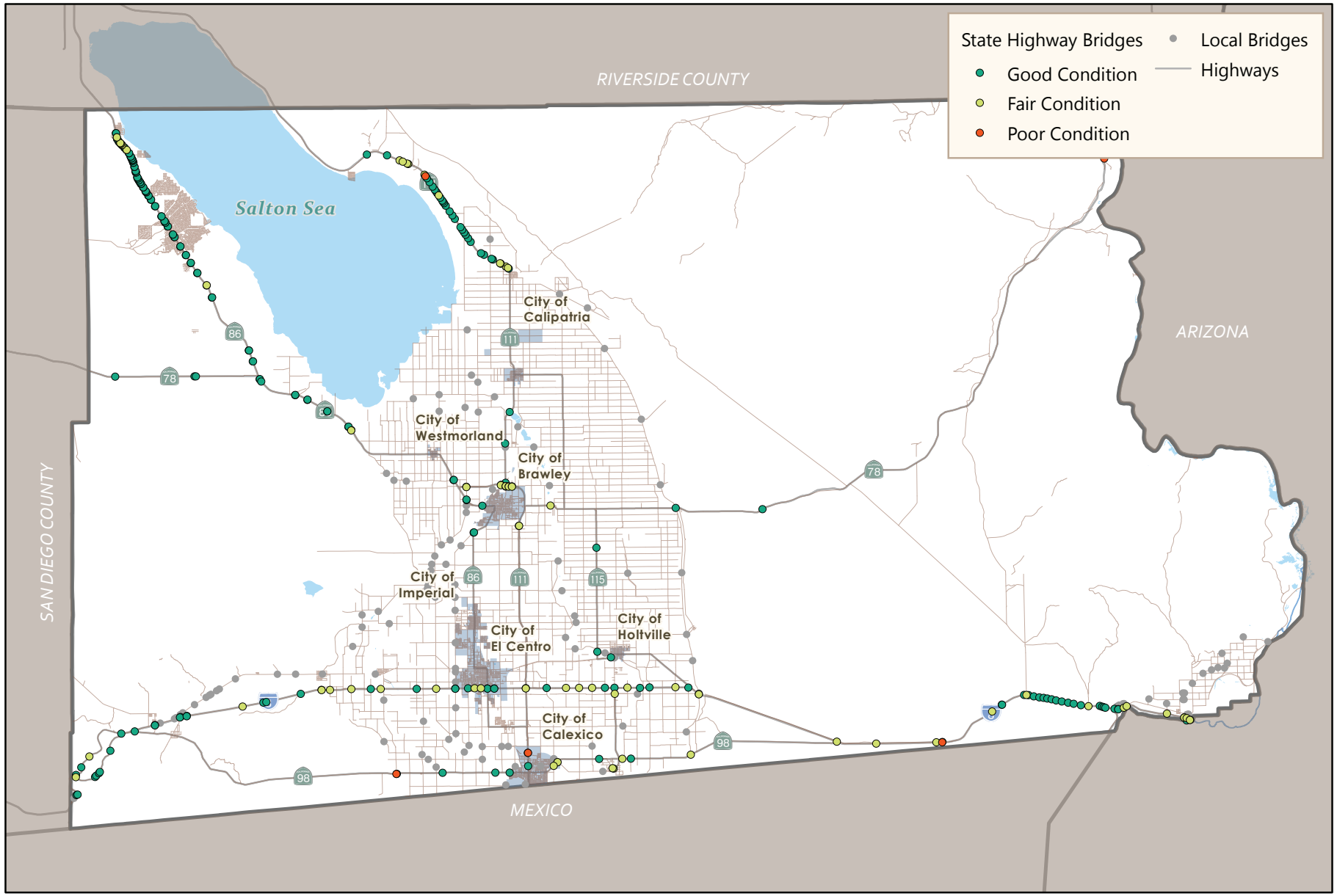
Figure 24

Supporting Infrastructure

Caltrans, local agencies, and private partners each share responsibility to operate and maintain infrastructure and facilities that improve truck mobility and safety. 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. Bridges are also one of the most costly parts of the freight transportation system to build and maintain. 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 25.** Maintaining bridges and culverts in a state of good repair is essential for preserving mobility and connectivity for the public and for the movement of goods and services.

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.

Highway shoulders serve several important purposes such as provide a place of refuge for all drivers in the event of an emergency or vehicle mechanical failure, provides structural support to highway pavement, and increases driver's sense of safety. 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.



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The Regional Long-Range Transportation Plan Update

0 5 10 Miles

Source: ESRI, Caltrans, Imperial County, FHWA

Bridge Locations

Figure 25

Truck Driver Parking & Workforce

Imperial County 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). 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.

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

Rail Capacity & Safety

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;

According to the Freight Rail Association (FRA), the total number of train crashes has ranged from two to six per year with two fatalities or injuries per year from 2017 to 2021. 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.

Agriculture

Imperial County is home to approximately 500,000 farmable acres which includes cattle, lettuce, wheat, hay, broccoli and other vegetables. A large network of roadways throughout the County are utilized to service the agricultural fields and transport goods and services related to this industry. According to the 2017 Economic Contributions of Imperial County Agriculture, agricultural production created $3.57 billion in total economic output within Imperial County, of which $1.19 billion were multiplier effects. Agricultural production also supported 12,186 direct jobs, plus another 9,970 through multiplier effects, for a total of 22,156 jobs. The agricultural industry is vital to Imperial County along with the roadway infrastructure that supports it. Funding for maintenance on existing roadways and rehabilitation to existing bridges is needed to support the thriving agricultural community.

Border Crossing

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.

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.

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. 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 for this purpose for Imperial County. The increase in security regulations since the 9/11 terrorist attacks has resulted in higher shipping costs and additional logistics in delivery. 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 - GOODS MOVEMENT

Capacity Enhancements

«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).

«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.

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.

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.

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

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.

«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.

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

Transportation systems support economic activity by connecting people to goods, services, employment, education, and other resources. 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. This section of the LRTP discusses the challenges to the county's infrastructure and strategies that are needed to respond to the challenges of growth.

Workforce Education & 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. 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. 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.

Providing people access to continuing education, vocational schools and other campuses is essential to ensure the people of Imperial County have access to the resources, skills and training needed to successfully meet the workforce needs in the region.

ISSUES - ECONOMIC DEVELOPMENT

Existing Issues - Economic Development

Workforce Education & Training

Access to Employment Centers

Workforce Housing

Access to Employment Centers

The challenges specific to access to employment centers are related to congestion, circulation and transit. Congestion is known to occur in and around Gateway Specific Plan Area/East Port of Entry, particularly due to impractical internal circulation and queuing at the Menvelle Road intersection with Highway 98. 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 like North County and Gateway. 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.

Workforce Housing

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. 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. Availability of affordable workforce housing is an attractive feature for potential employers.

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, and parallel activities. Imperial County is working on several initiatives to address infrastructure and other issues including:

«Countywide Infrastructure Assessment, including roads, water, and sewer

«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).

Figure 26 shows the location of Specific Plans countywide.

Other strategies to increase economic developing using transportation are listed below:

«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."

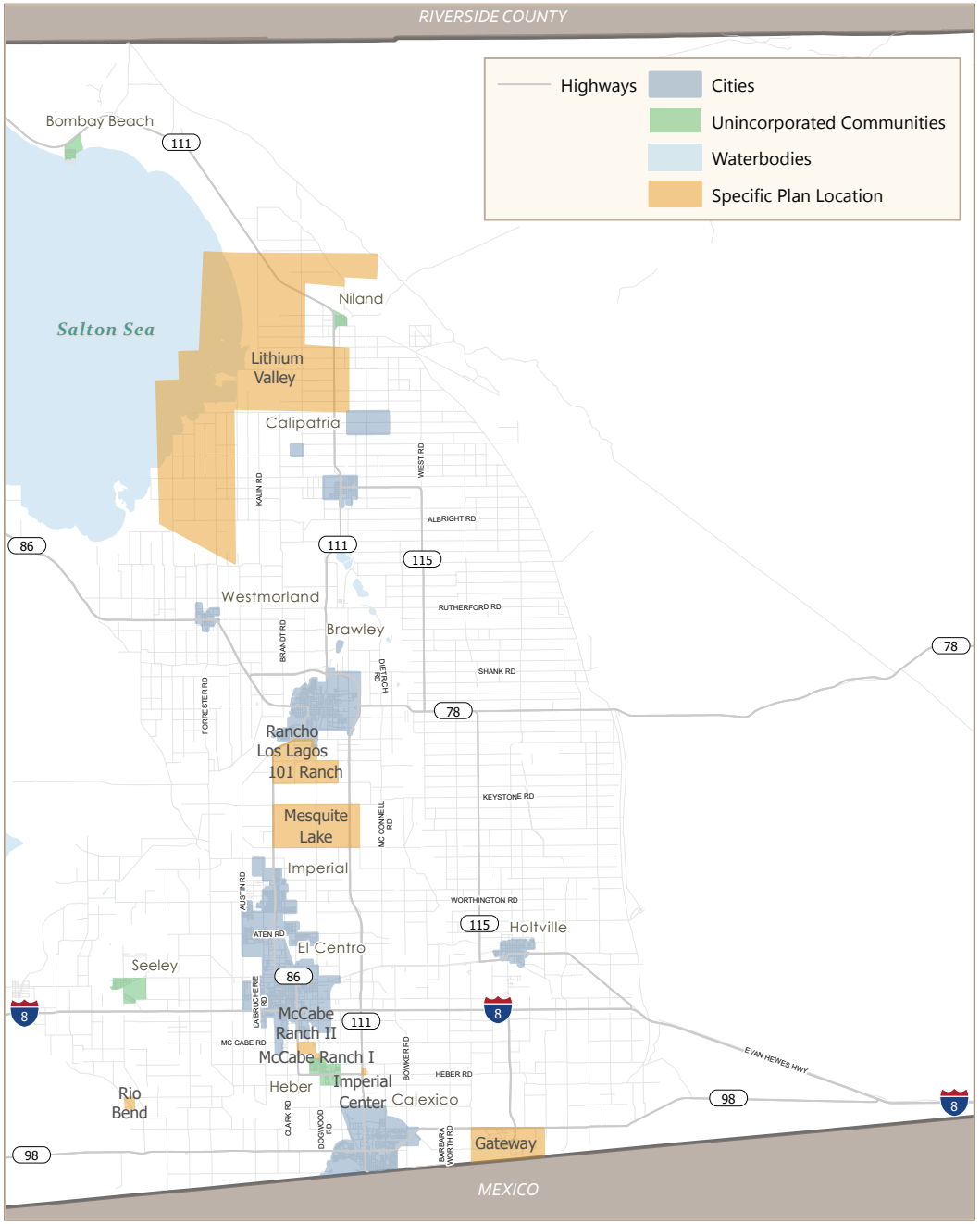
«Create a list of related apprenticeship programs, nonprofit programs, etc. in the county to better understa3nd the labor market supply for the sector.

«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.

STRATEGIES - ECONOMIC DEVELOPMENT



Specific Plan Locations

Figure 26

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CHAPTER 3

OUR IMPERIAL VALLEY, OUR FUTURE, OUR GROWTH.

The Regional Long-Range Transportation Plan Update

Community Engagement

COMMUNITY OUTREACH OVERVIEW

A robust community outreach plan was executed as part of the Long Range Transportation Plan to help identify critical needs and desired improvements with Imperial County. A series of community workshops, surveys, and pop up events were conducted at key stages of the project that aligned with critical input and decision points. The outreach team, with the help of ICTC, went to the community, visiting popular events throughout the county including fairs, farmer's markets, and festivals.

The following community engagement strategies were utilized for the LRTP to ensure a wide variety of voices were heard throughout the development of the Plan:

«Technical Advisory Committee
«Steering Committee
«Community Pop Up Events
«Online and In-Person Workshops
«Project Website / Online Survey
«Social Media and Media Relations

A summary of outreach events and feedback from the community during the preparation of this LRTP can be found in **Appendix C**.

