California-Baja California Border Master Plan

Plan Maestro Fronterizo California-Baja California

Technical Appendix

SEPTEMBER 2008

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Technical Appendix

Submitted to

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The California-Baja California Border Master Plan was commissioned by the U.S./Mexico Joint Working Committee to the California Department of Transportation (Caltrans) and the Secretariat of Infrastructure and Urban Development of Baja California (Secretaría de Desarrollo Urbano del Estado de Baja California or SIDUE) for the California-Baja California border region.

Caltrans GobBC Gobierno del Estado Secretaría de Infraestructura y Desarrollo Urbano del Estado servicebureau SANDAG

Appendix A
Project-Specific Documentation

PURPOSE

Under the direction of the U.S. / Mexico Joint Working Committee, the California Department of Transportation (Caltrans) and the State of Baja California's Secretariat of Infrastructure and Urban Development (SIDUE) hereby establish the California-Baja California Border Master Plan Policy Advisory Committee and Technical Working Group. These groups will participate in the development of a Border Master Plan—a comprehensive approach for coordinating planning and delivery of Port of Entry (POE) and transportation infrastructure projects serving POEs in the California-Baja California region. Ideally the approach and methodologies identified in the Border Master Plan would be incorporated into the respective planning and programming processes of the individual participating agencies at the federal, state, regional, and local levels in the U.S. and Mexico.

LINE OF REPORTING

The Policy Advisory Committee and the Technical Working Group will report to Caltrans and SIDUE for the development of the California-Baja California Border Master Plan. Caltrans and SIDUE, in turn, report to the U.S. / Mexico Joint Working Committee for this project.

RESPONSIBILITIES

The Policy Advisory Committee will be responsible for providing direction, approving the study parameters, and establishing criteria for future evaluation of projects. Proposed objectives of Policy Advisory Committee are outlined below:

- Establish clear parameters for the Border Master Plan such as defining the "Border Region" for the purposes of this study, as well as the time horizon for data analysis and other issues needing definition as requested by the Technical Working Group.
- Ensure that the Border Master Plan goals are comprehensive and consistent with all stakeholder plans and strategies.
- Review and approve criteria for prioritizing improvements to existing or new POEs and connecting roads within the border region in future efforts.
- Seek to incorporate the study's findings and methodologies into their agencies' own planning and programming processes and into appropriate transportation and POE planning and funding documents.
- Commit resources and staff to the effort to ensure the timely exchange of information and data needed to successfully complete the study.
- Facilitate the exchange of information for ongoing and future planning and implementation activities.
- Participate in future Master Plan updates and/or other study recommendations as approved by the Policy Advisory Committee.

The Technical Working Group will be responsible for supporting the Consultant to implement the direction of the Policy Advisory Committee by providing requested information in a timely manner,

and for making recommendations to the Policy Advisory Committee. Some of the proposed objectives of the Technical Working Group are outlined below:

- Assist in plan development process by providing the Consultant data and information requested on a timely schedule.
- Review transportation and POE infrastructure assessments, proposals, and other pertinent information as requested by the Consultant.
- Endorse and forward to the Policy Advisory Committee criteria developed by the Consultant to prioritize improvements to existing or new POEs as well as connecting roads within a bi-state framework in future studies.
- Make recommendations to the Policy Advisory Committee and serve as a resource to the Consultant to maximize the opportunities to successfully complete this study.

MEMBERSHIP

The agencies listed below have been invited to participate in the Border Master Plan Policy Advisory Committee. Each agency will be asked to designate executive level managers to serve on the Policy Advisory Committee. Each agency will also designate senior staff to serve on the Technical Working Group.

United States

- U.S. Department of State (DOS)
- U.S. Customs and Border Protection (CBP)
- U.S. General Services Administration (GSA)
- U.S. Federal Highway Administration (FHWA)
- California Department of Transportation (Caltrans)
- County of San Diego
- City of San Diego
- County of Imperial
- City of Calexico
- Imperial Valley Association of Governments (IVAG)
- Southern California Association of Governments (SCAG)
- San Diego Association of Governments (SANDAG)

Mexico

- Secretariat of Foreign Relations (Secretaría de Relaciones Exteriores, SRE)
- Secretariat of Communications and Transportation (Secretaría de Comunicaciones y Transportes, SCT)
- General Customs Administration (Administración General de Aduanas)
- Secretariat of Social Development (Secretaría de Desarrollo Social, SEDESOL)
- Institute of Administration and Estimates of National Real Estate (Instituto de Administración y Avalúos de Bienes Nacionales, INDAABIN)
- Secretariat of Infrastructure and Urban Development of Baja California (Secretaría de Infraestructura y Desarrollo Urbano del Estado, SIDUE)
- Municipal Planning Institute of Tijuana (Instituto Municipal de Planeación de Tijuana, IMPLAN)
- Municipal Planning Institute of Mexicali (Instituto Municipal de Planeación de Mexicali, IMIP)
- Municipality of Tecate (Municipio de Tecate)

Other agencies may be invited to participate on specific tasks as work progresses.

MEETING TIME AND LOCATION

It is anticipated the Policy Advisory Committee and the Technical Working Group will hold six meetings each. The term of the project is from October 2006 through March 2008. Meeting locations will alternate between California and Baja California.

SELECTION OF THE CHAIR

Executive level staff from Caltrans and SIDUE will serve as co-chairs on the Policy Advisory Committee. Senior level staff from Caltrans and SIDUE will serve as co-chairs on the Technical Working Group.

DURATION OF EXISTENCE

The California-Baja California Border Master Plan Policy Advisory Committee and Technical Working Group will exist until the termination of the Border Master Plan study.

California-Baja California Border Master Plan

United States

Agency	Policy Advisory Committee Member	Alternate PAC Member	Technical Working Group Member
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United States

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Mexico

Agency	Policy Advisory Committee Member	Alternate PAC Member	Technical Working Group Member
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Mexico

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Mexico

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Mexico

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Mexico

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Invited Parties

National Immigration Institute (INM)	Name, Title and Address: Lic. Francisco Javier Reynoso Nuño Deledago Regional Blvd. Diamante s/n esq. con Cuarzo Fracc. La Esmeralda Tijuana, B.C. *Ph:664-636-6022 ext. 1* *Fax:* *Email: freynoso@inami.gob*	Name, Title and Address: Lic. Iveth Baltazar Quintana Subiretora de Regulacion Puente Puerta Mexico s/n Col. Federal Zona Centro *Ph:664-682-9862* *Fax:664-682-4952* *Email: ibaltazar@inami.gob.mx*	Name, Title and Address: Pamela Alejandro Davila Agente Federal de Migracion Puente Puerta Mexico s/n Col. Federal Zona Centro *Ph:664-682-9862* *Fax:664-682-4952* *Email: choco_pam@hotmail.com*
Secretariat of Economic Development Baja California	Name, Title and Address: Dr. Roberto Reyes Rivera Subsecretario de Desarrollo Empresarial - SEDECO Tijuana Edificio Juan Ruiz de Alarcon #1572 Zona Rio; 2nd Piso Tijuana, B.C. 22320 *Ph: 664-682-9381* *Fax: 664-682-9192* *Email: roreyes@baja.gob.mx*	Name, Title and Address: Lic. Francisco Verduzco Ortiz Jefe del Departamento de Gestion Empresarial y Comercio Exterior - SEDECO Mexicali Edificio del Poder Ejecutivo 4th Piso Calzada Independencia No. 994 Centro Cívico - Mexicali B.C. 21000 *Ph: 686-558-10-00 Ext. 1568* *Fax:* *Email: fverduzco@baja.gob.mx*	Name, Title and Address: Lic. Francisco Verduzco Ortiz Jefe del Departamento de Gestion Empresarial y Comercio Exterior - SEDECO Mexicali Edificio del Poder Ejecutivo 4th Piso Calzada Independencia No. 994 Centro Cívico - Mexicali B.C. 21000 *Ph: 686-558-10-00 Ext. 1568* *Fax:* *Email: fverduzco@baja.gob.mx*

Invited Parties

Baja California Secretariat of Tourism	Name, Title and Address: Oscar Escobedo Carignan Secretario de Turismo Edificio Juan Ruiz de Alarcon #1572 Zona Rio; 3er Piso Tijuana, B.C. 22320 *Ph: 664-682-3367* *Fax:664-682-9061* *Email: oescobedo@baja.gob.mx*	Name, Title and Address: Lic. Ives Lelevier Ramos Subsecretario Tijuana Edificio Juan Ruiz de Alarcon #1572 Zona Rio ; 3er Pizo Tijuana, Baja California, Mx. 22320 *Ph: 664-682-3367* *Fax: 664-682-9061* *Email: ilelevier@baja.gob.mx*	Name, Title and Address: Héctor Mendiola Sáenz Director de Fomento a la Inversion Tijuana Edificio Juan Ruiz de Alarcon #1572 Zona Rio ; 3er Pizo Tijuana, Baja California, Mx. 22320 *Ph: 664-682-3367* *Fax: 664-682-9061* *Email: hmendiola@baja.gob.mx*
Secretariat of Tourism Municipal Economic Development Tijuana	Name, Title and Address: Ing. Jesús Manuel Sández Contreras Secretario de Desarrollo Económico - Tijuana Palacio Municipal, 2do. Nivel Ave. Independencia No. 1350 Tijuana, Baja California, México CP 22320 *Ph: 664-973-7036* *Fax: 664-973-7037* *Email: jmsandez@tijuana.gob.mx*	Name, Title and Address:	Name, Title and Address:

California-Baja California Border Master Plan
Revised Schedule of Meetings

Task No.		Revised Schedule	
		TWG	PAC
1	Stakeholders Participation		10/20/06
2	State of the Practice	12/7/06	1/25/07
3	Current Capacity and Demand; Short-Term Transportation and POE Needs	3/22/07	7/26/07
4	Estimate Growth of Travel Demand	6/21/07	7/26/07
5	Evaluation Criteria	10/3/07	
5	Evaluation Criteria	11/8/07	12/13/07
6	Mid- and Long-Term Transportation and POE Needs; Prioritized List	4/24/08	5/22/08
7	Draft and Final Report--Presentations	7/17/08	9/18/08

California-Baja California Border Master Plan
Policy Advisory Committee
Friday, October 20, 2006
Summary of Agreements

Welcome and Introductions:
Pedro Orso-Delgado, Caltrans, welcomed the Policy Advisory Committee attendees. Self-introductions were conducted as follows:

Sylvia Grijalva and Lisa M. Dye, Federal Highway Administration (FHWA); Gary Gallegos and Rachel Kennedy, San Diego Association of Governments (SANDAG); Jim King and Steve Baker, General Services Administration (GSA); Ernesto Lavin and Nestor Valdez, Secretariat of Communications and Transportation (SCT); Robert Goralka and Megan Jones, County of San Diego; Bob Ham and Rosa Lopez, Imperial Valley Association of Governments (IVAG); Adele Fasano and Andy Brinton, Customs and Border Protection (CBP); Sergio Montes and Carlos Lopez, Secretariat of Infrastructure and Urban Development of Baja California (SIDUE); Office of the Governor of Baja California; Jorge D'Garay, Julieta Sanchez, and Evangelina Ceballos, Office of the Governor of Baja California; Carlos Landeros, Aduana Tijuana; Juan Flores, Aduana Mexico; Elisa Arias and Cheryl Mason, SANDAG Service Bureau; Pedro Orso-Delgado, Bill Figge, Sergio Pallares, Exie Mascorro, and Jessica Cessieux, Caltrans.

Summary of Agreements:

Jessica Cessieux presented the following agreements that were later approved by all PAC members in attendance:

AGREEMENTS

- PAC members need to send a list of additional recommended agencies to Caltrans and SIDUE by Friday, October 27, 2006.
- The TWG has been postponed from November 30, 2006 to December 7, 2006. The study schedule will be reviewed at the first TWG meeting.
- Additional time was approved for the TWG to return the Task 2 questionnaire. The new date was set for November 15, 2006. TWG representatives should contact Elisa Arias or Cheryl Mason with any questions.
- PAC representatives are responsible for their own agency to meet a deadline for request for information.
- In Mexico, the Office of the Governor of Baja California (Jorge D'Garay) will ensure that agencies meet deadlines for requests for information.
- The BMP effort should feed into the Border Liaison Mechanism and then into Borders and Bridges Group and other binational groups involved in binational U.S. and Mexico POE and transportation planning efforts.
- The PAC's next meeting will be held on January 25, 2007, in Tijuana or Mexicali, Mexico.
- Other Interested Agencies not included in the PAC can be invited to participate in specific TWG tasks. Sergio Pallares encouraged the group to submit their recommendations as soon as possible.

California-Baja California Border Master Plan
Policy Advisory Committee
Thursday, January 25, 2007
Summary of Agreements

Attendees:

Gary Gallegos, Hector Vanegas, and Rachel Kennedy, San Diego Association of Governments (SANDAG); Lisa Dye and Sylvia Grijalva, Federal Highway Administration (FHWA); Ramon Riesgo, General Services Administration (GSA); Jorge D'Garay and Evangelina Ceballos, Office of the Governor of Baja California; Sergio Montes, Carlos Lopez, and Octavio Galan, Secretariat of Infrastructure and Urban Development of Baja California (SIDUE); Dana Smith, City of Chula Vista; Megan Jones, County of San Diego; Arnold San Miguel, Southern California Association of Governments (SCAG); Inocencio Cuellar Lopez and Elias Paez Frias, Municipal Planning Institute of Mexicali (IMIP); Sergio Vales, Office of Direction of Urban Administration of the Municipality of Tecate; Adele Fasano and Paul Henning, United States Customs and Border Protection (CBP); David Buentello, United States Consulate in Tijuana; Arturo Barrios, Secretariat of Exterior Relations (SRE); Lydia Antonio, Mexican Consulate in San Diego; Fernando Verduzco Ortiz, Secretariat of Economic Development of Baja California; Armando Villa, City of Calexico; Salvador Leon Madrigal and Jose Luis Rodriguez, Office of Direction of Urban Administration of the Municipality of Mexicali; Delia Castellanos, Municipal Planning Institute of Tijuana (IMPlan); Carlos Morales and Carlos Landeros, Aduanas; Elisa Arias and Cheryl Mason, SANDAG Service Bureau; Pedro Orso-Delgado, Bill Figge, Sergio Pallares, and Jessica Cessieux, Caltrans.