TECHNICAL ADVISORY COMMITTEE

The Technical Advisory Committee (TAC) was critical to the engagement process to ensure that diverse feedback was considered. TAC meetings allowed the project team to leverage the expertise of the group regarding the different topics that make up the LRTP and discuss challenges and opportunities.

The TAC was comprised of members representing ICTC member agencies, SCAG, Imperial Irrigation District, Imperial County Farm Bureau, Imperial County Agency of Aging, Imperial County Alliance, Imperial Valley College, and Comite Civico del Valle. The TAC was steadily involved throughout the entire planning process, having attended six TAC meetings between March 2022 - October 2023.

STEERING COMMITTEE

The Steering Committee (SC) was a critical component during the LRTP process. The Steering Committee represented a smaller subset of the TAC and throughout the development of the LRTP, this group's experience was leverage regarding the overall process for developing the plan.

The Steering Committee comprised of members representing Caltrans, County of Imperial Public Works and Planning and Development Services, and SCAG. The Steering Committee was steadily involved throughout the entire panning process, having attended five meetings between May 2022 through October 2023.

POP UP EVENTS

A total of seven highly attended community events were conducted in the Fall of 2022 and Spring of 2023. All workshops were conducted "pop up style" to allow the outreach team to set up a booth at existing events, such as the such as the Brawley Cattle Call Chili Cook-off and the 42nd Annual Children's Festival in El Central. This form of outreach allowed the outreach team and ICTC to connect with more people than would have attended online or in person workshops.

Pop up events that took place in the fall centered around gathering existing conditions information from the community. At each pop up event, the outreach team provided hard copy billingual (English/ Spanish) versions of the project flyer, which had a QR code to the project website. Community members were able to voice their concerns, comments, and questions.

Pop up events that took place in the Spring centered around the recommended projects and programs as well as how to prioritize the project list. Community members were able to interact with polling boards and exhibit boards with additional input collected on recommendations and areas of concern.

The team was able to draw participants to the ICTC booths with a prize wheel, giveaways, and snacks/drinks. It is estimated that the outreach team and ICTC spoke with more than 800 people at all seven pop up events.

Overall, most interactions were with multi-generational families. At all events, parents, children, and grandparents expressed interest and gratitude to ICTC for planning Imperial County's future when it comes to transportation options.

"We need bus shelters"

"The bus runs late and it is hard waiting with kids"

"Need more bus routes to Imperial Valley"

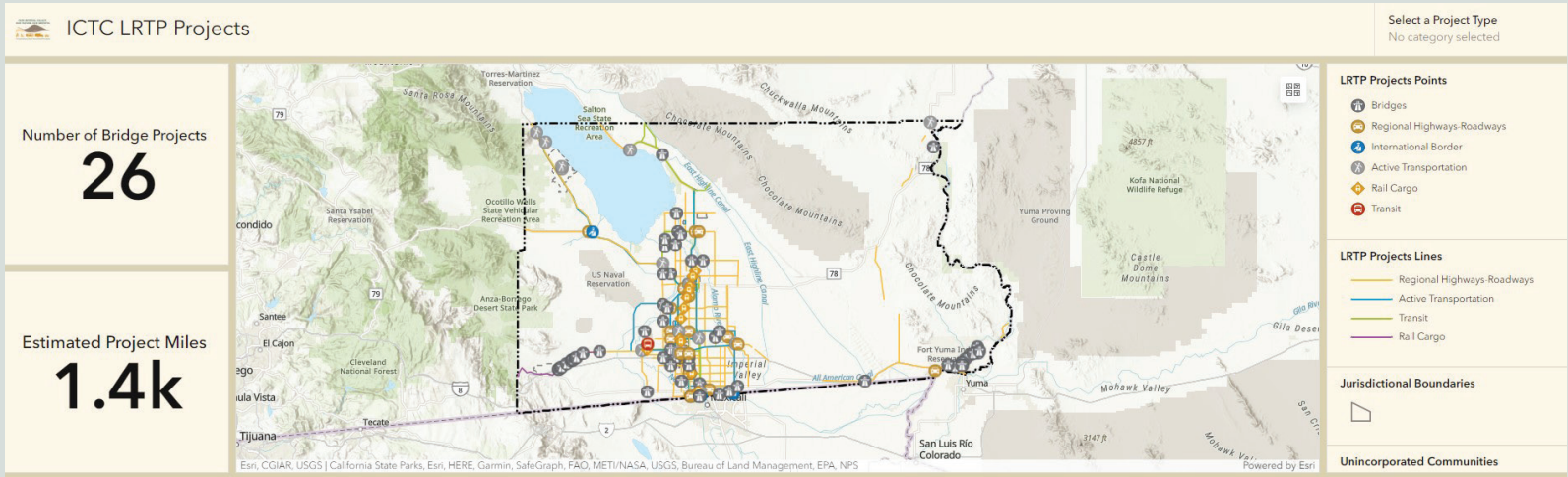
COMMUNITY BASED ORGANIZATIONS

The LRTP is part of a wider effort to strive for more equitable investment in the transportation system. To work towards this, ICTC worked with community based organizations (CBO) to help identify and give voice to the mobility needs of all groups living in Imperial County.

Working with these organizations is part of a longer process: to build trust, improve communication and collaboration, and foster a common mobility agenda across different neighborhoods and communities in Imperial County.

The Community Based Organizations involved in the development of this plan through presentations, meetings and digital communications include:

- Agricultural Business Representatives
- California Health and Wellness
- US Bureau of Reclamation
- Imperial Valley LGBTQ+
- Chamber of Commerce of Greater Calexico
- Imperial Valley Regional Chamber of commerce
- Innercare
- SDSU and Imperial Valley College
- Imperial Valley Community Health Coalition
- 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 Equity & Justice Coalition.

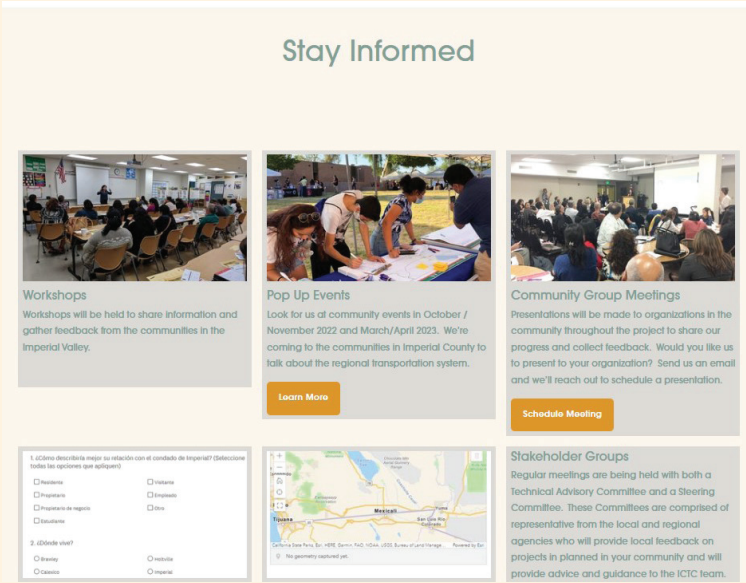


Number	Type	Projects/Programs	Locations	Lead Agency	Description	Schedule	Project Status	Funding Source
RH-1	Regional Highways-Roadways	Forrester Road Improvements	Imperial County (West of Imperial ...	Caltrans & ICTC	Operational improvements to Forr...	2035	Partially Funded	Local Transportation Authority Funds
RH-2	Regional Highways-Roadways	SR-98 Widening (Phase 1A)	Calexico	Caltrans	Widen between Kloke Road to V.V....	2028	Not Funded	Federal Gas Tax and State Gas Tax
RH-3	Regional Highways-Roadways	SR-98 (Phase 1C)	Calexico	Caltrans	Widen from Ollie Avenue to Rock...	2026	Funded	State Transportation Improvement ...
RH-4	Regional Highways-Roadways	SR-98 (Phase 2)	Calexico	Caltrans	Widen from Dogwood Road to All...	2035	Not Funded	State Transportation Improvement ...
RH-5	Regional Highways-Roadways	New Road Connection (SR-7 to SR...	Imperial County	Imperial County	Construct a new road from SR-7 to...	2040	Not Funded	State Transportation Improvement ...
RH-6	Regional Highways-Roadways	Menvielle Widening	Imperial County	Imperial County	Widen Menvielle Road to 4 lanes f...	2030	Not Funded	State Transportation Improvement ...
RH-7	Regional Highways-Roadways	Hammer Road Improvements	Calexico	Imperial County	Due to the new West POE access ...	2028	Not Funded	State Transportation Improvement ...
RH-8	Regional Highways-Roadways	Anza Road/Second Street Widening	Calexico	Imperial County	Widen roadway from 2 to 4 lanes ...	2028	Not Funded	State Transportation Improvement ...
RH-46	Regional Highways-Roadways	Drew Road Improvements	County	County	Road Structural & Alignment Impr...	2040	Not Funded	State Transportation Improvement ...
RH-47	Regional Highways-Roadways	Bowker Road Improvements	County	County	Widening Improvements from 2 t...	2040	Not Funded	State Transportation Improvement ...

PROJECT WEBSITE

An interactive project website was created as a supplemental method of community engagement for the LRTP. The project website was made available for all devices to ensure a broader public reach, and was also made available through a QR code and a website link. The project website provided vital project information such as community workshop announcements and a link to the list of projects via an interactive map.

The interactive map gave residents the opportunity to see all of the projects recommended throughout the county. Residents were then able to submit comments through the website and complete a survey to voice their priorities.



MARKETING & COMMUNICATIONS

Social Media

The team developed social media messages and flyers to promote the project website and all scheduled outreach events.

Media Relations

During the course of the LRTP process, news stories ran about the plan and input opportunities. The first was Calexico Chronicle, Holtville Tribune and The Desert Review .

CHAPTER 4

OUR IMPERIAL VALLEY, OUR FUTURE, OUR GROWTH.

The Regional Long-Range Transportation Plan Update

Project Identification & Prioritization

Since the last update to the Long Range Transportation Plan (2013), ICTC has completed several projects as part of its commitment to maintaining and enhancing Imperial County's transportation network. These improvements include interchanges, border crossing enhancements, and expansion of transit service facilities.

The Interstate 8 Imperial Avenue Interchange project was completed in 2022. This $44 million project is expected to reduce traffic congestion at the Imperial Avenue and 4th Street interchanges on Interstate 8 and improve the overall safety. Additionally, the East Port of Entry Bridge Expansion project is under construction and will add four northbound lanes, new concrete barriers, and minor modifications to existing landscaping, drainage, and signage.

The LRTP recommends additional projects that deliver on commitments, improve system performance, expand system choices, and support sustainability. This section will touch on the process in which ICTC identified projects and the prioritization criteria developed in order to rank them as short-, mid-, and long-range projects.

PROJECT IDENTIFICATION & PRIORITIZATION

In order to identify projects throughout all of Imperial County, ICTC worked closely with its member agencies to identify projects that would deliver ICTC's commitments as well as address the community's comments. Over 180 transportation projects throughout the County were identified. ICTC coordinated with its member agency representatives to verify that major transportation projects are outlined in the LRTP based on the latest information available at the time this LRTP was prepared. The prioritization criteria and point system for projects identified in this LRTP can be found in **Appendix D.**

Given that the LRTP identified over 180 projects and acknowledging that there are limited financial resources, it is imperative that all the projects identified in this Plan are prioritized based on their greatest potential to deliver on ICTC's commitments and vision of increasing transportation connectivity in Imperial County. Therefore, the transportation projects recommended in this LRTP were evaluated against a set of criteria and scored (**Table 6)**.

Table 7 shows the top projects in the Region by category and **Figures 26 through 30** show the location of the top projects in each category. These projects are considered to be the Region's highest priority projects.

The Imperial County *Regional Active Transportation Plan* (2022) identified the top two regional active transportation projects. The top two projects were organized by segment to better understand which corridor improvements can enhance active transportation safety and comfort. The top two priority projects span three major cities and unincorporated areas of the County. To avoid duplicating efforts in identifying active transportation projects in the region, the top two priority projects recently recommended in the County's ATP are listed in this Plan.

Table 6. Prioritization Criteria

Criteria	Description
Project Cost	The project includes the full cost of the project including, design, construction, and right-of-way acquisition as appropriate
Plan/Program Status	The project has progressed through the Caltrans planning process or a parallel city-led process
Environmental & Physical Constraints	The project has progressed through the process of environmental study and documentation
Social & Community Equity	The project provides equitable access for those of the greatest need to healthcare, jobs, housing, education, and other opportunities that support an economically vibrant, healthy, livable Imperial County
Consistency with Approved Planning Documents	The project conforms with local and regional planning documentation
Operations/ Accessibility	Roadway: Is the project located on a roadway with a level of service D or worse? Rail Cargo/Bridge: Does the project improve operations for truck routes, freight corridors, evacuation routes, or intermodal facilities at the border? Transit: Does the project improve, extend, or adds services along transit corridors? Active Transportation: Does the project improve, extend, or adds active transportation facilities?
Safety	Roadway: Does the project include design elements that incorporate safety features? Rail Cargo/Bridge: Does the project address bridge and rail crossing safety features? Transit: Does the project include design elements that incorporate safety features? Active Transportation: Does the project iinclude design elements that incorporate safety features?
Benefits Region and/ or Goods Movement	The project provides a benefit to regional transportation or goods movement
Additional Funds Available	The project has funding available from additional sources

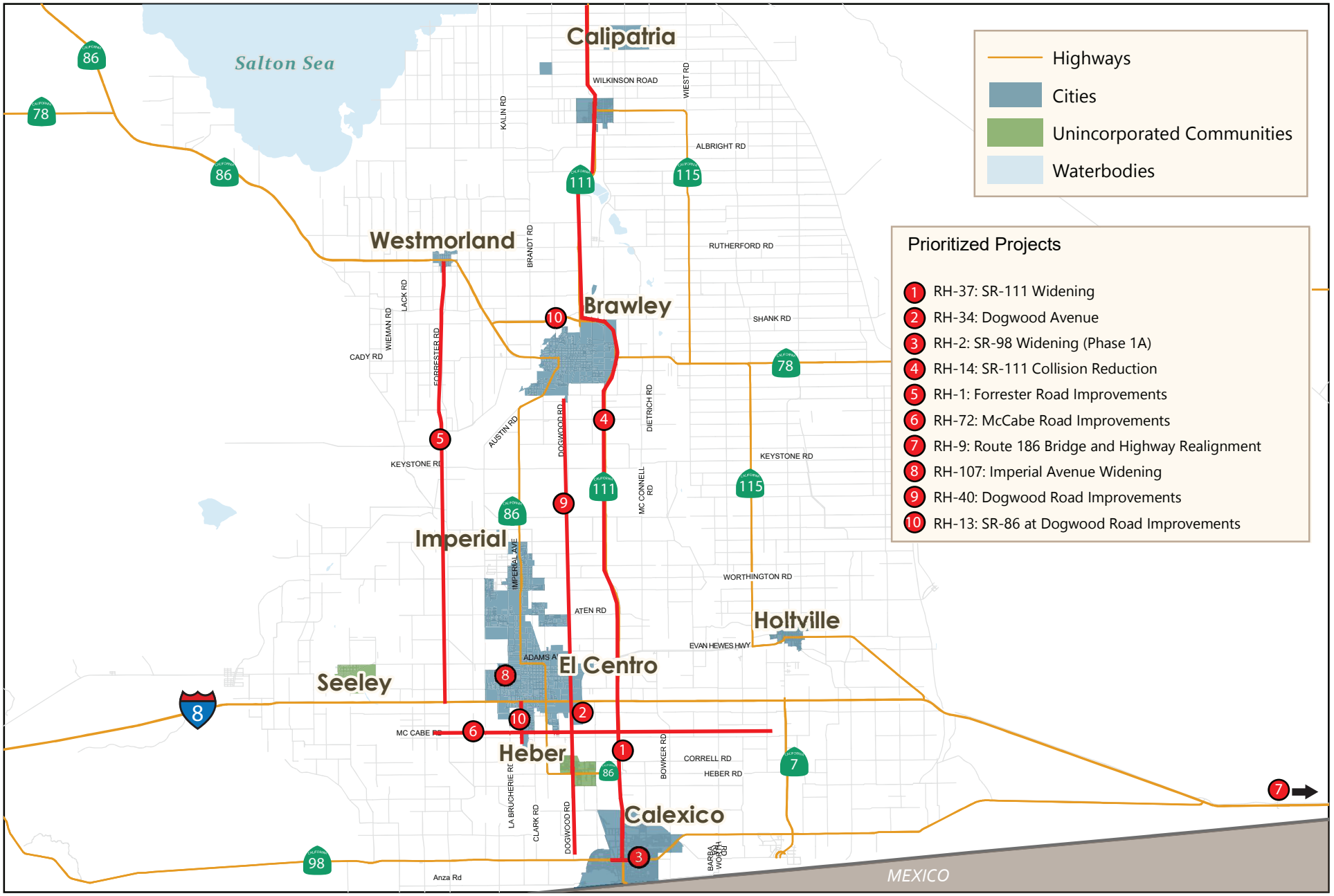
Table 7. Prioritized Transportation Projects (Top 10 by Mode)

Rank	ID	Jurisdiction	Project
Regional Highways and Roadways			
1	RH-37	Caltrans	SR 111 Widening - Widen and improve to 6 lane freeway from SR 98 to I-8 with interchanges at Heber, Evan Hewes, Aten, Worthington, Highway 78, 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.
2	RH-34	El Centro	Dogwood Avenue Improvements - Interconnect and synchronize existing signal lights along Dogwood Avenue along 8th Street to the City of El Centro's master computer
3	RH-2	Caltrans	SR 98 Widening (Phase 1A) - 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.
4	RH-14	Caltrans	SR 111 Collision Reduction - 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)
5	RH-1	Caltrans	Forrester Road Improvements - 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.
6	RH-72	County	McCabe Road Improvements - Widen from 2 lanes to 4 lanes from Brockman Road east to SR 7
7	RH-9	Caltrans	Route 186 Bridge and Highway Realignment - Bridge and Highway Realignment to Andrade POE over the All-American Canal
8	RH-107	Caltrans	Imperial Avenue Widening - 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.
9	RH-40	El Centro	Dogwood Road Improvements - Widen Dogwood Road from 2 to 4 lanes from SR 98 (Calexico) to Brawley, within City of El Centro limits
10	RH-13	Caltrans	SR 86 at Dogwood Rd Intersection Improvements - Roadway widening, install traffic signals
Bridges			
1	BR-6	Calexico	New Bridge at Second Street at Union Pacific Rail Crossing and Cesar Chavez Boulevard - Construct a new bridge along Second Street from Cesar Chavez Boulevard to Imperial Avenue/Highway 111 in the City of Calexico that will accommodate six travel lanes and sidewalk facilities.
2	BR-9	Calexico	Second Street Bridge Widening Over New River - remove and replace the existing Second Street Bridge in the City of Calexico with a new bridge that will accommodate four travel lanes and sidewalk facilities
3	BR-23	County	Replace and/or Rehabilitate Various County Bridges along New River and Alamo River - structural load analysis
4	BR-13	County	Anza Road Bridge Replacement at All-American Canal - replace a previous road/bridge crossing at Anza Road/All American Canal to provide access between Calexico East POE and Calexico
5	BR-4	Caltrans	Bridge Maintenance at Interstate 8 and All-American Canal - repair poor condition bridge and upgrade to current County and State standards
6	BR-5	Caltrans	Bridge Maintenance at SR 78 and Palo Verde - repair poor condition bridge and upgrade to current County and State standards
7	BR-12	County	Dogwood Road at McCabe Road Railroad Track Grade Separation - intersection needs a grade separation bridge to permit intersection widening of the tow arterial roads
8	BE-24	County	Replace and/or Rehabilitate Various County Bridge along Major Corridors at Keystone (at Austin) , Dogwood (at I-8 & Jasper), Forrester (at Steiner, Larsen, I-8 & Imler) , Rutherford (at Dietrich & SR 111), and Worthington (at Dump & McKim)

Rank	ID	Jurisdiction	Project
9	BR-8	Calexico	Second Street Bridge Widening at All-American Canal - remove and replace the existing Second Street bridge in the City of Calexico with a new bridge that will accommodate four travel lanes and sidewalk facilities
10	BR-26	County	Carr Road Bridge Widening/Rehabilitation at Ash Main Canal - widen bridge for Carr Road 4 lane widening improvements
Transit			
1	TR-1	IVT	IVT Ride - 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.
2	TR-3	Calexico	Microtransit Service Zone - Provide new "Microtransit" service zone.
3	TR-15	IVT	SunLine Transit Connection - Enhance coordination and provide connection to SunLine transit system via West Shores.
4	TR-8	Calexico	Microtransit Service Zone - Provide new "Microtransit" service zone between Calexico and East Port of Entry.
5	TR-10	Imperial	IVT Red Line - Implement a new IVT Red Line (Imperial Circulator Shuttle)
6	TR-12	IVT	IVT Ride - Implement intercity IVT Ride on a two-zone system on weekends.
7	TR-23	IVT	Calexico Intermodal Transportation Center - Construct Calexico Intermodal Transportation Center
8	TR-9	SDSU Calexico & Brawley	Operate new "IV Campus Shuttle" service between SDSU Calexico, IVC and SDSU Brawley which might include the use of electric vehicles.
9	TR-16	IVT	San Diego Connection = Provide weekday service between El Centro and MTS Route 888 Connection in Jacumba Hot Springs. Coordination with MTS is needed to establish routes, fares, schedule, etc. for this connection.
10	TR-18	Holtville	Holtville Local Fixed-Route - Implement local circulator in Holtville on weekdays as population and employment increases. Consider implementing small scale transit centers in rural communities such as Holtville, Calipatria, Westmorland, and Seeley.
International Border			
1	IB-3	Calexico	Calexico Intermodal Transportation Center - construct a mobility hub on the south side of 3rd Street between Heffernan Avenue and Rockwood Avenue
2	IB-1	Calexico East POE	Calexico East POE Bridge Expansion - expand number of lanes at POE Bridge to add 2 new northbound commercial vehicle lanes and 2 new northbound privately owned vehicle lanes
3	IB-5	County	Calexico East Port of Entry Intermodal Transportation Center
4	IB-4	Calexico & Andrade	Border Wait Time System Deployment - provide real-time information about border wait times
5	IB-2	Calexico	SR 86 Patrol Checkpoint Expansion - increase truck processing capacity

Rank	ID	Jurisdiction	Project
			Rail Cargo
1	RC-3	Calexico	Grade Separation of Second Street Rail Crossing Near Cesar Chavez Boulevard
2	RC-5	County	SR 78/ SR 111 (West) - Construct Roadway/Rail Grade Separation
3	RC-2	Calexico	Grade Separation of SR 98 Rail Crossing Near Cesar Chavez Boulevard
4	RC-6	Brawley	Malan Street - Construct Roadway/Rail Grade Separation
5	RC-13	Calexico	West Cole Road - Construct Roadway/Rail Grade Separation
6	RC-4	County	Ward Road - Construct Roadway/Rail Grade Separation
7	RC-7	Brawley	Mead Road - Construct Roadway/Rail Grade Separation
8	RC-11	County	Dogwood Rad - Construct Roadway/Rail Grade Separation
9	RC-12	County	Heber Avenue - Construct Roadway/Rail Grade Separation
10	RC-15	County	Harris Road - Construct Roadway/Rail Grade Separation
			Active Transportation
1	AT-3	Imperial	Segment 1.2 - Install a 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 pedestrian countdown timers, ADA curb ramps, accessible pedestrian signal push buttons, continental high-visibility crosswalks, and pedestrian refuge islands where appropriate.
2	AT-5	County & Calexico	Segment 2.0 - 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.
3	AT-6	County & Calexico	Segment 2.1 - 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.
4	AT-4	County & Imperial	Segment 1.3 - 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.