Teleconference Participants:

Daniel Darrach, United States Department of State (DOS); Chad Gilchrist, United States Customs and Border Protection (CBP).

Agreements:

1. The Policy Advisory Committee approved the Border Zone Study Area to include an "Area of Influence" [60 miles (100 km) north and south of the California-Baja California International Border] and a "Focus Study Area" [10 miles north and 10 miles south of the California-Baja California International Border].
2. The office of the Direction of Urban Administration of the Municipality of Mexicali will represent the Municipality of Mexicali on the Policy Advisory Committee and the Municipal Planning Institute of Mexicali will represent the Municipality of Mexicali on the Technical Working Group.
3. The Federal Highway Administration (FHWA) will coordinate future actions aimed at exchanging information on U.S. and Mexico transportation and port of entry (POE) forecast modeling processes through a peer review panel.
4. One of the byproducts of the BMP will be a concept paper proposing a national and binational model for international ports of entry approvals.
5. Project evaluation criteria will include economic impacts as an additional variable. If data is not readily available, SANDAG Service Bureau will make a recommendation for future data collection efforts.
6. The FHWA and the Secretariat of Exterior Relations (SRE) will convene a conference call with appropriate agencies to discuss the purpose and use of information requested for this study.

California-Baja California Border Master Plan
Policy Advisory Committee Meeting
Thursday, July 26, 2007
Summary of Agreements

Participants: Gary Gallegos, Hector Vanegas, Rachel Kennedy-San Diego Association of Governments (SANDAG); Sylvia Grijalva, Lisa Dye-Federal Highway Adminsitration (FHWA); Jorge D'Garay, Evangelina Ceballos-Office of the Governor of Baja California; Sergio E. Montes, Carlos Lopez Rodiguez-Secretariat of Infrastructure and Urban Development (SIDUE); Sean Carlos Cazares-Secretariat of Exterior Relations (SRE); Lydia Antonio-Mexican Consulate, San Diego; Miguel Angel Mendez-Institute of Administration and Estimates of National Real Estate (INDAABIN); Rosa C. Lopez-Imperial Valley Association of Governments(IVAG); Carlos Landeros-General Customs Administration of Tijuana (ADUANAS-Tijuana); Roberto Diaz, Jorge Wismann-General Customs Administration (ADUANAS-Tecate); Carlos Morales Tayavas-General Customs Administration (ADUANAS-Mexico D.F.); Elias Paez Frias, Carolina Diaz Sanchez-Municipal Planning Institute of Mexicali(IMIP); Jose Luis Rodriguez-Municipality of Mexicali ; Ana Elena Espinoza-Municipal Planning Institute of Tijuana (ImPlan); Scott Tulloch-City of Chula Vista; Megan Jones-County of San Diego, Dan Voll-U.S. General Services Administration (GSA); Armando Villa-City of Calexico; Elisa Arias, Cheryl Mason-San Diego Association of Governments, Service Bureau; Rob Stott, Bill Figge, Sergio Pallares, Jessica Cessieux, Jose Marquez, Alma Sanchez-Caltrans.

Teleconference Participants: Andy Brinton-CBP, Bob Ham-IVAG, Pablo Gutierrez-SCAG

Summary of Agreements:

1. Include all data projections sources, such as from CBP, Mexican Customs (Aduanas), SIDUE, Caltrans and SANDAG in the BMP Study and refer all good ideas mentioned in the PAC's July 26, 2007 meeting to related to the "Data Projections Peer Review Exchange Process" led by FHWA.

2. Caltrans will invite and host a conference call week of July 30, 2007, send an invitation to all PAC members to participate in a conference call on Cross Border Wait Times Data and Methodology at a date to be defined by the majority of the members.

3. The Policy Advisory Committee approved Option 2 Project Evaluation Criteria for mid- and long term projects with a minimum of 3 months extension for the study as requested by the consultants and with additional cost $33, 000.00. BMP calendar schedule will be modified accordingly.

California – Baja California Border Master Plan
Policy Advisory Committee Meeting
December 13, 2007
Attendance and Meeting Agreements

Policy Advisory Committee Attendees: Hector Vanegas - San Diego Association of Governments (SANDAG); Carlos Lopez – Secretariat of Infrastructure and Urban Development (SIDUE); Roberto Gamez – Institute of Administration and Estimates of National Real Estate (INDAABIN); Alberto Porras – General Customs Administration (Aduanas – Mexico); Carlos Morales Tayavas – (Aduanas – Tijuana); Daniel Voll, Ramon Riesgo – General Services Administration (GSA); Dave Kaplan – City of Chula Vista; Paul Henning – U.S. Customs and Border Protection (CBP); Sylvia Grijalva, Lisa Dye – Federal Highway Administration (FHWA); Ricardo Pineda, Lydia Antonio – Consulate of Mexico San Diego; Sean Carlos Cazares – Secretariat of Exterior Relations (SRE); Haydee Martinez – Municipality Planning Institute of Tijuana (IMPLAN); Iveth Baltazar, Pamela Alejandro – National Institute of Immigration (INM); Rosa Lopez – Imperial Valley Association of Governments (IVAG); Elisa Arias, Cheryl Mason – SANDAG Service Bureau; Bill Figge, Sergio Pallares, Jose Marquez, Alma Sanchez – Caltrans.

Teleconference Participants: Dan Darrach, Rob Allison – U.S. Department of State (DOS); Sergio Gutierrez – Secretariat of Communications and Transportation (SCT); Carolina Diaz – Municipality Planning Institute of Mexicali (IMIP).

SUMMARY OF AGREEMENTS:

1. Sylvia Grijalva of FHWA made a motion to approve and it was seconded by Haydee Martinez of IMPLAN, Tijuana, to approve the methodology as presented in the Proposed Port of Entry Projects Evaluation Criteria, Scoring and Weighting.

2. CBP will present in writing its proposed comments to POE qualitative criteria by December 31, 2007. *

3. Sean Carlos Cazares, SRE, made a motion to approve and it was seconded by Ramon Riesgo, GSA to approve the proposed Transportation Facility Evaluation Criteria, Scoring, and Weighting.

NEXT MEETING DATES AND LOCATION **

The next TWG meeting is scheduled on Thursday, March 27, 2008 at Caltrans from 11:00 a.m. to 2:00 p.m. The next PAC meeting is scheduled on Thursday, April 24, 2008 from 11:00 a.m. to 1:30 p.m.

Editor's Note:
* CBP proposed the addition of one criterion for evaluating POE projects. The criterion was incorporated into the POE criteria.
** TWG meeting date was changed to April 24, 2008 and the PAC meeting date was changed to May 22, 2008.

California – Baja California Border Master Plan
Policy Advisory Committee Meeting
May 22, 2008
Summary of Agreements

Policy Advisory Committee Attendees: Rosa Lopez-Solis-Imperial Valley Association of Governments (IVAG); Dan Voll, Ramon Riesgo–General Services Administration (GSA); Carlos Morales Tayavas–General Customs Administration (ADUANAS, D.F.); Carlos Landeros–General Customs Administration (ADUANAS, Tijuana); Oscar Fernandez de Cordova-Secretariat of Communications and Transportation (SCT); Gary Gallegos, Heather Werdick, Hector Vanegas-San Diego Association of Governments (SANDAG); Sean Carlos Cázares-Secretariat of Exterior Relations (SRE); Juan M. Mondragon–Secretariat of Social Development (SEDESOL); Scott Tulloch–City of Chula Vista; Ricardo Magana, Anatolio Felix Ayon-Municipality of Mexicali; Jose Fidel Castaneda Lugo, Roberto Gamez Aguirre-Institute of Administration and Estimates of National Real Estate (INDAABIN); Consul General Maria de los Remedios Gomez-Arnau, Lydia Antonio-Consulate General of Mexico San Diego; Maria Pena-National Immigration Institute (INM); Fausto Armenta-Municipal Planning Institute of Tijuana (ImPlan); Carlos Lopez, Karlo Limon, Mario Castro-Secretariat of Infrastructure and Urban Development(SIDUE); Cesar Ruiz-Tourism Committee; Miguel A. Lopez-Ayuntamiento de Mexicali; Megan Jones-County of San Diego; Elisa Arias, Cheryl Mason-SANDAG Service Bureau; Pedro Orso-Delgado, Bill Figge, Sergio Pallares, Anthony Aguirre, Jose Marquez-Caltrans.

Teleconference participants:
Rob Allison-Department of State (DOS); Andy Brinton U.S. Customs and Border Protection (CBP), Armando Villas-City of Calexico; Lisa Dye-Federal Highway Administration (FHWA)

SUMMARY OF AGREEMENTS:

1. Upon a motion by Gary Gallegos (SANDAG) and a second by Sean Cázares (SRE), the Policy Advisory Committee approved the Port of Entry (POE) and related transportation facility project rankings as presented.

2. SRE, with agreement from the Mexican federal agency representatives, released Caltrans and SIDUE from the Border Master Plan confidentiality clause.

3. The Policy Advisory Committee proposed that Caltrans and SIDUE update the POE and transportation facility project rankings on an annual basis and conduct a comprehensive update of the study every three to four years.

NEXT MEETING DATES AND LOCATION:

The next Technical Working Group meeting is scheduled on Thursday, July 17, 2008 from 11:00 a.m. to 2:00 p.m. The next Policy Advisory Committee meeting is scheduled on Thursday, September 18, 2008 from 11:00 a.m. to 1:30 p.m.

California-Baja California Border Master Plan
Technical Working Group
December 7, 2006
Attendance and Agreements

Technical Working Group attendees:

Lisa M. Dye, Federal Highway Administration (FHWA); Rachel Kennedy, San Diego Association of Governments (SANDAG); Ernesto Lavin and Oscar Ringenbach, Secretariat of Communications and Transportation (SCT); Nick Ortiz County of San Diego; Rosa Lopez, Imperial Valley Association of Governments (IVAG); James Snider, Customs and Border Protection (CBP); Carlos Lopez, Secretariat of Infrastructure and Urban Development of Baja California (SIDUE); Inocencio Cuellar, Elias Paez, and Carolina Diaz, Municipal Planning Institute of Mexicali (IMIP); Elisa Arias and Cheryl Mason, SANDAG Service Bureau; Pedro Orso-Delgado, Bill Figge, Sergio Pallares, and Jessica Cessieux, Caltrans.

Teleconference participants:

Chad Gilchrist, Customs and Border Protection (CBP); Tony Wong, City of Calexico; Dave Kaplan, City of Chula Vista; Alejandra Gavaldon, City of San Diego; Lydia Antonio, Mexican Consulate in San Diego; Pablo Gutierrez and Arnold San Miguel, Southern California Association of Governments (SCAG).

Agreements:

- Chad Gilchrist will send CBP's Strategic Resource Assessment to Elisa Arias and Cheryl Mason of the SANDAG Service Bureau.

- The Technical Working Group approved the Border Zone Study Area presented at the meeting: Area of Influence [60 miles (100 km) north and south of the California-Baja California International Border] and a Focus Study Area [five miles north and ten miles south of the California-Baja California International Border].

- The Technical Working Group approved 2030 as the planning horizon for the Border Master Plan.

- The Technical Working Group agreed to request approval of the recommendations from PAC members. PAC members will receive an email and will be requested to respond by December 15, 2006.

- The SANDAG Service Bureau will work with Caltrans and SIDUE to identify the appropriate agencies for completing the data collection questionnaires for Tasks 3 and 4.

- TWG members will be asked to complete and return the data questionnaires for Tasks 3 and 4 by January 22, 2007.

- The next meeting of the Technical Working Group will be held at the Caltrans District Office in the Gallegos Room on February 22, 2007, from 11:00 a.m. to 2:00 p.m. *[Note: This meeting was subsequently rescheduled to March 22, 2007.]*

California-Baja California Border Master Plan
Technical Working Group
Thursday, March 22, 2007

Attendance and Agreements

Attendees:
Carlos Lopez, Secretariat of Infrastructure and Urban Development of Baja California (SIDUE); Andy Brinton, Customs and Border Protection (CBP); Elias Paez, Eduardo Raya, and Carolina Sanchez, Municipal Planning Institute of Mexicali (IMIP); Pablo Gutierrez, Southern California Association of Governments (SCAG); Jorge D'Garay, Julieta Sanchez, and Evangelina Ceballos, Office of the Governor of Baja California; Lisa Dye, Federal Highway Administration (FHWA); Bob Ham, Imperial Valley Association of Governments (IVAG); Nick Ortiz, County of San Diego; Rachel Kennedy, San Diego Association of Governments (SANDAG); Carlos Landeros, Aduanas Mexico; Lydia Antionio and Roman Fernandez, Mexican Consulate; Elisa Arias and Cheryl Mason, SANDAG Service Bureau; Pedro Orso-Delgado, Sergio Pallares, Bill Figge, Jose Marquez, Christine Antoine, Jessica Cessieux, Caltrans.