Rank	ID	Jurisdiction	Project
5	AT-2	El Centro & Imperial	Segment 1.1 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 pedestrian countdown timers, ADA curb ramps, accessible pedestrian signal push buttons, continental high-visibility crosswalks, and pedestrian refuge islands where appropriate. 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. 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.
6	AT-7	County & Calexico	Segment 2.2 - 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.
7	AT-1	El Centro & Imperial	Segment 1.0 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 pedestrian countdown timers, ADA curb ramps, continental high-visibility crosswalks and pedestrian refuge islands where appropriate. Adams Avenue from La Brucherie 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. 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.

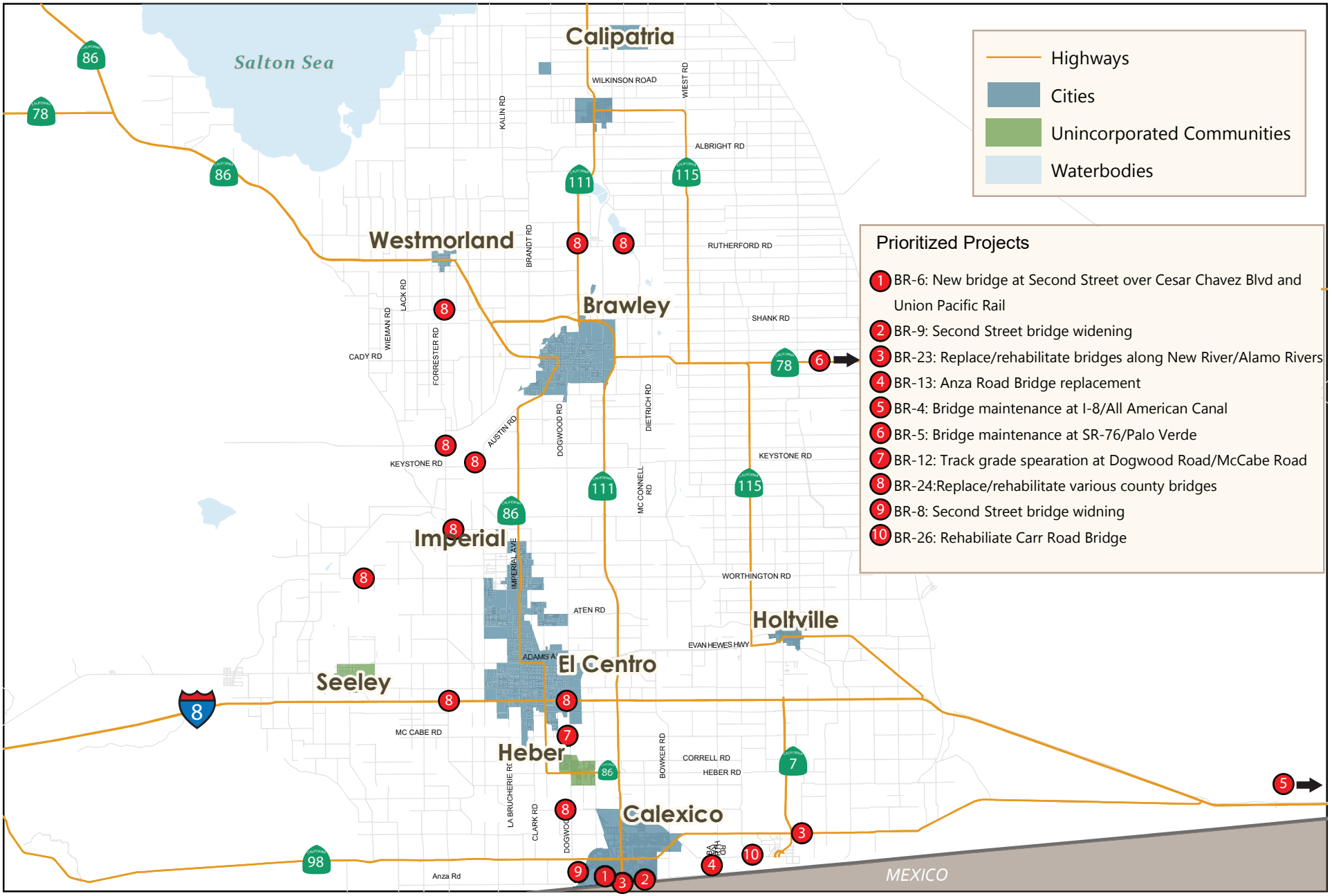


OUR IMPERIAL VALLEY, OUR FUTURE, OUR GROWTH.
The Regional Long-Range Transportation Plan Update

Source: ESRI, Caltrans, CDFW, Imperial County, KTUA, United States Census Bureau

Prioritized Highway & Roadway Projects

Figure 27



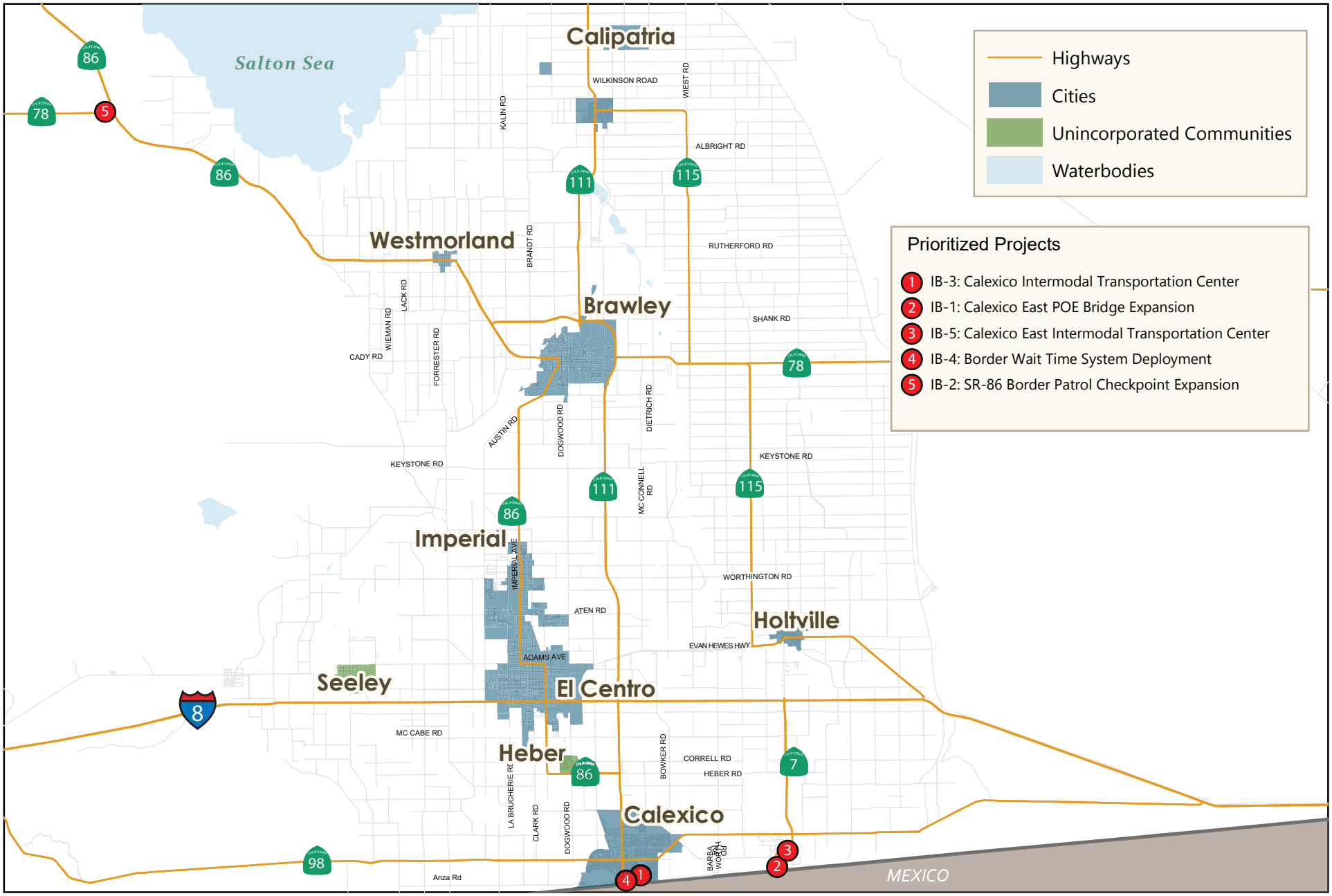
OUR IMPERIAL VALLEY, OUR FUTURE, OUR GROWTH.
The Regional Long-Range Transportation Plan Update

0 5 10 Miles

Source: ESRI, Caltrans, CDFW, Imperial County, KTUA, United States Census Bureau

Prioritized Bridge Projects

Figure 28

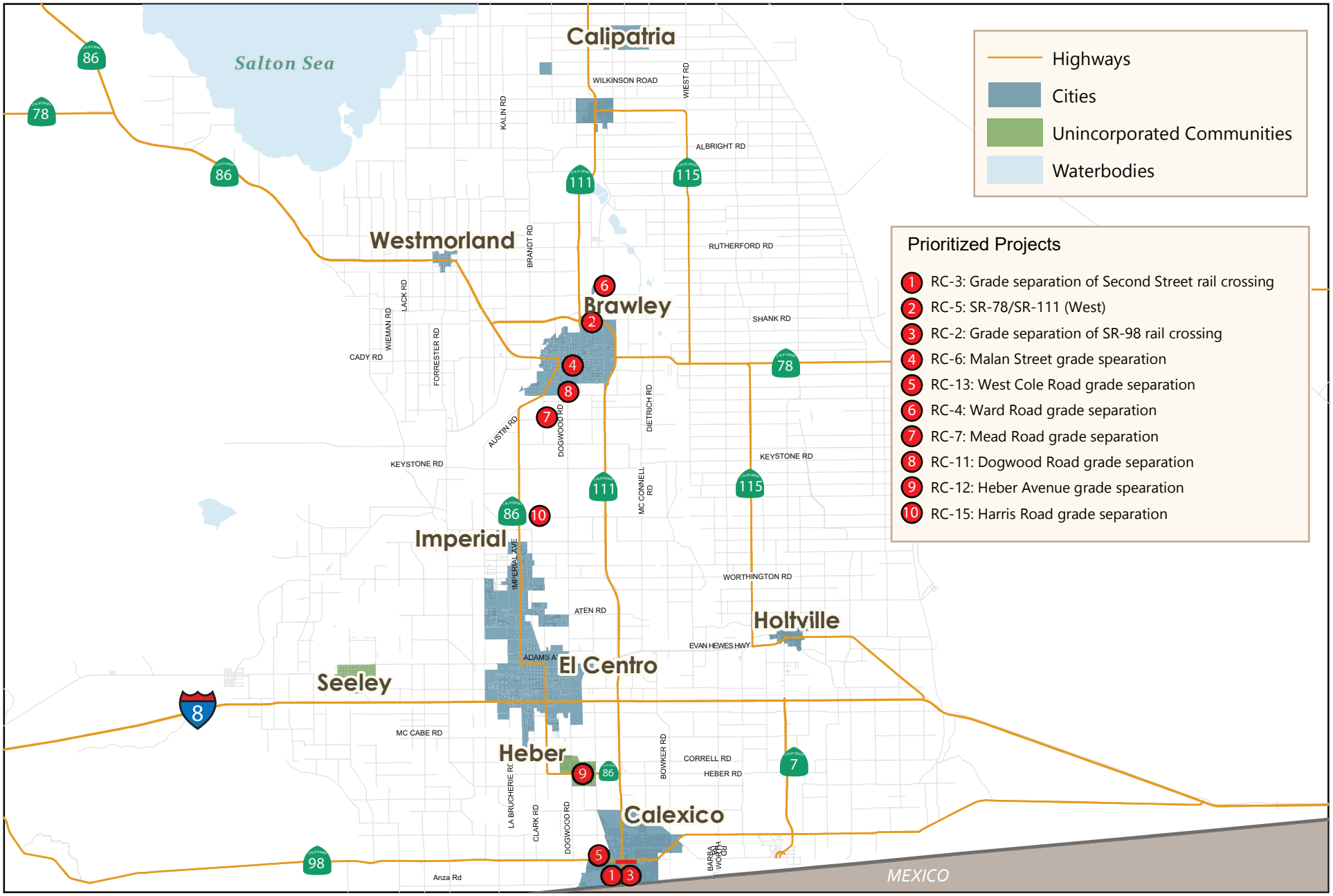


OUR IMPERIAL VALLEY, OUR FUTURE, OUR GROWTH.
The Regional Long-Range Transportation Plan Update