Teleconference participants: Chad Gilchrist and Dennis Counihan, CBP; Jon Ballard, General Services Administration (GSA); Tony Wong, City of Calexico.

Agreements:

- To increase participation in the Border Master Plan (BMP), Caltrans will send a letter to agency heads to formally invite them to participate in the effort.

- Caltrans and SIDUE urge all members to respond to the questionnaires (Tasks 2, 3 and 4) as soon as possible. The absolute deadline for submittal of questionnaire responses is Wednesday, April 4, 2007. The Service Bureau will be able to incorporate information received by April 4, 2007 into the analyses for the Policy Advisory Committee meeting scheduled for April 26, 2007.

- The State of Baja California is arranging for a secure site on the State's web site where BMP representatives can access questionnaires and materials and provide responses. The site will be secured with passwords. The site is anticipated to be up and ready by Friday, March 30, 2007.

- The SANDAG Service Bureau will change the current and forecast population and land use data for Municipality of Mexicali to reflect the estimates from IMIP. IMIP will provide the population and land use estimates to the Service Bureau. SIDUE agrees with these changes.

- The SANDAG Service Bureau will request SCT, GSA, Caltrans, SANDAG, SCAG, and other relevant agencies to provide any available POE border crossing data for 2005 and any intermediate forecasts through 2030 (for vehicle, bus, truck, pedestrian, rail, etc. crossings.) The Service Bureau will email the request and ask for a response by April 4, 2007.

- The Service Bureau will summarize why transportation and POE cost info is important for the context of the BMP on both sides of the border.

Reminder: The next Technical Working Group meeting is scheduled for Thursday, May 24, 2007 at Caltrans from 11:00 a.m. to 2:00 p.m. The next Policy Advisory Committee meeting is scheduled for Thursday, April 26, 2007 at Caltrans from 11:00 a.m. to 1:30 p.m.

California-Baja California Border Master Plan
Technical Working Group
Thursday, June 21, 2007
Meeting Agreements

Technical Working Group Attendees:
Sergio Montes and Carlos Lopez, Secretariat of Infrastructure and Urban Development of Baja California (SIDUE); Rachel Kennedy, San Diego Association of Governments (SANDAG); Lisa Dye, Federal Highway Administration (FHWA); Rosa Lopez, Imperial Valley Association of Governments (IVAG); Lydia Antonio, Mexican Consulate in San Diego; Carolina Diaz and Eduardo Raya, Municipal Planning Institute of Mexicali (IMIP); Tony Wong, City of Calexico; Dave Kaplan, City of Chula Vista; Francisco Luna, United States Customs and Border Protection (CBP); Bill Figge, Sergio Pallares, Jose Marquez, Alma Sanchez, Exie Mascorro and Jessica Cessieux, Caltrans; Elisa Arias and Cheryl Mason, SANDAG Service Bureau.

Teleconference Participants:
Daniel Darrach, United States Department of State (USDOS); Pablo Gutierrez, Southern California Association of Governments (SCAG); Dennis Counihan and Chad Gilchrist, U.S. Customs and Border Protection (CBP); Jon Ballard, General Services Administration (GSA).

Summary of Agreements:

1. The Service Bureau will ask CBP to take a look into projections for Calexico and Otay Mesa and see if the 2030 projections would change once the refurbished facility in Calexico and the new facility at Otay II open.
2. Remove 2000 pedestrian crossing data from report due to the change in methodology, as data is not comparable with 2005 and 2030 projections.
3. CBP (San Diego field office) will work with Service Bureau and CBP headquarters to see if they will be able to share pedestrian crossing data for all POEs (northbound crossings) from 1994 to current.
4. The State of Baja California will send their pedestrian crossing projections to the SANDAG Service Bureau within one week. FHWA sponsored peer review will review and harmonize all projection methodologies independently. FHWA will propose a date for peer review meetings and inform participants.
5. The SANDAG Service Bureau will work with CBP to gather information for peak period wait times for all POEs in 2005.
6. Single points of contact for project information to work out any inconsistencies: Rosa Lopez, IVAG for Imperial County. Carlos Lopez, SIDUE for Baja California. Rachel Kennedy, SANDAG for San Diego County. All will work with Exie Mascorro at Caltrans.
7. TWG discussed options 1 and 2 outlined in Agenda Item #7: Scope of Work: Upcoming Tasks, and asked the Service Bureau to prepare a statement of pros and cons for each option, to estimate the level of effort required for each, and to bring this item to the PAC for action. In addition, the TWG will discuss this item with their PAC representative so that he or she is fully briefed prior to the PAC meeting.
8. Projects that will be implemented during the 2007-2012 time period will be included in the short-term project list. These projects must also be located within the Focused Study Area (10 miles north and 10 miles south of the California-Baja California international border) and must serve a port of entry directly or indirectly.

Next Meeting Dates and Location:

The next Policy Advisory Committee meeting is scheduled on Thursday, July 26, 2007 at Caltrans from 11:00 a.m. to 1:30 p.m. The next Technical Working Group meeting is scheduled on Thursday, September 27, 2007 at Caltrans from 11:00 a.m. to 1:30 p.m.

(Note: The TWG meeting was subsequently rescheduled from September 27, 2007 to October 3.)

California-Baja California Border Master Plan (BMP)
Technical Working Group (TWG)
Wednesday, October 3, 2007
Summary of Agreements

Technical Working Group Attendees:
Jon Ballard, Ramon Riesgo-General Services Administration (GSA); Rachel Kennedy-San Diego Association of Governments (SANDAG); Nick Ortiz-County of San Diego; Lisa Dye-Federal Highway Administration (FHWA); Roberto Gamez-Institute of Administration and Estimates of National Real Estate (INDAABIN); Roman Fernandez-Consulate General of Mexico San Diego; Dave Kaplan-City of Chula Vista; Rosa Lopez-Imperial Valley Association of Governments (IVAG); Jorge D'Garay, Evangelina Ceballos-Office of the Governor of Baja California; Carlos Lopez-Secretariat of Infrastructure and Urban Development of Baja California (SIDUE); Elisa Arias, Cheryl Mason, Gabriel Renteria -SANDAG Service Bureau; Bill Figge, Sergio Pallares, Jose Marquez, Alfredo Medina, Alma Sanchez-Caltrans

Teleconference Participants:
Robert Allison-Department of State (DOS); Pablo Gutierrez-Southern California Association of Governments (SCAG); Andy Brinton-U.S. Customs and Border Protection (CBP);
Elias Paez- (IMIP)

Summary of BMP-TWG Agreements (Read By Alma Sanchez-Caltrans):

1. TWG Members will submit any comments in writing to SANDAG Service Bureau by October 10, 2007 on the following methodologies, presented and discussed in today's BMP- TWG.

   A) BMP- Proposed Project Evaluation Criteria for International Ports of Entry
   B) BMP-Proposed Project Evaluation Criteria for Transportation Facilities

2. On October 24, 2007, Service Bureau will send to BMP-TWG members a summary of comments received on items 1-A and 1-B above, together with their recommendations to address them.

3. On October 31, 2007 Caltrans will send out the agenda along with any attachments to TWG members for the next BMP-TWG meeting to be held on November 8, 2007.

4. The next meeting of the BMP-TWG is scheduled for November 8, 2007 at the SANDAG offices in San Diego, California.

(Updated note: The November 8, 2007 TWG meeting will be held at SANDAG, 401 B Street, 7th Floor Board Room, San Diego CA 92010.)

California-Baja California Border Master Plan (BMP)
Technical Working Group (TWG)
November 8, 2007 Meeting
Summary of Agreements

Technical Working Group Attendees:
Ramon Riesgo-General Services Administration (GSA); Rachel Kennedy-San Diego Association of Governments (SANDAG); Nick Ortiz-County of San Diego; Lisa Dye-Federal Highway Administration (FHWA); Lydia Antonio-Consulate General of Mexico San Diego; Dave Kaplan-City of Chula Vista; Rosa Lopez-Imperial Valley Association of Governments (IVAG); Carlos Lopez Rodriguez-Secretariat of Infrastructure and Urban Development of Baja California (SIDUE); Tony Wong-City of Calexico; Scott Jackson-U.S. Customs and Border Protection, San Diego Field Office; Elias Paez, Carolina Diaz-IMIP Mexicali, Elisa Arias, Cheryl Mason, Gabriel Renteria -SANDAG Service Bureau; Bill Figge, Sergio Pallares, Lam Nguyen, Pat Landrum-Caltrans

Teleconference Participants:
Jon Ballard, GSA; Dan Darrach, Robert Allison-Department of State (DOS); Pablo Gutierrez-Southern California Association of Governments (SCAG); Jose Fidel Castañeda-INDAABIN

Summary of BMP-TWG Agreements (Read by Sergio Pallares-Caltrans):

1. The TWG recommends the Policy Advisory Committee (PAC) approve the Proposed Port of Entry Projects evaluation criteria, scoring and weighting (motion by FHWA, second by SIDUE). The TWG requested the Service Bureau clarify the "Advanced Planning" category of Criteria 19: Current Phase of Project to read "Advanced Planning (Plans and Specifications)."

2. The TWG recommends the Policy Advisory Committee (PAC) approve the Proposed Transportation Facility Projects evaluation criteria, scoring and weighting (motion by FHWA, second by City of Chula Vista). The TWG requested the Service Bureau define categories in Criteria 7: Project Readiness, and clarify the calculation of Change in Average Annual Daily Traffic in Criteria 6: Cost Effectiveness (road and interchange evaluation criteria). The TWG also requested the Service Bureau revise the POE Congestion criteria to also address congestion on local circulation due to rail operations (rail evaluation criteria).

3. The TWG approved the use of the weekday Average Peak Wait Time collected by SIDUE from the CBP Border Wait Time Web site (August 21-28, 2007) in the BMP evaluation criteria (Attachment 1, Agenda Item 6). (Motion by FHWA, second by SANDAG.)

4. The TWG approved the use of Caltrans' 2030 northbound border crossing projections (passenger vehicles and commercial vehicles) and SIDUE's 2030 northbound pedestrian crossing projections in the BMP evaluation criteria (Addendum to Agenda Item 6 and Attachment 2, Agenda Item 6). (Motion by City of Calexico, second by City of Chula Vista).

5. The TWG agreed to each agency using its own LOS and capacity standards and cost estimation. Note that Caltrans is source of LOS table in packet

6. On November 21, 2007, Service Bureau will send the BMP-TWG members a summary of revisions to the evaluation criteria outlined in items 1 and 2 above. The TWG will be asked to provide comments by November 28, 2007.

7. The next TWG meeting will be held March 27, 2008 at the Caltrans offices in San Diego California

California - Baja California Border Master Plan
Technical Working Group Meeting
April 24, 2008
Attendance and Agreements

Participants:
Everett Hausser, Nick Ortiz-County of San Diego, Sergio Montes, Carlos Lopez, Sergio Soto, Mario Castro, Karlo Limon -SIDUE, Lisa Dye-FHWA, Roberto Gamez, Fidel Castañeda-INDAABIN, Dave Kaplan-City of Chula Vista, Sean Carlos Cazares-SRE, Rachel Kennedy-SANDAG, Carlos Landeros-Aduanas - Mexico, Lydia Antonio - Consulado de Mexico San Diego, Pedro Orso-Delgado, Bill Figge, Sergio Pallares, Barbara Kent, Deniz Ozakcay, Jose Marquez, Anthony Aguirre - Caltrans; and Elisa Arias, Cheryl Mason - SANDAG Service Bureau,

Phone bridge participants:
Dan Darrach (Department of State), Pablo Gutierrez (SCAG)

Agreements:
1. Recommend that roadway and interchange projects with fewer than four data elements submitted be moved to the inventory list:

    a. Move **McCabe Rd, Forrester Rd and Austin Rd** from the Roadway Projects - U.S. Arterial Projects ranking list to the inventory list.

    b. Move **SR-11 full diamond interchanges at Enrico Fermi and at Siempre Viva Rd/Loop Rd, SR-125 full diamond interchange at Lone Star Rd, and Imperial Valley's airport interchange** from the Roadway Projects - U.S. Interchange Projects ranking list to the inventory list.

2. Recommend that POE, rail roadway and interchange inventory list be provided to the Policy Advisory Committee (PAC) for information.

3. Recommend POE and transportation project rankings to the PAC for approval.

4. Carlos Lopez-SIDUE will request in writing the addition of Punta Colonet-Mexicali/Algodones railroad POE project to the inventory list.

5. Sean Cazares-SRE requested information from SIDUE on the Punta Colonet-Mexicali/Algodones railroad/POE project.

6. Recommend moving **Silicon Border POE** project from the Port of Entry project ranking list to the inventory list.

7. Carlos Lopez-SIDUE requested a week to review and make comments on the roadway projects list and to provide information such as completion dates and cost estimates for the POE projects.

Next meetings:
1. BMP - PAC: May 22, 2008 (Caltrans)
2. BMP - TWG: July 17, 2008 (Caltrans)
3. BMP – PAC: September 18, 2008 (Caltrans)
4. Submit CA-BC BMP report to the JWC in December 2008 for approval.