Source: ESRI, Caltrans, CDFW, Imperial County, KTUA, United States Census Bureau

Prioritized International Border Projects

Figure 29



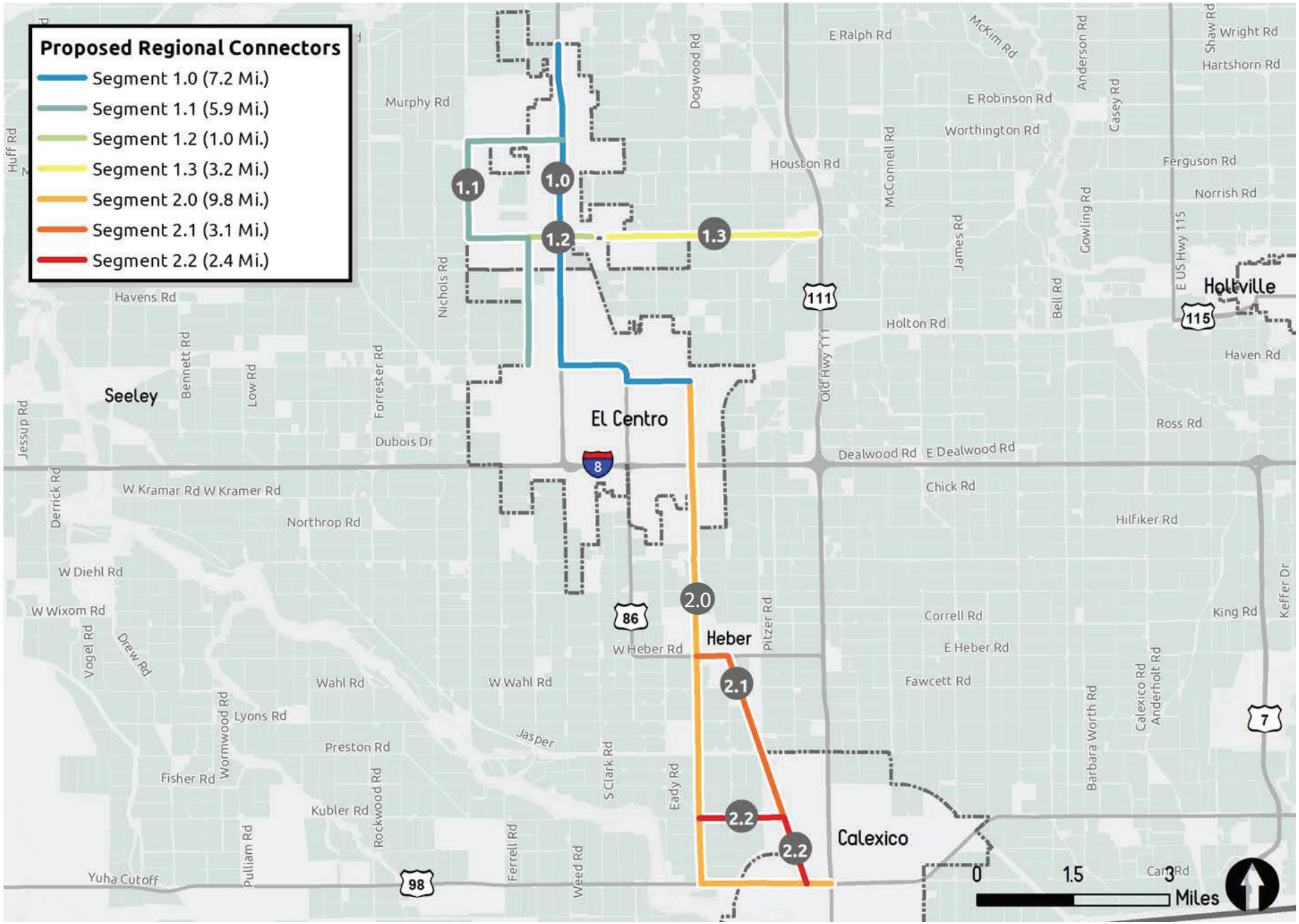
OUR IMPERIAL VALLEY, OUR FUTURE, OUR GROWTH.
The Regional Long-Range Transportation Plan Update

0 5 10 Miles

Source: ESRI, Caltrans, CDFW, Imperial County, KTUA, United States Census Bureau

Prioritized Rail Cargo Projects

Figure 30



Top Two Regional Projects by Segment

Source: Imperial County Active Transportation Plan

Figure 31

PROJECT PHASING

ICTC acknowledges that there are limited financial resources to fund all 180 identified transportation projects. The transportation projects identified in this LRTP are phased based on their project readiness, available funding, and anticipated date of completion according to information provided by the ICTC member agencies.

Short-range projects are anticipated to be completed within the next three to five years. In order to be completed within this timeframe, a project needs to be substantially ready for construction. This means that if environmental documents are required, they need to have been completed. Final design should be complete or substantially complete and all necessary right of way acquired. Funding for these projects should be mostly secured, be low budget projects, or have supplemental grant funding. This allows for a large number of projects to fall within the short-term timeframe.

Mid-range projects are projects anticipated to be completed in the next 5 to 10 years. These projects may have little to no funding available at this time and will likely require both Measure D funding as well as supplemental grant funding. While design on these projects may or may not be complete, the design should be reasonably completed within the next 5 year so that right of way and all environmental clearance can be completed in the next 5 to 10 years.

Long Range projects typically include large scale, high dollar projects that require multi-agency coordination, substantial right of way and complex environmental clearance. Some high ranking projects fall into the long range category due to the size or complexity of the project. This does not lessen the importance of the project rather it indicates that the local and regional agencies acknowledge there is substantial work to be done before the project is realized. Long-range projects are anticipated to be completed in 10 years or longer.

Projects included in the unconstrained list are currently at a very preliminary stage and require studies or preliminary engineering before sufficient information is available to assess the timing, feasibility, cost or constraints associated with the project. These projects have the lowest potential for funding through Measure M or other regional programs at this time. As the projects are more clearly defined these projects will move up in priority as well as integrated into the overall phasing plan.

The ranges listed are intended to serve as a general guide however, implementation priorities may change, different funding opportunities may arise, or new developments may shift the priorities of the County. **Table 8** shows short-range and **Table 9** shows mid-range projects. Long-range projects and unconstrained projects are listed in **Appendix E**. A full list of projects regardless of project phasing for each category can be found in **Appendix F.**

Projects highlighted in Tables 8 and 9 are the Region's highest priority projects previously summarized and listed in Table 7.

Table 8. Short-Range Transportation Projects

Category	ID	Location	Project	Description	Schedule	Status	Cost	Environmental & Physical Constraints
Transit	TR-23	Calexico	Calexico Intermodal Transportation Center	Construct Calexico Intermodal Transportation Center	2027	Funded	>$5 Million	Environmental Document Completed/No Environmental Clearance Required
International Border	IB-3	Calexico	Calexico Intermodal Transportation Center	Construct a mobility hub on the south side of 3rd Street between Heffernan Ave and Rockwood Ave	2024	Funded	>$5 Million	Environmental Document Completed/No Environmental Clearance Required
International Border	IB-1	Calexico	Calexico East POE Bridge Expansion	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	>$5 Million	Environmental Document Completed/No Environmental Clearance Required
Regional Highways & Roadways	RH-34	El Centro	Widen Dogwood Avenue	Widen between Kloke Road to V.V. Williams Avenue from a 2-lane roadway to a 4-lane facility.	2028	Not Funded	>$5 Million	Environmental Document in Progress or Scheduled
Regional Highways & Roadways	RH-15	I-8	Roadside Safety on I-8	Near/in El Centro, roadside safety improvements from PM 32.4-46.1 (Silsbee Rd to Anderholt Rd)	2023	Funded	>$5 Million	Environmental Document Completed/No Environmental Clearance Required
International Border	IB-4	Calexico & Andrade	Border Wait Time System Deployment	Provide real-time information about border wait times	2023	Funded	$1-$5 Million	Environmental Document Completed/No Environmental Clearance Required
Regional Highways & Roadways	RH-20	SR 111	Middle Mile Broadband	Install fiber optic infrastructure PM 23.65-41.4(Brawley to Niland)	2026	Funded	>$5 Million	Environmental Document in Progress or Scheduled
Regional Highways & Roadway	RH-21	SR 115	Middle Mile Broadband	Install fiber optic infrastructure PM R3.2-21.7 (I-8 to SR 78)	2026	Funded	>$5 Million	Environmental Document in Progress or Scheduled
Regional Highways & Roadway	RH-23	I-8	Middle Mile Broadband	Install fiber optic infrastructure PM 0.0-96.1 (SR 98 to Arizona border)	2026	Funded	>$5 Million	Environmental Document in Progress or Scheduled
Regional Highways & Roadway	RH-19	SR 86	Middle Mile Broadband	Install fiber optic infrastructure PM 24.0-67.8 (SR78 to Riverside County)	2026	Funded	>$5 Million	Environmental Document in Progress or Scheduled
Regional Highways & Roadway	RH-22	SR 78	Middle Mile Broadband	Install fiber optic infrastructure PM R21.05-80.8 (SR 86 to Riverside County)	2026	Funded	> $5 Million	Environmental Document in Progress or Scheduled

Short-Range Transportation Projects Cont.

Category	ID	Location	Project	Description	Schedule	Status	Cost	Environmental & Physical Constraints
Bridges	BR-4	Imperial County (32.708508, -114.949428)	Bridge Maintenance at I 8 / All American Canal	Repair poor condition bridge and upgrade to current County and State standards.	2025	Funded	$1-$5 Million	No Environmental Study or Value Analysis Study Completed
Bridges	BR-5	Imperial County	Bridge Maintenance at SR 78 / Palo Verde	Repair poor condition bridge and upgrade to current County and State standards	2025	Funded	$1-$5 Million	No Environmental Study or Value Analysis Study Completed
Regional Highways & Roadways	RH-30	Brawley	South Cesar Chavez St Rehabilitation	Reahabilitation and construction of roadway as part of New Middle School Construction	2023	Under Construction	<$1 Million	EIR in Progress or Schedule to be Initiated
Regional Highways & Roadways	RH-28	Brawley	Traffic Signal Synchronization & Intelligent Transportation Systems	Traffic Signal Synchronization & Intelligent Transportation Systems on Main St from Western Ave to Best Rd. Construction in 2 phases	2023 & 2026	In Design	<$1 Million	EIR in Progress or Schedule to be Initiated
Regional Highways & Roadways	RH-27	Brawley	Main St Water Line and Paving Improvements	Replacement of water line and pavement rehabilitation of Main St from First St to Eastern Ave	2023	In Design	<$1 Million	EIR in Progress or Schedule to be Initiated
Transit	TR-3	Calexico	Microtransit service zone	Provide new "Microtransit" service zone.	2023	Not Funded	$1-$5 Million	Environmental Document Completed/No Environmental Clearance Required
Transit	TR-8	Calexico	Microtransit service zone between Calexico and East Port of Entry.	Provide new "Microtransit" service zone between Calexico and East Port of Entry.	2025	Not Funded	<$1 Million	Environmental Document Completed/No Environmental Clearance Required
Transit	TR-2	Calexico & El Centro	Calexico-El Centro FAST Route	Provide new limited stop/express service and therefore a faster overall trip. Provide signal prioritization along FAST Route.	2023	Not Funded	$1-$5 Million	Environmental Document Completed/No Environmental Clearance Required
Transit	TR-6	Calexico & Brawley	IVT Route 31/32 DIRECT	Increase weekday service frequency between Calexico and Brawley.	2027	Not Funded	<$1 Million	Environmental Document Completed/No Environmental Clearance Required
Transit	TR-4	Calexico & El Centro	IVT Route 1	Operate on Federal Holidays between El Centro and Calexico.	2027	Not Funded	<$1 Million	Environmental Document Completed/No Environmental Clearance Required
Transit	TR-5	Multiple Cities	IVT Route 2	Operate on Federal Holidays along the entire route between El Centro, Brawley, Calipatria, Westmorland, and Niland.	2027	Not Funded	<$1 Million	Environmental Document Completed/No Environmental Clearance Required

Short-Range Transportation Projects Cont.

Category	ID	Location	Project	Description	Schedule	Status	Cost	Environmental & Physical Constraints
Transit	TR-7	Brawley, El Centro, & Calexico	IVT ACCESS	Operate on Federal Holidays in Routes 1 and 2 service area.	2024	Not Funded	<$1 Million	Environmental Document Completed/No Environmental Clearance Required
Regional Highways & Roadways	RH-16	SR 98	SR 98 ADA	SR 98 ADA - Implement ADA compliant features from Ollie Avenue to Paulin Avenue	2023	Not Funded	> $5 Million	EIR in Progress or Schedule to be Initiated
Regional Highways & Roadways	RH-10	SR 86	SR 86 Relinquishment to City of El Centro	Relinquish portion of SR 86 from PM 5.1-8.8 (Countryside Dr to Treshill Rd)	2026	Not Funded	< $1 Million	EIR in Progress or Schedule to be Initiated
Regional Highways & Roadways	RH-11	SR 86	SR 86 Relinquishment to County of Imperial	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	< $1 Million	EIR in Progress or Schedule to be Initiated
Transit	TR-14	Calexico	IVC Evening Express Route	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	<$1 Million	Environmental Document Completed/No Environmental Clearance Required
Transit	TR-13	County	Mobile ticketing fare option	Add a mobile ticketing fare option for all transit services	2023	Unknown	<$1 Million	Environmental Document Completed/No Environmental Clearance Required
Regional Highways & Roadways	RH-13	SR 86	SR 86 at Dogwood Rd Intersection Improvements	Roadway widening, install traffic signals	2026	Unknown	$1-$5 Million	Environmental Document in Progress or Scheduled
Bridges	BR-6	Calexico	New Bridge at Second Street at Union Pacific Rail Crossing and Cesar Chavez Boulevard	Construct a new bridge along Second Street from Cesar Chavez Boulevard to Imperial Avenue/ Highway 111 in the City of Calexico that will accommodate six travel lanes and sidewalk facilities.	2022	Unknown	>$5 Million	Environmental Document in Progress or Scheduled

Table 9. Mid-Range Transportation Projects

Category	ID	Location	Project	Description	Schedule	Status	Cost	Environmental & Physical Constraints
Regional Highways & Roadways	RH-14	SR 111	Collision Reduction	Imperial Avenue Extension South - new roadway from I-8 to McCabe Road.	2030	Partially Funded	>$5 Million	Environmental Document Completed/ No Environmental Clearance Required
Transit	TR-1	County	IVT Ride	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	<$1 Million	Environmental Document Completed/ No Environmental Clearance Required
Transit	TR-10	Imperial	IVT Red Line	Implement a new IVT Red Line (Imperial Circulator Shuttle)	2029	Not Funded	>$1 Million	Environmental Document Completed/ No Environmental Clearance Required
Transit	TR-12	County	IVT Ride	Implement intercity IVT Ride on a two-zone system on weekends.	2029	Not Funded	$1-$5 Million	Environmental Document Completed/ No Environmental Clearance Required
Transit	TR-9	SDSU Calexico & Brawley	IV Campus Shuttle	Operate new "IV Campus Shuttle" service between SDSU Calexico, IVC and SDSU Brawley which might include the use of electric vehicles.	2028	Not Funded	>$1 Million	Environmental Document Completed/ No Environmental Clearance Required
Transit	TR-11	Brawley	IVT Gold Line	Add weekend service to the IVT Gold Line (Brawley Circulator Shuttle).	2029	Not Funded	>$1 Million	Environmental Document Completed/ No Environmental Clearance Required
Regional Highways & Roadways	RH-33	El Centro	Imperial Avenue Extension South	Widen to 6 lanes freeway from SR 98 to I-8 with interchanges at Heber, McCabe and Jasper and overpass at Chick Road.	2030	Not Funded	>$5 Million	Environmental Document in Progress or Scheduled
Regional Highways & Roadways	RH-37	SR 111	SR 111 Widening	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	Environmental Document in Progress or Scheduled
Regional Highways & Roadways	RH-2	Calexico	SR 98 Widening (Phase 1A)	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	>$5 Million	Environmental Document in Progress or Scheduled
Regional Highways & Roadways	RH-17	SR 86, 111, 115	SR 86, 111, 115 Complete Streets	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	Environmental Document in Progress or Scheduled

Mid-Range Transportation Projects Cont.

Category	ID	Location	Project	Description	Schedule	Status	Cost	Environmental & Physical Constraints
Active Transportation	AT-3	La Brucherie Road from Aten Road to Adams Avenue	Segment 1.2	Install 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.	2029-2033	Not Funded	<$1 Million	No Environmental Study or Value Analysis Study Completed
Active Transportation	AT-4	Main Street from South 4th Street to Dogwood Road	Segment 1.3	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.	2029-2033	Not Funded	<$1 Million	No Environmental Study or Value Analysis Study Completed
Active Transportation	AT-2	Worthington Road, Austin Road, & Aten Road	Segment 1.1	**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. **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. **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.	2029-2033	Not Funded	<$1 Million	No Environmental Study or Value Analysis Study Completed

Category	ID	Location	Project	Description	Schedule	Status	Cost	Environmental & Physical Constraints
Active Transportation	AT-1	El Centro	Segment 1.0	**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. **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. **Street from Park Avenue to West Danenberg Driv**e: 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.	2029-2033	Not Funded	$1-$5 Million	No Environmental Study or Value Analysis Study Completed
Regional Highways & Roadways	RH-6	Imperial County	Menvielle Widening	Widen Menvielle Road to 4 lanes from SR 98 to SR 7.	2030	Not Funded	>$5 Million	No Environmental Study or Value Analysis Study Completed
Regional Highways & Roadways	RH-7	Calexico	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.	2028	Not Funded	$1-$5 Million	No Environmental Study or Value Analysis Study Completed
Regional Highways & Roadways	RH-8	Calexico	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.	2028	Not Funded	>$5 Million	No Environmental Study or Value Analysis Study Completed
Bridges	BR-29	Calexico	Anza Road/Second Street Bridge Replacement	Replace a previous road/bridge crossing at Anza Road/Second Street over All-American Canal to provide access between Calexico West POE and Hammer Road.	2030	Not Funded	>$5 Million	No Environmental Study or Value Analysis Study Completed
Bridges	BR-30	Calexico	New Grade Crossing	New grade crossing at Grant Street and Cesar Chavez Boulevard to accommodate freight traffic along Cesar Chavez Boulevard.	2030	Not Funded	>$5 Million	No Environmental Study or Value Analysis Study Completed

ICTC worked closely with its member agencies and the community to identify programs and plans that support the vision of the Long Range Transportation Plan.

Programs that are implemented alongside with transportation projects can leverage a higher visibility to reach a broader audience. For example, a new bicycle facility near a school could be promoted as part of an existing or new Safe Routes to School Program. A new bus line could introduce new partnerships with community based organizations like, aging in place organizations, social services, and more.

The programs and plans are organized by transportation category.

TRANSPORTATION PROGRAMS & ACTIVITIES

REGIONAL HIGHWAYS & ROADWAYS

Service Authority for Freeway Emergencies (SAFE) Program

In 2020, ICTC was given authorization to function as the service authority for freeway emergencies. This program manages the freeway service patrol, tow trucks and the emergency roadside call box program.

Freight Bottleneck Tracking Program

It is important to monitor travel time reliability and potential bottlenecks throughout Imperial County. It is recommended that ICTC develops a tracking program that would allow them to monitor and report potential bottleneck issues and ways to improve travel times and make truck routes more reliable for truck drivers.

Freight Route Pavement Maintenance Repair Program

Truck routes in Imperial county see high volumes of vehicles daily. Establishing a maintenance program is vital to keep roadways in a state of good repair. Keeping roadways in good condition could prevent potential delay, improve functionality in a cost-effective manner while also enhancing safety and contributing to community satisfaction.

Vehicle Miles Traveled (VMT) Fee Program

VMT fees on land use developments provide jurisdictions a method of collecting funds for the mitigation of VMT-related transportation impacts which can be used to fund transportation infrastructure projects that will reduce the growth of VMT. Developing a VMT Fee Program would allow ICTC to fund more transportation related projects to reduce the miles traveled in Imperial County.

Vision Zero Network

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. Developing a regional traffic safety action plan and identify priority locations to improve safety is a vital component to the Long Range Transportation Plan.

ICTC is committed to supporting a sustainable future by transitioning to reduced or zero emission revenue transit vehicles. In December 2018, the California Air Resources Board (CARB) passed the Innovative Clean Transit (ICT) regulation which set a goal of fully transitioning all bus fleets in the state to Zero Emission Buses (ZEB's) by 2040. Small transit agencies were required to submit a roll-out plan by June 30, 2023 detailing their plans to transition their fleets to ZEB's. In February 2023, ICTC adopted the Zero Emission Bus Roll-out Plan that outlines a realistic zero emission bus conversion within the timeline required by CARB.

Freight Movement Program (Trucks)

Community members made their voices heard by expressing concerns about heavy trucks and agricultural vehicles driving on highways. Developing a plan to evaluate potential HOV/managed lanes designated specifically for heavy trucks and agricultural vehicles on highways and regional arterials is critical to enhancing and modernizing the freight transportation system.

Imperial Irrigation District (IID) Utility Relocation Program

Improving and widening roadways will require additional coordination with the Imperial Irrigation District (IID). Working with IID and develop a tool to identify water and power utilities will allow ICTC to move forward with safety and street widening improvements along urbanized areas and major corridors.

BRIDGES

Local Bridge Inventory and Prioritization Program

The purpose of the program is to replace or rehabilitate highway bridges over waterways, barriers, other highways, or railroads. Keeping an inventory of local bridges, their condition, an preparing maintenance priorities will allow ICTC to submit for potential funding opportunities like Caltrans' Highway Bridge Program.

Emergency Bridge Repair Program

A funding program for emergency bridge repair could improve transportation circulation in Imperial County. Having funding available for unforeseeable events that requires a bridge to close down will allow for faster repairs.

TRANSIT

Transit Use and Trip Planning Program

ICTC will continue the dialogue with Imperial Valley Transit (IVT) to seek opportunities to enhance public outreach and education related to transportation safety. In addition, improving system maps and trip planning tools, working with local organizations to educate the community about transit options will be a focus for IVT moving forward.