California-Baja California Border Master Plan
Technical Working Group
July 17, 2008
Attendance and Agreements

Attendees:
Rosa Lopez-Solis-Imperial County Association of Governments (IVAG); Francisco Calvario-Secretariat of Communications and Transportation (SCT); Olivia Maldonado-Secretariat of Economy; Cesar Ruiz–Tourism Bureau, Mexicali; Nick Ortiz, Everett Hauser-County of San Diego; Sylvia Grijalva, Lisa Dye-Federal Highway Administration (FHWA); Dave Kaplan-City of Chula Vista; Miguel Angel Mendez, Roberto Gamez-Institute of Administration and Estimates of National Real Estate (INDAABIN-Tijuana); Heather Werdick-San Diego Association of Governments (SANDAG); Maria Fernanda Suarez-Secretariat of Exterior Relations (SRE); Ricardo Magana Avina, Anatolio Felix Ayon-City of Mexicali; Cesar Ruiz Hernandez-Tourist and Convention Bureau (COTUCO) in Mexicali; Lydia Antonio-Consulate of Mexico, San Diego; Anthony Kleppe-General Services Administration (GSA); Carlos Morales-General Customs Administration (ADUANAS); Veronica Atondo-City of Calexico; Mario Castro, Karlo Limon Gonzalez-Secretariat of Infrastructure and Urban Development (SIDUE); Pedro Orso-Delgado, Bill Figge, Sergio Pallares, Anthony Aguirre, Alma Sanchez-California Department of Transportation (Caltrans-D11); Elisa Arias, Cheryl Mason, Rachel Kennedy-SANDAG Service Bureau.

Teleconference Participants:
Pablo Gutierrez-Southern California Association of Governments (SCAG)

Agreements:

1. The TWG recommends the Policy Advisory Committee (PAC) approve the California-Baja California Border Master Plan Draft Report (Motion by Federal Highway Administration; second by City of Chula Vista).

2. The TWG will submit written comments on the Draft Report that was emailed on July 9, 2008 and distributed, presented, and discussed at today's meeting to the Service Bureau by **August 1, 2008.**

3. Each Border Master Plan (BMP) partner agency listed on page 22, Table 1-1 of the BMP Draft Report will submit one or two sentences describing the agency's role in binational planning or transportation planning on the border to the SANDAG Service Bureau by **August 1, 2008**. The Service Bureau will update Table 1-1 for the Final Draft Report.

4. Any additional data that does not impact BMP project rankings and methodology may be submitted to the Service Bureau no later than August 1, 2008. This information will be placed, for reference only, in the Appendix of the BMP Final Report.

5. The TWG recommended to the PAC that Caltrans and SIDUE lead the effort to establish a schedule or cycle for periodic and comprehensive updates to the California-Baja California Border Master Plan and take the lead on conducting these updates in collaboration with the U.S.-Mexico Joint Working Committee to obtain funding sources for the California-Baja California Border Master Plan. The Service Bureau will update the report and presentation to reflect this agreement.

6. The SANDAG Service Bureau will develop and present cost estimates for BMP updates as defined in the BMP Final Report to the PAC.

Next Meeting Date and Location:
The next PAC meeting is scheduled on Thursday, September 18, 2008 at Caltrans from 11 a.m. to 1:30 p.m.

Appendix B
Planning Processes

Current Planning Practices – List of Questions	
	Questions
Question 1	What planning processes does your agency follow and/or what document(s) does your agency prepare:[1] a) To identify transportation or Port of Entry (POE) needs? b) To propose new transportation facilities or POE projects or improvements to existing ones? c) To rank proposed projects?
Question 2	Does your agency apply quantitative and/or qualitative evaluation criteria to prioritize projects? If, so please provide the evaluation criteria and related methodology.
Question 3	What planning processes does your agency follow and/or what document(s) does your agency develop to identify potential sources of funding for transportation or port of entry (POE) projects?
Question 4	What public input or participation process does your agency follow when developing transportation or POE plans? What other governmental entities does your agency coordinate or consult with?
Question 5	How often are the documents referred to above updated? What is the planning horizon for these documents?
Question 6	If your agency is not responsible for developing transportation or POE plans/programs, does your agency provide input into the preparation of local, municipal, state, or federal plans/programs?
Question 7	Do your agency's transportation and/or POE planning documents get incorporated into overall regional, state, or federal planning processes? Please explain.

[1] Examples of Planning Documents: City/County General Plan Circulation Elements, City/County Community Plan Transportation Elements, Municipal Development Plans, Municipal Partial Programs, Regional Transportation Plans, State or National Development Plans, State Transportation Plans, Capital Improvement Plans (local, state, federal), Transportation Sector Programs, Border Crossing or Border Station Plans.

Question 1: What planning processes does your agency follow and/or what document(s) does your agency prepare . . . ?			
Agency	a. to identify transportation or port of entry (POE) needs?	b. to propose new transportation or POE projects or improvements to existing ones.	c. to rank proposed projects?
U.S. Department of State (DOS)	In accordance with Executive Order (E.O.) 11423 (August 16, 1968), as amended by E.O. 13337 (April 30, 2004), the President has delegated to the U.S. DOS the authority to receive applications for, and to approve and issue, Presidential Permits for the construction, connection, operation, or maintenance of certain facilities at the borders of the United States with Canada and Mexico. Pursuant to Section 3(b) of E.O. 13337, Subsection 2(b) of E.O. 11423 and DOS Notice of Interpretation (Public Notice 5149), 70 Fed. Reg. 45,748 (2005), the DOS determined that this authority applied to all new border crossings and to all substantial modifications of existing border crossings of the international border. Permits are required for "the full range of facilities" on the border, including, inter alia, bridges, pipelines, tunnels, conveyor belts and tramways. Permit applications for most facilities at the Mexican border are processed by the DOS, although other agencies do permit certain cross-border facilities under separate legal authority. In processing permit applications, the DOS is responsible for coordinating compliance with the National Environmental Policy Act (NEPA) of 1969 (42 U.S.C. Section 4321 et seq.), the National Historic Preservation Act (NHPA) of 1966 (16 U.S.C. Section 470f), and Executive Order 12898 of February 11, 1994 (59 Fed. Reg. 7629), concerning environmental justice. To issue a permit, the DOS must find that issuance would serve the national interest.		

Question 1: What planning processes does your agency follow and/or what document(s) does your agency prepare . . . ?			
Agency	a. to identify transportation or port of entry (POE) needs?	b. to propose new transportation or POE projects or improvements to existing ones.	c. to rank proposed projects?
U.S. General Services Administration (GSA)	Based on space requests from the U.S. Department of Homeland Security's Customs and Border Protection (CBP) Bureau, GSA contracts for and administers third-party feasibility studies that identify, estimate the cost of, and evaluate alternative designs for meeting CBP's needs. In assessing the adequacy of proposed facilities, the feasibility study contractor refers to state and regional transportation plans and to municipal plans. The estimated cost and development schedule for the preferred design alternative is then included in a funding request or prospectus that, if approved by both GSA's central office and the Office of Management and Budget (OMB), is forwarded by GSA to the House of Representatives' Committee on Transportation and Infrastructure and the Senate's Committee on Environment and Public Works. Those committees usually act on the prospectuses during the summer preceding the fiscal year for which funding is requested. Funding for approved prospectuses does not become available to GSA, however, until the House of Representatives has appropriated the approved funding by passing the budget containing the proposed capital expenditure. In recent years, the federal budget has not been passed until well into the second quarter of the fiscal year.	See 1.a) response.	GSA's ranking of border station projects reflects the ranking assigned by its customer, CBP, in an annual list of regional priorities.

Question 1: What planning processes does your agency follow and/or what document(s) does your agency prepare . . . ?			
Agency	a. to identify transportation or port of entry (POE) needs?	b. to propose new transportation or POE projects or improvements to existing ones.	c. to rank proposed projects?
GSA (cont'd)	Most projects require submittal of two prospectuses, the first for site and design funding and, usually two years later, a second for construction funding. Because approval of prospectuses typically comes nearly two years after they are drafted and because another year is required to identify the CBP requirements and complete the feasibility study, construction rarely begins earlier than five years following project conception. Shortly after completion of the feasibility study, GSA initiates environmental analysis required by the National Environmental Policy Act (NEPA) and initiates a third-party program development study (PDS). The purpose of the PDS is to elaborate on the preferred design alternative identified by the feasibility study in order to provide a more solid basis for: (1) design proposals from architectural and engineering firms; and (2) the estimated project cost presented in the prospectus requesting construction funding. Upon approval of the design prospectus, GSA's selects the project architect, whose design effort is usually completed shortly before approval of the construction prospectus. Finally, upon approval of the construction prospectus, GSA selects the general contractor.		

Question 1: What planning processes does your agency follow and/or what document(s) does your agency prepare . . . ?			
Agency	a. to identify transportation or port of entry (POE) needs?	b. to propose new transportation or POE projects or improvements to existing ones.	c. to rank proposed projects?
U.S. Customs and Border Protection (CBP)	CBP's capital improvement planning process includes strategic resource assessments (SRAs). The SRAs measure the operational effectiveness of POE facilities and their ability to support CBP's mission to secure the border while facilitating trade and travel.	CBP follows a facility investment planning process. Once a need is identified through the SRA, a project outline is identified to cover short-, mid-, and long-term goals. CBP prepares a capital improvement plan (CIP) for land POEs to ensure that facility and real property funding is allocated in a systematic and objective manner. The CIP includes the following components: 1. Project Prioritization Method – The prioritization method ranks projects through an objective and equitable process that determines the projects with the most critical needs. 2. Long-Range Strategic Resource Assessments – The assessments were used to gather data to support the project prioritization method and to credibly identify projects. SSRAs include internal and external stakeholder input, assessments of existing facility conditions, predictions of future housing needs, space capacity analyses, options to meet current and future needs, and estimated costs for the recommended options. 3. Five-Year Investment Strategy – Projects identified in the SRAs follow an annual approval process to receive funding.	Data collected through the SRA process allows CBP to prioritize projects based on quantified scores derived from the following overarching criteria: mission and operations; space and site deficiencies; security and life safety; and workload and personnel growth. Each project is scored according to the project prioritization method outlined above. The resulting list of prioritized projects comprises the five-year investment strategy, which is divided into annual work plans for project execution.

Question 1: What planning processes does your agency follow and/or what document(s) does your agency prepare . . . ?			
Agency	a. to identify transportation or port of entry (POE) needs?	b. to propose new transportation or POE projects or improvements to existing ones.	c. to rank proposed projects?
CBP (cont'd)		4. Planning Database and Portfolio Management Tools – The database compiles and manages the comprehensive data necessary for the project prioritization method, long-range resource assessments, and the five-year investment strategy. Portfolio management tools include future projections, trend analysis, resource scenarios, and cost control. 5. Annual Update Process – The five-year investment strategy is updated on an annual basis. The process for updating the strategy includes assessing the need for change to the scoring criteria, scoring projects, circulating the project list to key stakeholders, and approving the annual five-year project list.	
U.S. Federal Highway Administration (FHWA) International Border Program	FWHA's International Border Program does not conduct its own assessment of needs for land POEs or for transportation facilities. The program provides information, technical expertise, and in some instances, funding so that the agencies that do assess needs can make better decisions.	Not applicable.	Not Applicable.

Question 1: What planning processes does your agency follow and/or what document(s) does your agency prepare . . . ?			
Agency	a. to identify transportation or port of entry (POE) needs?	b. to propose new transportation or POE projects or improvements to existing ones.	c. to rank proposed projects?
Caltrans	The Caltrans' project development process begins with feasibility studies and ends with a completed project. In exploring POE project needs, Caltrans would consider many factors including the purpose of the port itself, existing and proposed infrastructure, the vehicle and other modal trips to be served, transportation connectivity, and environmental and community concerns. The intent of this process is to meld engineering requirements, public involvement, and federal and state approval steps and is governed by a host of laws and regulations pertaining to programming, environmental effects, right-of-way acquisition, and contracting for construction. Caltrans' project development may take as little as a few weeks for an emergency project to restore interrupted transportation services, or decades in the case of highly controversial projects involving relocation of large numbers of people and businesses or difficult environmental issues.	Project initiation should involve an analysis of major issues such as constructability and financing issues, railroad and utility involvement, traffic operations considerations, transportation management plans, environmental questions, and identification of individuals and institutions that are likely to be affected by the project. Generally, the origination of any new project requires a project study report (PSR) for larger projects, or project scope and summary report (PSSR) for smaller ones. A PSR is a substantial document that contains a report of preliminary engineering efforts, a detailed alternatives analysis, and cost, schedule and scope information. A PSSR is an abbreviated document that contains a very brief project description, cost, schedule and scope information, for a project that is exempt from detailed environmental study.	
Southern California Association of Governments (SCAG)	SCAG is responsible for identifying Southern California's transportation priorities through the development of a Regional Transportation Plan (RTP) and a Regional Transportation Improvement Program (RTIP). The planning process SCAG uses in developing these documents is a comprehensive, collaborative, and continuous process that utilizes a bottoms-up process involving a multitude of task forces/subcommittees, policy committees, and the Regional Council.	Specific projects or transportation needs, such as, at the port of entry (POE) could be identified and nominated by the County Transportation Commission with the jurisdiction over the POE or the appropriate port authority or the local government with the jurisdiction over the POE. In either case, the identified project will be considered for inclusion in the RTP based on its potential performance, funding availability, and political consensus.	No additional response.

Question 1: What planning processes does your agency follow and/or what document(s) does your agency prepare . . . ?			
Agency	a. to identify transportation or port of entry (POE) needs?	b. to propose new transportation or POE projects or improvements to existing ones.	c. to rank proposed projects?
SCAG – cont'd	Decisions are filtered through the layers of task forces and policy committees leading to ultimate action by the Regional Council, which is the ultimate decision-making body within SCAG. In addition, input is received from the stakeholders and interested parties through a coordinated public participation plan. Counties in the SCAG region include the following: Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. <u>2004 Regional Transportation Plan (Destination 2030)</u> Destination 2030 is multimodal plan representing our vision for a better transportation system, integrated with the best possible growth pattern for the region over the plan horizon of 2030. The plan provides basic policy and program framework for long-term investment in our vast regional transportation system in a coordinated, cooperative, and continuous manner. Transportation investments in the SCAG region that receive state and federal transportation funds must be consistent with the RTP and must be included in the RTIP when ready for funding.		

Question 1: What planning processes does your agency follow and/or what document(s) does your agency prepare . . . ?			
Agency	a. to identify transportation or port of entry (POE) needs?	b. to propose new transportation or POE projects or improvements to existing ones.	c. to rank proposed projects?
SCAG (cont'd)	Major Regional Corridor Planning Transportation Planning and Programs also is responsible for participating in a number of corridor studies and other planning studies, many with subregional or other partners. In each case, the study goals are unique, but all are designed to better inform regional transportation decision making. Following is just a few of the many studies in progress or planned pending grant approval:Major Regional Corridor Planning (cont'd) ▪ Eastern Gateways Corridor (SR 60 Corridor) ▪ Southwest Compact Corridor ▪ I-405 (South Bay) Corridor Study ▪ I-15 Comprehensive Corridor Study ▪ Ontario Ground Access Study ▪ Four Corners Study ▪ Regional Airspace Study		
Imperial Valley Association of Governments (IVAG)	IVAG conducts or participates in economic studies, highway corridor studies, regional transportation studies, and POE feasibility studies. Below is the list of studies underway or completed since 2000. ▪ Imperial Valley – Mexicali Economic Delay Study (in progress) ▪ Imperial County Central North-South Traffic Study (in progress) ▪ Imperial Valley Regional Transportation Impact Fee Study (in progress) ▪ 2006 South Imperial Valley Corridor Study	No additional response	No additional response

Question 1: What planning processes does your agency follow and/or what document(s) does your agency prepare . . . ?			
Agency	a. to identify transportation or port of entry (POE) needs?	b. to propose new transportation or POE projects or improvements to existing ones.	c. to rank proposed projects?
IVAG (cont'd)	▪ 2006 Imperial County General Plan – Circulation Element and Scenic Highway Element Update ▪ 2005 IVAG Greater Calexico Area Arterial Needs and Circulation Analysis ▪ 2005 IVAG Northeast Corridor Feasibility Study – SR 78 Study ▪ 2003 General Services Administration (GSA) Calexico Border Station Expansion/Renovation ▪ 2003 General Services Administration (GSA) Andrade Feasibility Study ▪ 2003 City of Calexico – Calexico West Border Station Expansion – Circulation Analysis ▪ 2003 Imperial Valley, California: Economic Development Highways Initiative ▪ 2002 Imperial County 2002 Year Transportation Plan (currently being updated) ▪ 2000 Imperial Valley Cross Border Impacts Study (currently being updated) ▪ 2000 Calexico/Mexicali Border Transportation Study		

Question 1: What planning processes does your agency follow and/or what document(s) does your agency prepare . . . ?			
Agency	a. to identify transportation or port of entry (POE) needs?	b. to propose new transportation or POE projects or improvements to existing ones.	c. to rank proposed projects?
San Diego Association of Governments (SANDAG)	SANDAG prepares the RTP, which is the blueprint to address mobility in the San Diego region.	In addition to the RTP, SANDAG conducts corridor and subregional studies to examine potential transportation projects or improvements. Two examples of studies examining California-Baja California transportation are the *Otay Mesa-Mesa de Otay Binational Corridor Early Action Plan* and the *Feasibility of Opening an International Border Crossing and Jacumba-Jacumé* study.	SANDAG utilizes quantitative criteria to prioritize projects within the RTP. Some subregional or corridor studies also prioritize projects. The system for prioritizing projects within corridor/subregional studies is done on an individual study basis.
County of San Diego	Participation in the preparation of the RTP through SANDAG. Preparation of General Plans and Specific Plans that designate land uses and transportation corridors within the border region. Review and approval of tentative maps for subdivisions and land development within the border region. Coordination with Caltrans, SANDAG, and adjacent jurisdictions on the above items.	The County has prepared several road reviews to identify operational improvements needed for existing transportation facilities. Traffic impact studies are prepared to assess potential impacts associated with the implementation of proposed General Plan and/or Specific Plan amendments. These studies often assess and identify needed road improvements for the areas being studied. Review of traffic impact studies for private land development project often identifies transportation needs in the vicinity of their proposed projects.	County prepares a five-year capital improvement program. Proposed transportation projects are ranked and compete countywide for funding/implementation.
City of Calexico	The City's general plan includes a traffic circulation element. The City's service area plan identifies transportation needs and plans. There is a specific traffic study for border expansions.	The documents cited under question 1a), plus the Highway 98 widening study.	Funding availability largely determines priority regarding which projects get built first.

Question 1: What planning processes does your agency follow and/or what document(s) does your agency prepare . . . ?			
Agency	a. to identify transportation or port of entry (POE) needs?	b. to propose new transportation or POE projects or improvements to existing ones.	c. to rank proposed projects?
City of Chula Vista	The City of Chula Vista utilizes a General Plan Circulation Element to illustrate its long-term roadway needs. The City's General Plan recently was updated in December of 2005. In undeveloped areas, generally located east of I-805, the City has a Transportation Development Impact Fee (TDIF) program in place which facilitates construction of those roadways listed in the General Plan by providing a funding source to ensure their completion. To identify roadway needs on the northwest side of Chula Vista, the City is currently preparing an environmental impact report and a Public Facilities Financing Plan for the Urban Core Specific Plan (UCSP) in order to determine public infrastructure needs and funding sources.	Through the environmental process that was accomplished for the General Plan and the UCSP, the City reviewed its roadway needs. Some roads in the City were reclassified to a higher classification for greater capacity, while others were reduced. New arterial classifications were developed in preparation for the increased land use densities envisioned for the proposed transit-oriented-design land use patterns. On a smaller scale, traffic impact studies are often prepared to assess potential impacts associated with the implementation of proposed projects. These studies often assess and identify needed roadway improvements and operational improvements for the areas being studied. Review of traffic impact studies for private land development projects often identify transportation needs in the vicinity of the proposed projects. Additionally, the City has a TDIF program that is reviewed every two to three years. The two objectives of the TDIF program are to fund the construction of facilities needed to reduce or mitigate potential traffic impacts and secondly, to spread the costs associated with construction of the facilities equitably among the developing properties. It is both a planning document and a funding instrument.	The City does not have a ranking procedure per se for proposed roads. Again, through the use of the CEQA process, as impacts from projects are determined, mitigation is proposed and funding sources identified. The City also prepares a two-year capital improvement program wherein proposed transportation projects are ranked and compete for city/regional/federal funding and implementation.

Question 1: What planning processes does your agency follow and/or what document(s) does your agency prepare . . . ?			
Agency	a. to identify transportation or port of entry (POE) needs?	b. to propose new transportation or POE projects or improvements to existing ones.	c. to rank proposed projects?
SRE	The agency identifies transportation and POE needs through studies related to vehicle and cargo flow projections that are conducted by the Secretary of Communication and Transportation (SCT) and the General Border Administration (Administraclón General de Aduanas).	Within the framework of the Intersecretarial Group of Ports and Border Services (Grupo de Intersecretarial de Puertos y Servicios Froterizos), the member agencies present proposals for bridges and border crossings for analysis and comments. The group also determines in a collegiate manner the projects that should be proposed.	The ranking of the proposals presented by the member agencies of the Intersecreterial Group of Ports and Border Services is accomplished in agreement with the feasibility criteria, funding sources, level of importance for the 3 levels of government, necessities of the region, etc.
Institute of Administration and Estimates of National Real Estate (Instituto de Administrción y Avalúos de Bienes Nacionales (INDAABIN)	INDAABIN's authority over border ports of entry is derived from the general law for national properties and the internal regulations of the institute. In this manner, INDAABIN is in charge of the physical planning, maintenance, and conservation, as well as the technical regulation and administration, of the shared federal buildings; therefore it is incumbent upon us to identify infrastructure needs exclusively in the interiors of our buildings. With regard to the existing border POEs, the agency carries out the issuance of conservation and maintenance bonds for shared public buildings. For new border crossings, INDAABIN supports the studies that are conducted by federal and state agencies and the municipalities in charge of transportation planning.	INDAABIN is not responsible for proposing new transportation facilities. Agencies such as the federal branch of SCT, the Secretaries of Public Works or the infrastructure of the states and municipalities, such as SIDUE and IMPLAN, are in charge of this. With respect to the planning of POEs, INDAABIN develops: Master Plans: Those with the objective of analyzing the situation of the existing crossings and determining the needs of restructuring or expanding a building, Establishing the principal directives of the project in agreement with the requirements of operation for the department and the possible stages of development and its integration into the urban context.	INDAABIN carries out the evaluation of projects in order to prioritize their execution times. This evaluation considers four important areas for each project: the economic parameters, the parameters of administrative roles, the technical parameters, and the sociopolitical parameters. The projects receive points under each area. The points for all the projects are totaled, and a list of project rankings is produced.

Question 1: What planning processes does your agency follow and/or what document(s) does your agency prepare . . . ?			
Agency	a. to identify transportation or port of entry (POE) needs?	b. to propose new transportation or POE projects or improvements to existing ones.	c. to rank proposed projects?
Aduanas	This is accomplished through requests or applications received from the diverse customs offices and/or federal, state, and municipal agencies. In some cases site visits are required to identify these needs.	New project or improvement proposals are jointly planned with the Local Customs Administration, the Central Customs Planning Administration, and the General Customs Administration and are submitted for approval to the various committees of the Tax Administration Service.	The projects are ranked based on their impact on foreign trade operations (quantitative and qualitative), the improvement of the facilities, and if they are required for solving a detected problem.
Secretaría de Comunicaciones y Transporte (SCT)	The planning process is based on the General Law of Planning, which establishes the National Planning System. The federal government is responsible for leading national development planning with public participation. The process of development of the National Plan of Desarrollo (PND) includes citizen consultations through a collaborative process.	Based on the PND, a series of sectorial, special, institutional, and regional programs are elaborated, that address the plan of action of the federal Executive branch. Examples of these plans are: ▪ Sectorial Plan of Communication and Transportation; and ▪ Program of Regional Development for the Northern Border.	
SCT (cont'd)		The Sectorial Plan of Communications and Transportation includes a chapter on highway infrastructure, as well as objectives and strategies. Based on the Sectorial Plan, the SCT has a regional planning process in which state governments and working groups participate (e.g., National Infrastructure Council, Joint Working Committee, and Bridges and Crossings Binational Group) to identify infrastructure needs.	

Question 1: What planning processes does your agency follow and/or what document(s) does your agency prepare . . . ?			
Agency	a. to identify transportation or port of entry (POE) needs?	b. to propose new transportation or POE projects or improvements to existing ones.	c. to rank proposed projects?
Secretariat of Social Development (Secretaría de Desarrollo Social or (SEDESOL)	SEDESOL of the Mexican Federal Government is responsible for the development of the National Program of Urban Development. Also, this program is based on the objectives of the National Development Plan. Also, SEDESOL is responsible for coordinating planning activities for regional development with the participation of state and municipal governments. The Border Cities Program, through the Habitat Program, includes cities and metropolitan zones in the north and south borders of the country (105 kilometers from the border).	Selected actions included in the Border Cities Program are: 1. Actions oriented to support the formulation or update of plans, programs, and regulations that contribute to overcoming urban poverty; 2. Actions directed to support the creation and strengthening of habitat development agencies, as well as actions oriented to promote community participation in strategic projects to overcome urban poverty; 3. Actions directed at promoting the association of governmental and private functions to make viable the implementation of strategic projects for local development; 4. Support to the development of studies to strengthen actions in the following areas: community improvements; prevention of risks and environmental improvement; land for social housing (i.e., low-income) and urban development, and public facilities; and 5. Actions that encourage intersectorial and municipal coordination through the identification, planning, promotion, diffusion, and management of strategic, urban metropolitan, or regional projects.	

Question 1: What planning processes does your agency follow and/or what document(s) does your agency prepare . . . ?			
Agency	a. to identify transportation or port of entry (POE) needs?	b. to propose new transportation or POE projects or improvements to existing ones.	c. to rank proposed projects?
Secretariat of Infrastructure and Urban Development (SIDUE)	SIDUE, through the elaboration of the State Plan of Urban Development, Regional Programs of Urban Development, and Interregional Programs of Urban Development (Conurbación), identifies transportation or POE needs, proposes new transportation facilities or POEs or improvements to existing highways or ports, and prioritizes the proposed projects. The strategies for the creation of POEs come from a vision of state development with a binational connection.	SIDUE prepared the State Urban Development Plan (2004) and participated in the preparation of the Tijuana Urban Development Program 2002-2025 (2002); Partial Program of Improvement for Downtown Tijuana 2004-05 (2005); Master Plan of Transportation for the City of Tijuana; Partial Program of Urban Improvement for Mesa de Otay Este, Tijuana; and Program of Urban Development for the City of Tecate 2001-2022 (2003). In addition, technical, economic, environmental, and financial feasibility studies, and other projects are prepared.	
Instituto Municipal de Investigación y Planeación de Mexicali (IMIP)	IMIP is responsible for urban planning activities in the municipality of Mexicali. The planning processes that are followed fit with what is established in the State Law of Urban Development, which assigns faculties to the municipality to elaborate the Municipal Plan of Urban Development, to participate in Regional Programs (when another municipality is involved), Programs of Development of Urban Centers (city projects), Partial Programs of Urban Development (zones within the city), and Municipal Sectorial Programs (such as transportation and housing).	Proposals for new transportation facilities and/or POEs are included in the various levels of planning; recently, the document that identifies the overall strategy of regional connections and border crossings is the 2025 Program of Development of the Urban Center of Mexicali. There also is a 1997 partial program for the Mexicali East border crossing, which includes detailed land use and zoning for areas adjacent to the border crossing and a strategy of actions. The Transportation Master Plan for the city of Mexicali (2004) mainly focuses on the city network and restructuring transit routes.	