Bus Stop Amenities and Access Investments

ICTC will coordinate with IVT and other appropriate agencies on developing an action plan to improve bus stop amenities and overall access to transit stops. It is important to monitor new guidelines for transit stop standards like cooling stations, bike lockers, shelters, and information boards.

Coordination with Local Partner Agencies

ICTC will continue the dialogue with local jurisdictions, Caltrans, IVT and build new partnerships with organizations such as Area Agency on Aging social services to further intra-county connectivity.

Monitor New Technology

ICTC will monitor developing technologies and their potential impacts on transportation. New smartphone applications can provide real-time transit arrival capabilities and plan the best route to your destination. Reliable passenger WI-FI services can attract more passengers and automatic passenger counting systems can allow ICTC to monitor route capacity in order to improve operations.

Expand IVT Transit Programs

ICTC will work with with IVT and local organizations to expand the IVT ACCESS Program and IVT RIDE Program. Creating new routes throughout Imperial County will allow for more flexibility and will reach more residents who rely on these programs. Additionally, looking at alternative fueling options like electric will deliver ICTC's commitments by reducing GHG emissions.

ACTIVE TRANSPORTATION

Incorporate the "Six E's"

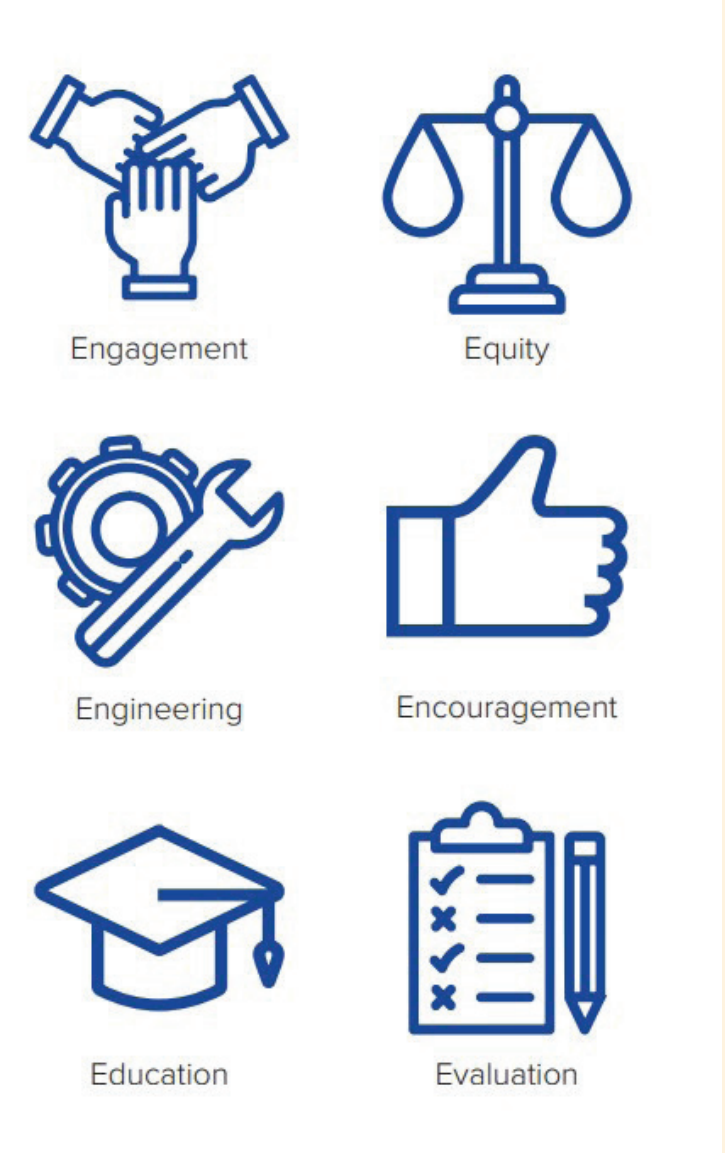
Incorporate the programs recommended in the *Active Transportation Plan.* Programs recommended support the "Six E's," developed by the Safe Routes Partnership. (Engagement, Equity, Engineering, Encouragement, Education, and Evaluation). Some programs that support this initiative could be additional educational programs like bike safety workshops or encouragement programs like walking tours and walk to school day. These types of programs will help ICTC expand their active transportation network and encourage walking and biking throughout the County.

Southern California Association of Governments (SCAG) GO Human Events

Create an action plan with SCAG to host a demonstration event that will temporarily demonstrate potential and planned street design treatments and safety infrastructure to create safer and more inviting public spaces.

Implement ICTC Active Transportation Plan (ATP) Programs

ICTC's *Regional Active Transportation Plan* (2022) includes a diverse menu of active transportation programs intended to support the projects recommended in the ATP and the LRTP. Projects included in the ATP are; Open streets events, family friendly bike rides, Walk to School Day, Bike to Work Week, Safe Routes to School Programming, and safety assemblies. To avoid duplicating efforts in identifying active transportation programs in the region, the LRTP recommends using the ATP's listed programs to continue encouraging walking and biking throughout the County.



SUPPORTING TRANSPORTATION DOCUMENTS

ICTC has identified additional plans and studies that will be necessary to continue building the foundation of the LRTP and support the projects recommended in this chapter. Projects included in the LRTP will need to go through a planning process, including focused community engagement, a more detailed engineering review, and feasibility studies, and additional documentation. Continuing to work on plans, feasibility studies, and corridor studies will allow ICTC to plan, work with partners, consider all segments of Imperial County's community, and make room for new technologies, regulations, and partnerships.

Development projects throughout the County are currently planned and will include additional transportation improvements that have not yet been determined or identified in this Plan. For example, there are currently ten Specific Plans in the planning process that will provide infrastructure improvements to the roadway network throughout the County. In addition, the Lithium Valley Development project consists of additional power plants, mineral recovery, lithium battery manufacturing, and other renewable industries within an approximately 51,786-acre area adjacent to the Salton Sea. Although improvements have not yet been identified, ICTC recognizes that these large development projects may affect transportation needs in the future. Therefore, ICTC recognizes updates to this Plan will be necessary to incorporate the infrastructure improvements provided by these large developments

Table 10 identifies additional transportation studies that ICTC will develop, monitor, and use to support the prioritized project list.

Table 10. Transportation Studies

Study	Description
Regional Highways and Roadways	
SR 7 Corridor Plan	Improve truck travel time reliability and reduce delay on SR 7 between Calexico East POE and I-8.
New Generation Vehicle Readiness Infrastructure Plan	Develop an infrastructure plan to prepare the County for upcoming electric vehicle charging needs, support integration of zero emission truck fleets, support self-driving truck deployments, ITS improvements at border crossings, and clean energy vehicles.
District/Regional Truck Parking Implementation Plan	Identify where truck parking strategies are most feasible and potential sites for truck parking to be integrated
Feasibility Study for Major County Road Corridors Intersection Synchronization for Traffic Signal Improvements and Upgrades	Feasibility Study will include arterial level or greater road classifications, including Dogwood, Austin, Keystone, Worthington Roads. Traffic Signal improvements, upgrades and synchronization is critical for the roads linking major communities including Holtville, Calexico, El Centro, Imperial and Brawley.
Feasibility Study for HOV/Passing Lanes for Major County Road Corridors	Feasibility Study will include arterial level or greater road classifications, including Dogwood, Austin, Keystone, Worthington Roads.
Feasibility Study for Road Shoulder Widening on Various County Paved Roads	Feasibility Study will look at road safety of agricultural equipment and need for road shoulder widening on various county roads. Road shoulders are used for agricultural traffic that exceeds 12' widths typically; improving road shoulders will improve safety.
SR 111 Corridor Plan	Prepare a Corridor for SR 111 between SR 115 and SR 7/I-8 Junction.
Bridges	
Freight Route Grade-Separation Study	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.
International Border	
Border Crossing Logistics Improvement Plan	Study the logistics of goods movements at the borders and identify projects to reduce inefficiencies, streamline inspection process (non-intrusive methods, pre-inspection at point of origin); support development of trans-shipment facilities at border crossing.
Rail Cargo	
Rail Crossing Grade Separation Study	Study to identify potential locations for grade separations along the regional arterial network.
Desert Line Feasibility Study	Develop a capital and operational feasibility study for implementing freight train services on the entire 148-mile "Desert Line" railroad via Baja California and through eastern San Diego County into Imperial County, which builds upon efforts of the government agencies responsible for ROW ownership.
Grade Separation Study at SR 78/Glamis	Prepare a grade separation study at the intersection of SR 78/Glamis.

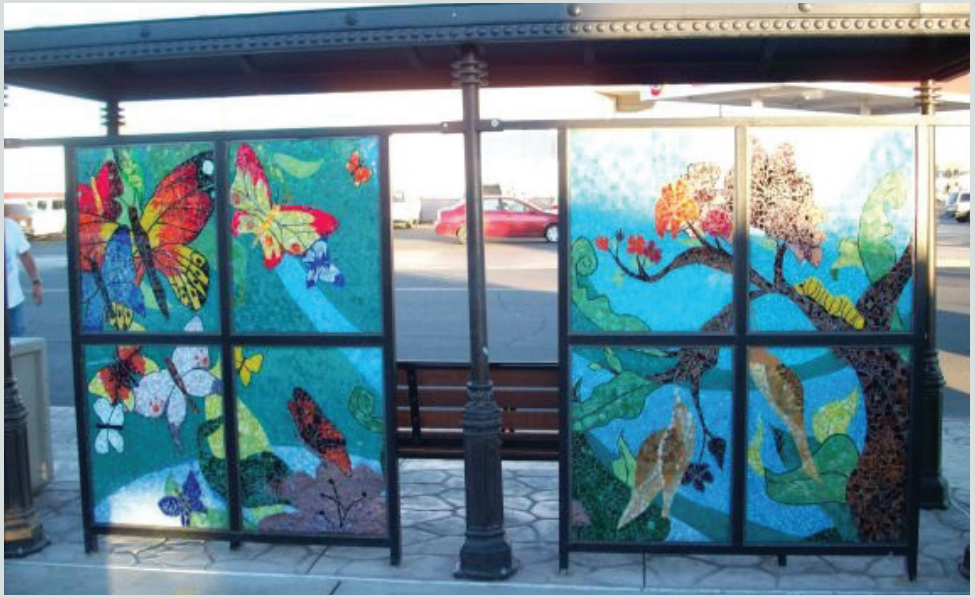
Study	Description
Transit	
Countywide Passenger Rail System	Planning Study to evaluate the feasibility and preliminary concept behind a countywide passenger rail network. May also include links to the Coachella Valley
Imperial County to San Diego County Passenger Rail System	Planning Study to evaluate the feasibility and preliminary concept behind a multicounty passenger rail system. I believe Caltrans is already exploring funding to evaluate this concept.
Active Transportation	
Feasibility Study/Planning for Bicycle Corridor Pathways	Feasibility Study for using Old Hwy 111 between El Centro and Brawley as a bicycle corridor.
Calipatria ATP Projects	Pedestrian Safety Study in the City of Calipatria.

CHAPTER 5

OUR IMPERIAL VALLEY, OUR FUTURE, OUR GROWTH.

The Regional Long-Range Transportation Plan Update

Implementation & Monitoring



IMPLEMENTING THE LRTP

The Long Range Transportation Plan identified over 180 projects that were prioritized from short-range to long-range. Chapter 4 outlined the process by which projects were prioritized from short-range to long-range and unconstrained. Funding for projects was taken into consideration to determine what projects could be constructed within the available funding and what projects would need supplemental funding to be completed. This constrained and unconstrained project list is the critical path to successful realization of the overall LRTP.

This chapter lays out ICTC's strategy to invest in the projects identified in the LRTP. The LRTP has identified potential funding sources and a maintenance plan that will support the LRTP and bring the projects to reality.

FUNDING STRATEGIES

The purpose of identifying fudning sources is to provide ICTC with a forecast of reasonably available funding from traditional revenue sources for funding transportation improvements through 2045. This section outlines Federal, State, and local sources of revenue for funding transportation improvements.

Federal, state, and local governments invest in billions of dollars every year in the nation's transportation system. The Long Range Transportation Plan contains a fiscally constrained list of projects and programs. All projects and programs have been identified with potential funding sources that will help complete the project during the time horizon of this plan. The full list of identified funding sources and their funding amount can be found in **Appendix G.**

ICTC, Imperial County, and the cities in the County should pursue funding opportunities and coordinate efforts on projects that affect and benefit multiple jurisdictions. Coordination and joint efforts also strengthen grant applications due to combined benefits for multiple jurisdictions. Agencies who show as much "multi-benefit" outcomes increase the odds of successfully winning a grant.

Table 11 lists possible funding opportunities that could further support the identified project list.

Table 11. Funding Sources

Funding Source	Title	Description	Grant Type
Federal Funding			
U.S. Department of Transportation (U.S DOT)	Safe Streets and Roads for All	$5 billion in appropriated funds over 5 years, 2022-2026. The program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries involving all roadway users, including pedestrians, bicycles, public transit, and micromobility	Competitive
U.S. Department of Transportation (U.S DOT)	Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Programs	The SMART program was established to provide grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety,	Competitive
U.S. Department of Transportation (U.S DOT)	The Rural Surface Transportation Grant Program	The Rural Surface Transportation Grant Program supports projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.	Competitive
U.S. Department of Transportation (U.S DOT)	Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Funds for the FY 2023 RAISE grant program. will be awarded on a competitive basis, per statute, for surface transportation infrastructure projects that will improve: safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness and opportunity including tourism; state of good repair; partnership and collaboration; and innovation.	Competitive
Federal Highway Administration (FHWA)	Promoting Resilient Operations for Transformative Efficient, and Cost Saving Transportation (PROTECT) Program	The vision of the PROTECT Discretionary Grant Program is to fund projects that address the climate crisis by improving the resilience of the surface transportation system, including highways, public transportation, ports, and intercity passenger rail.	Competitive
FHWA	Bridge Investment Program (BIP)	The BIP establishes the Bridge Investment Program (BIP) to provide grants, on a competitive basis, to improve bridge condition and the safety, efficiency, and reliability of the movement of people and freight over bridges.	Competitive
Federal Transportation Administration (FTA)	Accelerating Innovative Mobility (AIM)	AIM will highlight FTA's commitment to support and advance innovation in the transit industry	Competitive
FTA	Advanced Driver Assistance Systems (ADAS) for Transit Buses Demonstration and Automated Transit Bus Maintenance and Yard Operations Demonstration Program	Part of FTA's Bus Automation Research program, the Advanced Driver Assistance Systems (ADAS) for Transit Buses Demonstration and Automated Transit Bus Maintenance and Yard Operations Demonstration program provides funding to help improve transit bus safety and efficiency, including in bus yards.	Competitive
FTA	All Stations Accessibility Program	The All Stations Accessibility Program provides competitive funding to assist in the financing of capital projects to repair, improve, modify, retrofit, or relocate infrastructure of stations or facilities for passenger use, including load-bearing members that are an essential part of the structural frame; or (2) for planning projects to develop or modify a plan for pursuing public transportation accessibility projects, assessments of accessibility, or assessments of planned modifications to stations or facilities for passenger use.	Competitive
FTA	American Rescue Plan Act of 2021	The American Rescue Plan Act of 2021 (ARP), which President Biden signed on March 11, 2021, includes $30.5 billion in federal funding to support the nation's public transportation systems as they continue to respond to the COVID-19 pandemic and support the President's call to vaccinate the U.S. population.	Competitive

Funding Source	Title	Description	Grant Type
FTA	Better Utilizing Investments to Leverage Development (BUILD)	US DOT's Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program funds investments in transportation infrastructure, including transit.	Competitive
FTA	Bus Exportable Power Systems (BEPS)	US DOT's Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program funds investments in transportation infrastructure, including transit.	Competitive
FTA	Capital Investment Grants	Provides funding through a multi-year competitive process for transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years to be eligible for funding.	Competitive
FTA	Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310	Formula funding to states for the purpose of assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities.	Formula
FTA	Enhancing Mobility Innovation	FTA's Enhancing Mobility Innovation program advances a vision of mobility for all – safe, reliable, equitable, and accessible services that support complete trips for all travelers. The program promotes technology projects that center the passenger experience and encourage people to get on board, such as integrated fare payment systems and user-friendly software for demand-response public transportation.	Competitive
FTA	Congestion Mitigation and Air Quality Program (CMAQ)	CMAQ provides funding to areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter. States that have no nonattainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending. Funds may be used for any transit capital expenditures otherwise eligible for FTA funding as long as they have an air quality benefit.	Formula
FTA	National Highway Performance Program	Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.	Formula
FTA	Surface Transportation Block Grant Program	Provides funding that may be used by states and localities for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.	Formula
FTA	Formula Grants for Rural Areas	Provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.	Formula
FTA	Integrated Mobility Innovation	FTA's Integrated Mobility Innovation (IMI) Program funds projects that demonstrate innovative and effective practices, partnerships and technologies to enhance public transportation effectiveness, increase efficiency, expand quality, promote safety and improve the traveler experience.	Competitive
FTA	Mobility, Access & Transportation Insecurity: Creating Links to Opportunity Research and Demonstration Program	Funds a research and demonstration effort to improve people's access to affordable transportation, especially in areas that currently lack efficient and convenient transit options and measure the effect of reducing transportation insecurity through improved mobility access on people and their communities.	Competitive
FTA	Public Transportation Innovation - 5312	Provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers.	Competitive

Funding Source	Title	Description	Grant Type
FTA	Safety Research and Demonstration Program	The Safety Research and Demonstration (SRD) Program is part of a larger safety research effort at the U.S. Department of Transportation that provides technical and financial support for transit agencies to pursue innovative approaches to eliminate or mitigate safety hazards. The SRD program focuses on demonstration of technologies and safer designs.	Competitive
FTA	Buses and Bus Facilities Formula Program	Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.	Formula
State Funding			
Air Resources Board	Sustainable Transportation Equity Project (STEP)	Provides financial support for projects intended to help low-income and disadvantaged communities identify residents' transportation needs and prepare to implement clean transportation and land use projects. (California Climate Investments)	Competitive
California Transportation Commission	Local Streets and Roads (LSR) Program	The purpose is to provide approximately $1.5 billion per year to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and road systems.	Formula
California Transportation Commission	Solutions for Congested Corridors (SCCP)	Provide funding to achieved a balanced set of transportation, environmental and community access improvements to reduce congestions throughout the state.	Competitive
Caltrans	State Transportation Improvement Program (STIP)	The STIP is the biennial five-year plan adopted by the Commission for Future Allocations of certain state transportation funds, state highway improvements, intercity rail, and regional highway and transit improvements.	Competitive
California Department of Parks and Recreation	Recreational Trails Program (RTP)	The RTP provides funds to the States to develop and maintain Recreational Trails and trail-related facilities for both non-motorized Recreational Trails uses.	Competitive
Caltrans	Active Transportation Planning Grants (ATP)	Funding for sidewalks, bike lanes, trails, Safe Routes to School programs, and bicycle and pedestrian plans.	Competitive
Caltrans	Sustainable Transportation Planning Grants (STP)	Intended to support and implement Regional Transportation Plans, Sustainable Communities Strategies/Alternative Planning Strategies, and to ultimately achieve the State's GHG reduction target.	Competitive
Caltrans	Transportation Development Act	The goal of this act is to improve existing public transportation services and encourage regional transportation coordination. TDA established two funding sources; the Local Transportation Fund (LTF), and the State Transit Assistance (STA) fund.	Formula
California Natural Resource Agency	Urban Greening	The program supports the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. (California Climate Investments)	Competitive
California Natural Resources Agency & Caltrans	Environmental Enhancement and Mitigation (EEMP)	The EEMP is an annual program that offers grants to local, state, and federal governments, and nonprofit organizations for projects to mitigate the environmental impacts caused by new or modified public transportation facilities.	Competitive

Funding Source	Title	Description	Grant Type
Air Resources Board	Clean Truck and Bus Vouchers	Vouchers for the purchase of zero-emission trucks and buses, including funding for charging or fueling infrastructure	Unknown
Caltrans	Low Carbon Transit Operations Program	Operating and capital assistance for transit agencies to reduce GHG emissions and improve mobility, with a priority on serving disadvantaged communities (California Climate Investments)	Formula
Caltrans	Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA)	PTMISEA was created by Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Of the $19.925 billion available to Transportation, $3.6 billion dollars was allocated to PTMISEA to be available to transit operators over a ten-year period. Funds in this account are appropriated annually by the Legislature to the State Controller's Office (SCO) for allocation in accordance with Public Utilities Code formula distributions: 50 percent allocated to Local Operators based on fare-box revenue and 50 percent to Regional Entities based on population.	Unknown
Caltrans	Highway Safety Improvement Program (HSIP)	The HSIP is a core federal-aid program to States for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. California's Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors.	Competitive
Local Funding			
Local Jurisdictions	Measure D Sales Tax Revenues	Measure D is a one-half cent transportation sales tax that has generated more than $140 million for country transportation improvement projects.	Tax / Annual Budget
SCAG	Sustainable Communities Program	Technical assistance program that strengthens partnerships with local agencies and strategic partners who are responsible for land use and transportation decisions. The SCP provides opportunities to secure resources to meet diverse planning needs of local communities.	
SCAG	Local Community Engagement and Safety Mini Grants	The Go Human Mini Grants Program has provided funding to non-profits and community based organizations to implement local traffic safety projects since 2018. It is aimed to build street-level community resiliency and increase the safety of people most harmed by traffic injuries.	
SCAG	Enhanced Infrastructure Financing District (EIFD)	EIFFDs are a type of tax increment financing district cities and counties could form to help fun economic development projects. It allows to funds climate change adaptation projects, including projects that address conditions that impact public health and extreme weather events.	
People For Bikes	PeopleForBikes Community Grant Program	The programs provides fuunding to non-profit organizations that supports bicycle infrastructure projects and targeted initiatives that make it easier and safer for people of all ages and abilities to ride.	

ICTC understands that the LRTP is ever-evolving and will be used as a "living document." Although the LRTP must be updated every four years, it is important to understand that the needs of Imperial County are continuously changing, and new technology and innovative solutions regularly surface. ICTC must develop systems to respond to changing travel demands and keep up with innovation in the fields of transportation and planning.

Several implementation concepts have been identified to support the LRTP and ensure that the plan will continue moving forward.

THE ACTION PLAN

Invest in the Plan

- « Identify strategies and opportunities to access and leverage state and federal funding.
- « Seek opportunities to utilize and/or set-aside local funds where feasible for local matching requirements

Implement the Plan

- « Study infrastructure needs and identify opportunities to implement projects that will meet community needs.
- « Continue dialogue with appropriate agencies to identify trade-offs and opportunities to improve the County's transportation network.

Monitor Progress

- « Monitor the Plan by establishing a website where project information can be available for the public on a regular basis and shared/updated by departments countywide.
- « Monitor developing technologies and their potential impacts on transportation (e.g. autonomous vehicles, alternative fuels, and smartphone applications).
- « Monitor state and federal legislation and regulations.
- « Evaluate the effectiveness of the programs and activities identified in the Plan on an annual basis.

Modify & Maintain

- « Conduct studies evaluating the feasibility of multi-modal corridor enhancements.
- « Study options to improve transit services and connectivity along corridors and existing Mobility Hubs.
- « Support local initiatives to maintain and modernize signal synchronization corridors countywide.
- « Continue to coordinate with Community Based Organizations (CBO's to ensure community concerns are met.
- «Report on the Plan's progress in terms of completing or funding projects to the public. This could be accomplished through social media, updating the LRTP website, and updating the GIS mapping tool.