Question 1: What planning processes does your agency follow and/or what document(s) does your agency prepare . . . ?			
Agency	a. to identify transportation or port of entry (POE) needs?	b. to propose new transportation or POE projects or improvements to existing ones.	c. to rank proposed projects?
Instituto Municipal de Planeación de Tijuana (IMPLAN)	Through integral studies like the following developed for the transportation case: "Plan for the Restructuring of Public Transit Routes in the City of Tijuana B.C."	No, this is the responsibility of the municipality who is the only authority for determining land use and the integration of roadways in the city.	A working group made up of all the involved agencies at the federal, state, and municipal levels (SCT, INDAABIN, SER, Customs, SIDUE, IMPLAN) analyze and rank proposals.

Question 2: Does your agency apply quantitative and/or qualitative evaluation criteria to prioritize projects? If, so please provide the evaluation criteria and related methodology.	
Agency	Response
U.S. General Services Administra-tion (GSA)	GSA's ranking of its border station projects reflects rankings assigned by its customer, CBP, based primarily on mission urgency and effectiveness. The principal financial criterion applicable to GSA projects other than border stations – internal rate of return at market rents – is not applicable to border stations because there is no market for border stations.
U.S. Customs and Border Protection (CBP)	Data collected through the strategic resource assessments (SRA) process allows CBP to prioritize projects based on quantified scores derived from the following overarching criteria: mission and operations; space and site deficiencies; security and life safety; and workload and personnel growth. Each project is scored according to the project prioritization method outlined above. The resulting list of prioritized projects comprises the five-year investment strategy, which is divided into annual work plans for project execution.
Federal Highway Administra-tion (FHWA)	Not applicable.
Caltrans	Caltrans considers and applies both quantitative and qualitative evaluation criteria to prioritize projects. In considering the criteria, Caltrans would expect these evaluation criteria to address our five departmental goals (below) and to support our mission of "improving mobility across California." Performance measures would be identified and then used to assess quantitative and qualitative progress toward achieving these goals and to establish a measurable benefit from implementation of a specific project. *Caltrans Goals:* SAFETY - Achieve the best safety record in the nation RELIABILITY - Reduce traveler delays due to roadwork and incidents PERFORMANCE - Deliver record levels of transportation system improvements FLEXIBILITY - Make transit a more practical travel option PRODUCTIVITY - Improve the efficiency of the transportation system.

Question 2: Does your agency apply quantitative and/or qualitative evaluation criteria to prioritize projects? If, so please provide the evaluation criteria and related methodology.	
Agency	Response
Southern California Association of Governments (SCAG)	Each county has a county transportation commission (CTC) with the exception of Imperial County where the county COG serves the function of a CTC. Each CTC develops project priorities within their respective counties and submits them to SCAG. The projects submitted by counties reflect needs in the region without consideration of potential resource availability during the planning time frame. Given that a regional transportation plan must be fiscally constrained, SCAG must further prioritize the projects in cooperation with the stakeholders so that the ultimately adopted transportation plan is within the region's means. To that end, respecting the priorities submitted by the counties to the extent possible, SCAG reviews the submitted projects and develops regional transportation investment alternatives consistent with the regional land use vision and at the same time addresses regional transportation goals, such as improved mobility, safety, air quality, and other quality-of-life parameters. The alternatives are evaluated using a set of performance measures agreed upon by the stakeholders, including CTCs through a structure of task forces and committees. The preferred alternative selected through this process becomes the ultimate regional priority. In the process of assessing the alternatives, SCAG may introduce regional improvement projects in addition to the county submittals that are deemed necessary to achieve the transportation and air quality objectives.
Imperial Valley Association of Governments (IVAG)	Evaluation criteria are included in the 2002 Imperial County Transportation Plan; however, it is currently being updated. IVAG established emphasis areas. These emphasis areas are qualitative and quantitative criteria that range from defining deficiencies to the existing transportation facilities to identifying possible environmental or other constraints associated with proposed projects. Transportation projects are rated against a matrix consisting of the evaluation criteria. Emphasis areas are listed below. Informational Emphasis Areas: ▪ Project Cost ▪ Plan or Program Status (RTP, STIP, other) ▪ Environmental and Physical Constraints ▪ Social and Community Equity ▪ Consistent with Local Transportation, Community, and Land Use Priorities Evaluation criteria are included in the 2002 Imperial County Transportation Plan; however, it is currently being updated. IVAG established emphasis areas. These emphasis areas are qualitative and quantitative criteria that range from defining deficiencies to the existing transportation facilities to identifying possible environmental or other constraints associated with proposed projects. Transportation projects are rated against a matrix consisting of the evaluation criteria. Emphasis areas are listed below.

Question 2: Does your agency apply quantitative and/or qualitative evaluation criteria to prioritize projects? If, so please provide the evaluation criteria and related methodology.	
Agency	Response
IVAG (cont'd)	Measurable Emphasis Areas: ▪ Existing Facility Conditions – Average Daily Traffic (ADT) and Level of Service (LOS) ▪ Future Facility Conditions – ADT and LOS (with and without project improvements) ▪ Existing Traffic Accident Rate ▪ Benefit Regional and/or International Goods Movement In the 2002 Transportation Plan, a project evaluation matrix summarized all projects that were considered; however, no priority is implied by the order in which each project is presented.
San Diego Association of Governments (SANDAG)	SANDAG uses quantitative criteria to prioritize transportation projects for inclusion in the RTP. The criteria prioritize regional transit, highway, HOV connector, and freeway connector projects. Highway criteria is summarized below: 1. Located in a High Crash Rate Area — Is the project located in an area with a high vehicular crash rate? Score — Description 5 — Greater than 160 percent of the three-year average statewide crash rate for a similar facility (i.e., 60% over the statewide average) 4 — Greater than 150% " " 3 — Greater than 140% " " 2 — Greater than 130% " " 1 — Greater than 120% " "

Question 2: Does your agency apply quantitative and/or qualitative evaluation criteria to prioritize projects? If, so please provide the evaluation criteria and related methodology.		
Agency	Response	
SANDAG (cont'd)	2. Serves Goods Movement	Does the project provide for goods movement? A) Is the highway a major freight corridor as measured by truck AADT% 2 >7% 1 4%-7% 0 less than 3% B) Is the highway part of a designated trade corridor as defined in the Regional Truck Network - as part of the RTP Freight Strategy? 2 Yes 0 No C) Does the highway serve a major freight center (within one mile of the corridor) such as a port, international airport, port of entry, rail intermodal/transload facility or industrial cluster/distribution center? 1 Yes 0 No
	3. Serves Peak Period Trips	What is the number of peak-period trips located within one mile of the highway corridor? Score Description 5 Over 85,000 trips per mile 4 60,000 to 85,000 trips per mile 3 40,000 to 59,000 trips per mile 2 20,000 to 39,999 trips per mile 1 Less than 20,000 trips per mile

Question 2: Does your agency apply quantitative and/or qualitative evaluation criteria to prioritize projects? If, so please provide the evaluation criteria and related methodology.

Agency	Response	
SANDAG (cont'd)	4. Provides Mobility	What is the increase in person capacity resulting from the project? Calculated as change in person miles traveled divided by project length (miles). Score — Description 5 — More that 16,000 persons per lane-mile 4 — 14,000 to 16,000 persons per lane-mile 3 — 12,000 to 13,999 persons per lane-mile 2 — 8,000 to 11,999 persons per lane-mile 1 — Less than 8,000 persons per lane-mile
	5. Provides Congestion Relief	What is the number of daily person-hours saved? Score — Description 5 — Over 1,000 person-hours per mile 4 — 700 to 1,000 person-hours per mile 3 — 500 to 699 person-hours per mile 2 — 200 to 499 person-hours per mile 1 — less than 200 person-hours per mile * Total daily travel time is computed for a baseline condition that includes all current (2002) fully funded and/or environmentally cleared projects. Travel time is again computed by adding each project, one by one, to the baseline condition. The resulting travel time is then compared to the baseline travel time. The difference is the travel time savings that can be attributed to each project. Higher-ranking projects have the largest number of person-hours saved.

Question 2: Does your agency apply quantitative and/or qualitative evaluation criteria to prioritize projects? If, so please provide the evaluation criteria and related methodology.		
Agency	Response	
SANDAG (cont'd)	6. Serves Regional Comprehensive Plan (RCP) Smart Growth Centers	Does the highway corridor serve existing/planned and/or potential RCP Smart Growth areas? Highway corridors shall receive points for each place type they serve. Score — Description 5 — Serves existing/planned metropolitan center or urban center 3 — Serves existing/planned special-use center 1 — Serves potential urban center or special-use center Scores are based on the total number of these points* 5 — More than 15 points 4 — 10 to 15 points 3 — 5 to 10 points 2 — 3 to 4 points 1 — 1 to 2 points
	7. Facilitates Carpool and Transit Mobility	Does the project contain carpool/managed lane facilities and/or regional or corridor transit service? Score — Description 5 — Includes carpool/managed lane facility and regional or corridor transit services identified in the regionally significant transportation network 3 — Includes carpool facility/managed lane or regional or corridor transit services identified in the regionally significant transportation network
	8. Minimizes Habitat and Residential Impacts	Does the project minimize negative habitat and residential impacts? Projects receive points for each of the descriptions they satisfy. Points — Description 2 — Avoids preserve areas as defined by habitat preserve plans 1 — Avoids natural areas as defined by habitat preserve plans 2 — Avoids existing residential development

Question 2: Does your agency apply quantitative and/or qualitative evaluation criteria to prioritize projects? If, so please provide the evaluation criteria and related methodology.		
Agency	Response	
SANDAG (cont'd)	9. Critical Linkage	Is the project located in a high-volume freeway corridor and/or lacking a continuous parallel arterial or completes a missing link? Score — Description 5 — High-volume freeway corridor and lacking a continuous parallel arterial listed in the regional arterial system. (High volume is defined as greater than 250,000 ADT using the 2030 Smart Growth forecast) 3 — Completes a missing regional link 1 — High-volume freeway corridor or lacking a continuous parallel arterial listed in the regional arterial system
	10. Cost-Effectiveness (Project Lifecycle)	What is the annual capital and operating project lifecycle cost per project-mile divided by person-hours saved? Calculated as: [((Capital project cost + operating-maintenance costs)/project mile) / Project life] / annual person hours saved Higher ranking projects have a lower cost per person hour saved. Score — Description 5 — Less than $0.12 per person-hour saved per mile 4 — $0.12 to $0.20 per person-hour saved per mile 3 — $0.21 to $0.30 per person-hour saved per mile 2 — $0.31 to $1.00 per person-hour saved per mile 1 — More than $1.00 per-person hour saved per mile

Question 2: Does your agency apply quantitative and/or qualitative evaluation criteria to prioritize projects? If, so please provide the evaluation criteria and related methodology.

<table>
<tr><th>Agency</th><th>Response</th></tr>
<tr><td>SANDAG (cont'd)</td><td>Quantitative and qualitative criteria also have been developed to rank regional freight projects and is summarized below.
<table>
<tr><th>N0.</th><th>CRITERIA</th><th>CRITERIA MEASUREMENT</th><th>MAX. POINTS</th></tr>
<tr><td>1</td><td>Cost-Effectiveness</td><td>Cost-Effectiveness Rank = (Increase in Freight Throughput) divided by (Total Capital + Operating Costs/Project Life)</td><td>30</td></tr>
<tr><td>2</td><td>Relieves Freight System Bottlenecks, Capacity Constraints</td><td>Increase in Freight Throughput relieves bottleneck or capacity constraint (Y/N)</td><td>15</td></tr>
<tr><td>3</td><td>Improves Freight System Mobility/ Travel Time</td><td>Improves Average Travel Time per Freight Unit Throughput (Y/N)</td><td>10</td></tr>
<tr><td>4</td><td>Improves Mobility via Freight System Management/ Technology</td><td>Improves Freight Unit Throughput per day (Y/N)</td><td>10</td></tr>
<tr><td>5</td><td>Provides Critical Modal/Intermodal Link</td><td>Provides Missing Link to restore Freight Throughput capacity (Y/N)</td><td>10</td></tr>
<tr><td>6</td><td>Supports Regional Economic Prosperity Strategy</td><td>Freight System Capacity identified in the Regional Economic Prosperity Strategy (Y/N)</td><td>5</td></tr>
<tr><td>7</td><td>Improves Freight System Mobility via Use of Alternative Route, System</td><td>Increase in Freight Throughput provided by shifting use to alternate route/system (Y/N)</td><td>5</td></tr>
<tr><td>8</td><td>Integrate Local Freight System to Regional Freight Network</td><td>Integrates Local Freight System/Activity to the Regional Freight Network (Y/N)</td><td>5</td></tr>
<tr><td>9</td><td>Avoids/ Minimizes Negative Community Impacts</td><td>Avoids or Minimizes negative Community Impacts (i.e., air quality, noise, safety) (Y/N)</td><td>5</td></tr>
<tr><td>10</td><td>Avoids/Minimizes Negative Environ-mental /Habitat Impacts</td><td>Avoids or Minimizes negative Environmental and Habitat Impacts (i.e., water, habitat) (Y/N)</td><td>5</td></tr>
</table></td></tr>
<tr><td>County of San Diego</td><td>Both qualitative and quantitative data is used to prioritize projects. Criteria often include the following: existing and future traffic volumes, accident history, environmental impacts/concerns, connectivity, cost, community benefits/impacts, and level of service/capacity.</td></tr>
<tr><td>City of Calexico</td><td>Not in a formal way.</td></tr>
</table>

Question 2: Does your agency apply quantitative and/or qualitative evaluation criteria to prioritize projects? If, so please provide the evaluation criteria and related methodology.	
Agency	Response
City of Chula Vista	Both qualitative and quantitative data are used to prioritize projects. Criteria often include the following: existing and future traffic volumes, accident history, environmental impacts/concerns, connectivity, cost, community benefits/impacts, and level of service/capacity. In addition, the City of Chula Vista incorporates a Growth Management Ordinance and a Growth Management Oversight Commission (GMOC). The commission is tasked with monitoring Chula Vista's growth and examining the impact it has on the quality of life of local residents. Every year, the GMOC is charged with conducting a review of growth and measure its effects on essential city services and long-term planning objectives, including traffic. Generally, the traffic measure of effectiveness citywide is to maintain level of service (LOS) C or better as measured by observed average travel speed on many signalized arterial segments, except that during peak hours a LOS D can occur for no more than two hours of the day.
SRE	Yes, within the framework of the Intersecreterial Group of Ports and Border Services, the projects are evaluated taking into consideration the authority that each agency has over bridges and border crossings.
Institute of Administra-tion and Estimates of National Real Estate (Instituto de Administra-ción y Avalúos de Bienes Nacionales INDAABIN	Both, but only the qualitative criteria are assessed under these parameters. There are criteria that measure cost benefit rations, the project's role in providing service to the public, and other technical criteria.

Question 2: Does your agency apply quantitative and/or qualitative evaluation criteria to prioritize projects? If, so please provide the evaluation criteria and related methodology.	
Agency	Response
Aduanas	Yes. The criteria are: the impacts on the point of operation (improvement, reorganization, expansion, etc.), the improvement of facilities, addressing a problem, etc.
Secretaría de Comunicaciones y Transporte (SCT)	Under the sectorial planning process, the state of the road network, level service, and traffic are monitored, and general and specific market studies are generated to identify new projects or improvement needs, followed by the development of a portfolio or list of specific projects. From the project list, market studies, socioeconomic evaluations, and cost-benefit analyses are prepared. The evaluation criteria depend on the type of project, and the main criteria are travel time savings and operation costs. This process allows for the programming of projects, which are recorded at the Secretariat of Finance and Public Credit.
Secretariat of Social Development (Secretaría de Desarrollo Social, SEDESOL)	Evaluations depend on the rules of operation of the Habitat Program or guidelines from the Secretariat of Finance and Public Credit.
Secretariat of Infrastructure and Urban Development (SIDUE)	Yes, it promotes the elaboration and analysis of technical, economic, environmental, and financial feasibility studies: evaluation of cost benefit, transportation studies at POEs (historical analysis of truck flows, origin and destination, capacity analysis of existing ports, truck demand and capacity), and environmental impact studies.
Instituto Municipal de Investigación y Planeación de Mexicali (IMIP)	In the planning process, three elements (mostly qualitative) are considered to establish projects and priorities: 1) Projects included in other planning activities at the state or federal level, taking into account that the federal and state governments participate actively in border crossing and regional infrastructure planning; 2) Input received at public outreach or consultation for programs; 3) technical recommendations based on phasing of development as established in various programs, following two basic criteria: first phase of urban consolidation and second phase of expansion.

Question 2: Does your agency apply quantitative and/or qualitative evaluation criteria to prioritize projects? If, so please provide the evaluation criteria and related methodology.	
Agency	Response
IMPLAN	The state indicators are utilized: ▪ Institutional System ▪ Natural Subsystem ▪ Socio-economic Subsystem ▪ Urban Subsystem

Question 3: What planning processes does your agency follow and/or what document(s) does your agency develop to identify potential sources of funding for transportation or port of entry (POE) projects?	
Agency	Response
U.S. Department of State (DOS)	No response.
U.S. General Services Administration (GSA)	While the major source of funding for POE projects is congressional appropriations, other POE stakeholders, such as state transportation departments and local port authorities, frequently contribute significant resources, particularly development sites for new POEs.
U.S. Customs and Border Protection (CBP)	Information from CBP's capital planning process and data collected through the strategic resources assessments (SRAs) supports larger master planning efforts and gives rise to more targeted feasibility studies. POE facilities are mostly owned and recapitalized through GSA and the federal buildings fund, with amortized costs borne by CBP. Some POEs are owned by CBP, and others are privately owned and leased to the federal government. CBP and GSA pursue public-private partnerships and continue to consider innovative financing methods.
Federal Highway Administration (FHWA) International Border Program	Not applicable.
Caltrans	California Senate Bill 45, passed in 1997, placed 75 percent of State Transportation Improvement Program (STIP) funds under the control of California's regional transportation agencies. In the regions, projects are nominated by cities and counties for inclusion in Regional Transportation Improvement Programs. Projects compete with one another through a process that is established by the region. Caltrans districts assist the regional agencies, where requested to do so, in developing regional plans. Caltrans system and regional planning documents (transportation concept reports) and the various management systems and master plans identify the need for projects. In the first stages of project development, the planning concept and scope, including basic design features, are reviewed and updated, if appropriate, to define the design concept and scope. Each Caltrans district determines how it initiates projects, subject to various considerations including regional agency priorities. Before committing funds and resources to a project initiation document, a district may prepare a one- or two-page decision document discussing the feasibility of initiating the project. This document usually includes a strip map and feasibility planning estimate. All STIP projects require a project study report or, in some cases, a preliminary scope and study report.

Question 3: What planning processes does your agency follow and/or what document(s) does your agency develop to identify potential sources of funding for transportation or port of entry (POE) projects?	
Agency	Response
Caltrans (cont'd)	Specially funded state highway projects (locally funded, sales tax funded, or privately funded projects affecting state highways), new public road connections to freeways, or expressways requested by local agencies need studies that define the problem and identify basic solutions before they can be reviewed and included in a project delivery schedule or programming document. For specially funded projects, an executed cooperative agreement or highway improvement agreement is desirable before programming. Local agencies program their specially funded projects in expenditure plans, strategic plans, plans of finance, or other documents that are similar to the STIP. However, when their projects involve State highway work, funding may be based on a commitment of funds from developers or establishment of an assessment district. Local agencies must prepare a project study report before a project can be approved in the STIP by the California Transportation Commission. Project development starts when a Caltrans project manager is named and secures an expenditure authorization, then begins a project work plan to cover project initiation in detail. The project manger determines the disciplines needed to develop the project and forms the project development team. At its first meeting, the team determines the project category to be used to prepare the project management plan.
Southern California Association of Governments (SCAG)	Both the Regional Transportation Plan and Regional Transportation Improvement Plan must be fiscally constrained documents. As a result, SCAG must develop a revenue plan utilizing reasonable assumptions and based on known and available funding sources designated for transportation purposes. All local, state, and federal funding sources available for transportation must be considered in the revenue plan. In addition, public-private partnership opportunities and other new sources may be considered in the revenue plan if they can be supported by adequate documentation demonstrating their viability and availability.
Imperial Valley Association of Governments (IVAG)	IVAG uses the above studies to identify both projects and potential funding. In addition, IVAG used the SCAG RTP, which may be found at www.scag.ca.gov.

Question 3: What planning processes does your agency follow and/or what document(s) does your agency develop to identify potential sources of funding for transportation or port of entry (POE) projects?	
Agency	Response
San Diego Association of Governments (SANDAG)	In order to be considered for regional funds, projects must be included in the RTP. Projects are programmed within RTIP, which is developed every two years. The RTIP is a $6 billion multi-year program of proposed major highway, arterial, transit, and bikeway projects, including the *TransNet* Program of Projects. The 2006 RTIP covers fiscal years 2007 through 2011 and incrementally develops the RTP, the long-range transportation plan for the San Diego region. Within the RTP the financial analysis focuses on transit, highway, and local street and road improvements (Systems Development) as well as the Land Use and Systems and Demand Management components. The capital, operating, maintenance, and rehabilitation costs of the region's transportation systems over the life of the plan are compared against forecasts of available revenues. Actions are recommended to obtain the revenues necessary to implement the improvements recommended in the plan. The level of improvements possible under three alternative revenue scenarios is included as part of the financial analysis. The following paragraphs highlight the financial assumptions used in MOBILITY 2030. <u>Revenue Constrained Scenario</u> State and federal planning regulations require the development of a revenue constrained plan. Such a plan is based only on current sources and levels of federal, state, and local transportation revenue projected out to the year 2030. This scenario includes federal and state formula funds, as well as federal and state discretionary funds for existing projects. However, future increases in federal and state gas taxes, the extension of the *TransNet* sales tax program beyond its current 2008 expiration date, or the establishment of other new revenue sources are not included in the revenue constrained scenario. <u>Reasonably Expected Revenue Scenario</u> The Reasonably Expected Revenue scenario is a more optimistic forecast, which includes all the sources of funding in the revenue constrained forecast, plus additional sources of transportation revenue that are reasonably expected to become available through 2030. The additional sources include an extension of the *TransNet* ½ percent transportation local sales tax through 2030, higher levels of state and federal discretionary funds, and increases in state and federal gas taxes based on historical trends. This more optimistic scenario is the basis for MOBILITY 2030.

Question 3: What planning processes does your agency follow and/or what document(s) does your agency develop to identify potential sources of funding for transportation or port of entry (POE) projects?	
Agency	Response
SANDAG (cont'd)	Unconstrained Revenue Scenario Based on the analysis of travel demand in the region to 2030 and beyond, needs have been identified for transportation improvements and associated operations, maintenance, and rehabilitation, requiring funding above and beyond the levels assumed for the Reasonably Expected Revenue Scenario. This third unconstrained scenario includes additional revenue options to fully fund the desired list of projects beyond 2030. This scenario identifies a set of potential revenue sources, the estimated revenue to be generated, and the implementation steps required. The full details of the MOBILITY 2030 revenue assumptions can be seen at: http://www.sandag.org/programs/transportation/comprehensive_transportation_projects/2030rtp/2030_final_rtp_4.pdf
County of San Diego	Review of existing County sources such as gas tax, *TransNet*, traffic impact fee revenue, and conditions of private development projects. Available state and federal grants that have been publicly noticed. Coordination with Caltrans, adjacent jurisdictions, and SANDAG.
City of Calexico	Participation in IVAG to request projects for the regional and state transportation improvement project list. Developer fees are computed based on plans for future infrastructure needs.
City of Chula Vista	Review of existing local and federal sources such as gas tax, *TransNet* Fees, the city's transportation development impact fee revenue, and conditions of private development projects. Available state and federal grants that have been publicly noticed. Coordination with Caltrans, adjacent jurisdictions and SANDAG.
Secretaría de Relaciones Exteriores	Not applicable.

Question 3: What planning processes does your agency follow and/or what document(s) does your agency develop to identify potential sources of funding for transportation or port of entry (POE) projects?	
Agency	Response
Institute of Administration and Estimates of National Real Estate (Instituto de Administración y Avalúos de Bienes Nacionales INDAABIN	INDAABIN only manages federal budgets authorized by the congress; however, it supports and participates jointly with the mechanisms that the other departments have access to.
Aduanas	Not applicable.
Secretariat of Communications and Transportation (Secretaría de Comunicación y Transportes, SCT)	Based on the study results and project evaluation, the most appropriate funding source can be identified. The studies should include value surveys of time and of declared preference. The main sources of financing are public resources through the federal disbursement budget, private resources through the granting of a concession, or a combination of both.
Secretariat of Social Development (Secretaría de Desarrollo Social, SEDESOL)	No response.

Question 3: What planning processes does your agency follow and/or what document(s) does your agency develop to identify potential sources of funding for transportation or port of entry (POE) projects?	
Agency	Response
Secretariat of Infrastructure and Urban Development (Secretaría de Infraestructura y Desarrollo Urbano de Baja California, SIDUE)	Deriving from the Urban Development Plans and Programs at the state level, some short-, medium-, and long-term strategic projects have been identified for urban and metropolitan zones (sector to which the project belongs, development phase that it's in, population benefited homes/people, project horizon, necessary resources), in order to access federal and international resources (SEDESOL, SCT), annual operating program (state planning resources), drafts, and work programs.
Municipal Planning Institute of Mexicali (Instituto Municipal de Investigación y Planeación de Mexicali, IMIP)	Every planning document includes a chapter on implementation in which funding sources are identified for projects. Normally, to be at a (global) comprehensive planning level, this chapter describes the traditional funding sources and does not specify the exact sources required for a particular project.
Instituto Municipal de Planeación de Tijuana	This falls under the state and federal domain.

Question 4: What public input or participation process does your agency follow when developing transportation or port of entry (POE) plans? What other governmental entities does your agency coordinate or consult with?	
Agency	Response
U.S. Department of State (DOS)	DOS consults extensively with concerned federal and state agencies, and invites public comment in arriving at this determination.
U.S. General Services Administration (GSA)	GSA invites public comment on POE projects as required by NEPA. GSA also coordinates its development efforts with the Federal Highway Administration (FHA), the Federal Motor Carrier Safety Administration (FMCSA), state transportation departments, and municipal governments.
U.S. Customs and Border Protection (CBP)	CBP coordinates on multiple levels with GSA, the FHWA, the FMCSA, the Food and Drug Administration (FDA), the U.S. Department of Agriculture (USDA), the U.S. Department of State, state departments of transportation, local governments and municipal planning organizations, Mexico's Departments of Foreign Relations (SRE) and Transportation and Communication (SCT), the Canada Border Services Agency (CBSA), and Transport Canada. Partnering workshops are held during strategic resources assessment site visits. GSA and CBP maintain community outreach sessions as a standard component of project planning and execution.
Federal Highway Administration (FHWA) International Border Program	Not applicable.
Caltrans	Many projects, even those that are limited in scope, can represent an intrusion on individuals and/or communities or a sensitive environment. The public participation components of the project development process have been designed through state and federal statute and regulations as identified within the CEQA and the National Environmental Policy Act (NEPA) to provide many avenues for citizens and agencies to comment on project issues. Consideration of these issues may lengthen the project development process considerably. Caltrans works with the cities and counties that would be stakeholders in a given project, and also consults with the FHWA, state and federal environmental resource agencies, and members of the public that have an interest in, or that may be affected by the project. In addition to the more formalized public hearing processes as prescribed in CEQA and NEPA, Caltrans also utilizes informal public scoping meetings to allow the public to provide verbal and written input.

Question 4: What public input or participation process does your agency follow when developing transportation or port of entry (POE) plans? What other governmental entities does your agency coordinate or consult with?	
Agency	Response
Southern California Association of Governments (SCAG)	Pursuant to the requirements of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), SCAG has developed a public participation plan utilizing a bottom-up process involving multitude of stakeholders and interest parties. Public input and participation in developing the Regional Transportation Plan (RTP) and Regional Transportation Improvement Plan (RTIP) will be sought through the implementation of this public participation plan. Basically, there are three tiers or layers to SCAG's public participation plan. First, all stakeholders and interested parties are encouraged to provide input through SCAG's task force/committee structure. Second, public involvement or participation is sought through SCAG's outreach or public participation plan as we go out to the communities to present issues and ideas. In a typical plan update cycle, SCAG conducts over 100 outreach events throughout the region covering every county in the association. Third, public input is sought through a formal public hearing, as well as public comment period pursuant to the requirements of existing statutes. All task force/committee agendas, meeting notes, and relevant staff reports are posted on SCAG's Web site for ready access. Furthermore, information, and material utilized in workshops and other outreach events also are posted on SCAG's website to the extent possible.
Imperial Valley Association of Governments (IVAG)	IVAG uses a combination of the federal and state public outreach processes for both transportation and POE projects. IVAG consults with the SCAG, Caltrans, Federal Highway Administration (FHWA) and numerous local, state, and federal agencies
San Diego Association of Governments (SANDAG)	To obtain public input in the development of MOBILITY 2030, SANDAG secured a full-service advertising, marketing, and public relations agency in San Diego to assist with the public outreach and involvement program. The agency developed a comprehensive strategic marketing and public outreach program that included radio, television, newspaper, outdoor, and bus advertising. Public information materials included brochures, a Web site, and an online and printed survey. In addition, a "Road Show" program was developed for the public outreach efforts. The public outreach and marketing program was implemented in close coordination with Caltrans, Metropolitan Transit System (MTS), and North County Transit District (NCTD). The MOBILITY 2030 public participation appendix can be accessed at: http://www.sandag.org/programs/transportation/comprehensive_transportation_projects/2030rtp/2030_final_rtp_appb.pdf In order to develop the 2007 RTP, SANDAG has created a comprehensive public involvement program which includes suggestions on outreach methods and input from a number of committees, working groups, and other stakeholders. SANDAG also has followed guidelines for public involvement programs included in the new SAFETEA-LU.

Question 4: What public input or participation process does your agency follow when developing transportation or port of entry (POE) plans? What other governmental entities does your agency coordinate or consult with?	
Agency	Response
SANDAG (cont'd)	The plan aims to solicit participation from a broad range of groups and individuals in the 2007 RTP development and decision-making process. The plan also serves to stimulate dialogue about the transportation challenges facing the San Diego region and incorporate into the RTP, realistic solutions that address the diverse mobility needs of the region's residents, visitors and business people. The public participation plan will implement a community-based outreach program and distribute information via the Web, brochures, newsletters and other publications and at regularly scheduled meetings. The RTP also calls for implementation of a media outreach program, subregional meetings/workshops, public hearings and promoting outreach through the SANDAG Speakers Bureau. The SANDAG Board of Directors adopted the public participation plan for use in the 2007 RTP at their October 27, 2006, meeting. The full Board report can be accessed at: http://www.sandag.org/uploads/meetingid/meetingid_1365_6052.pdf
County of San Diego	The County obtains input from each of the community planning groups regarding needed projects. The County also receives input from various agencies and interest groups such as the Bicycle Coalition, NCTD, MTS, Caltrans, adjacent jurisdictions, Environmental Habitats League, Sierra Club, etc.
City of Calexico	All documents are approved following public hearings held by the city council. The city participates as a member of the IVAG, and staff regularly meets with Caltrans staff on transportation issues.
City of Chula Vista	The City receives and reviews public comments during the public review portion of the California Environmental Quality Act (CEQA) process for larger projects, as well as smaller projects that ultimately end up in front of the city council for approval. The city works with neighboring jurisdictions such as National City, the City of San Diego, and the County of San Diego, as appropriate. For regional highway issues, the city works with Caltrans.
Secretaría de Relaciones Exteriores	Within the framework of the Intersecreterial Group of Ports and Border Services, federal, state and municipal representatives, as well as the private sector, put forward their observations regarding proposals for bridges and international borders.

Question 4: What public input or participation process does your agency follow when developing transportation or port of entry (POE) plans? What other governmental entities does your agency coordinate or consult with?	
Agency	Response
Institute of Administration and Estimates of National Real Estate (Instituto de Administración y Avalúos de Bienes Nacionales INDAABIN	INDAABIN does not manage a specific program for public participation; however, we have information open and available to the public in agreement with the transparency law. Related to this, we participate in the meetings that the local governments organize in an effort to present and promote the port projects and to receive observations and commentary from different public and private groups. On the other hand, for any project it develops, the institute seeks the advice of the federal operational departments, the occupants of the building (customs, INM, SAGARPA, PROFEPA, CAPUFE, BANJERCITO, ETC), as well as the federal authorities (ex. SEDESOL) and the municipalities (ex. IMPLAN) charged with local, regional, and national planning.
Aduanas	Not applicable.
Secretariat of Communications and Transportation (Secretaría de Comunicación y Transportes, SCT)	In the process of developing the communications and transportations division plan, civic consultations (public outreach) and feedback from regional planning groups (federal and state) are taken into account. These include interdisciplinary working groups such as the National Counsel on Infrastructure, the Joint Labor Committee, Binational Group on Bridges and Border Crossings, etc.
Secretariat of Social Development (Secretaría de Desarrollo Social, SEDESOL)	No response.

Question 4: What public input or participation process does your agency follow when developing transportation or port of entry (POE) plans? What other governmental entities does your agency coordinate or consult with?	
Agency	Response
Secretariat of Infrastructure and Urban Development (Secretaría de Infraestructura y Desarrollo Urbano de Baja California, SIDUE)	According to the State of Baja California Planning Law and the State Urban Development Law, public consultation in the planning process at any level for any urban matter in Baja California is carried out according to the following two steps: 1. Public consultation at the state level falls under the State of Baja California Committee on Planning and Development (COPLADEM) through the Subcommittee of Urban Development and Housing, whose responsiblity corresponds to SIDUE and meets with all of the federal, state and municipal dependents from the Sector on Human Settlements, private organizations dedicated to construction, social representatives such as professional schools and community organizations, all from the State of Baja California. 2. Technical ruling of congruency for publication in the official newspaper of the State of Baja California, whose responsibility falls under the State of Baja California's Coordinated Commission, an auxiliary constituent of the State Executive whose regulation corresponds to SIDUE, and verifies the congruency of the documents with state planning, and soley meets with the dependencies of the Sector on Human Settlements in the State of Baja California (around 15 dependencies).
Municipal Planning Institute of Mexicali (Instituto Municipal de Investigación y Planeación de Mexicali, IMIP)	The municipal government does not develop POE projects. These projects are developed by the federal government, and it is unlikely that they consult with the local government. A similar process occurs with State government participation in the technical working group that meets on border crossings, in which there are some sessions that the municipal government does not participate in. Another example is the Silicon Border, which is being promoted by the State Secretariat of Economic Development with very little municipal participation. At IMIP, we are seeking to generate a better approach to these types of projects, which should be a municipal priority given their importance to the city's dynamic economy. Nevertheless, sometimes there is greater communication with U.S. agencies than with the national ones in these types of projects. We seek more direct coordination with state agencies such as SIDUE and SEDECO, and federal government such as SCT and INDABIN. This is important in order to develop a fundamental strategy for border crossings in which not only POEs are addressed, but also their urban impacts from the point of view of the roadways, security, urban image, infrastructure, and land use.
Instituto Municipal de Planeación de Tijuana	The process is outlined in the mandated state legislation on urban development and is coordinated with the same working group made up of the involved agencies at the federal, state and municipal levels (SCT, INDAABIN, SER,. Customs, SIDUE, IMPLAN).

Question 5: How often are the documents referred to above updated? What is the planning horizon for these documents?	
Agency	Response
U.S. Department of State (DOS)	No response.
U.S. General Services Administration (GSA)	The planning horizon for POE feasibility studies and prospectuses is typically 30 years. The documents are not updated on a regular schedule.
U.S. Customs and Border Protection (CBP)	CBP's strategic resources assessment site assessments cover the POE portfolio every three years. Some data elements are updated quarterly and annually.
Federal Highway Administration (FHWA) International Border Program	Not applicable.
Caltrans	Depending on the document, they can range from having continuous input until finalized (as would be the case for a project study report or a project report/environmental document), or be updated on an identified schedule, which is typically every three to five years. The planning horizons for these documents is 20 to 30 years in the future.
Southern California Association of Governments (SCAG)	The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) allows SCAG to update both the Regional Transportation Plan (RTP), as well as the Regional Transportation Improvement Program (RTIP) every four years. However, because the RTIP is a short-term program (six-year), it requires frequent amendments to keep the document current. Therefore, from a practical standpoint, SCAG anticipates continuing to update the RTIP every two years even though statutorily (SAFETEA-LU), it is required to be updated only once every four years.
Imperial Valley Association of Governments (IVAG)	The above documents, if deemed necessary and the funding is available, are updated every four to six years, and the planning horizons tend to go from 30 to 50 years.
San Diego Association of Governments (SANDAG)	The RTP will be updated every four years, as per new SAFETEA-LU requirements. The 2007 RTP will have a horizon year of 2030. The RTIP is updated every two years and includes five years of project programming.

Question 5: How often are the documents referred to above updated? What is the planning horizon for these documents?	
Agency	Response
County of San Diego	The five-year capital improvement plan was recently adopted and is targeted to be updated every two years. The County TIF program also was recently adopted and is targeted to be updated every year. The County overall General Plan is currently in the process of being updated. There is no set cycle for the plan to be updated on an established cycle. Specific plans, such as the East Otay Mesa Specific Plan, are updated on an as-needed basis.
City of Calexico	The General Plan has a 20-year or so horizon and is expected to be updated every five to ten years, depending on need.
City of Chula Vista	The City's General Plan is typically reviewed and updated every 10 to 15 years and has the same study horizon year that SANDAG currently utilizes which is 2030. All other documents are updated on an as-needed basis.
SRE	The documents are updated at each meeting of the Intersecretarial Group of Ports and Border Services. The meetings do not have a regular recurrence established by statute; however, the group meets around 24 times per year.
Institute of Administration and Estimates of National Real Estate (Instituto de Administración y Avalúos de Bienes Nacionales INDAABIN	The update of planning documents depends on the document and its relevance: ▪ Evaluation of priorities - each fiscal year. ▪ Master Plans are revised constantly in agreement with the requirements of the Intersecretarial border POE group (Grupo Intersecretarial de Puertos Y Cruces Fronterizos). The time horizon for planning master plans and executive projects is 20 to 25 years.
Aduanas	The planning process is visited annually.

<table>
<tr><th colspan="2">Question 5: How often are the documents referred to above updated? What is the planning horizon for these documents?</th></tr>
<tr><th>Agency</th><th>Response</th></tr>
<tr><td>Secretariat of Communications and Transportation (Secretaría de Comunicación y Transportes, SCT)</td><td>
<table>
<tr><th>Document</th><th>Update</th><th>Planning Horizon</th></tr>
<tr><td>National Development Plan</td><td>6 years</td><td>25 years</td></tr>
<tr><td>Regional and Sector Plans</td><td>6 years</td><td>25 years</td></tr>
<tr><td>Federal Disbursement Budget</td><td>1 year</td><td>6 years</td></tr>
</table>
</td></tr>
<tr><td>Secretariat of Social Development (Secretaría de Desarrollo Social, SEDESOL)</td><td>The National Urban Development Program is updated every six years.</td></tr>
<tr><td>Secretariat of Infrastructure and Urban Development (Secretaría de Infraestructura y Desarrollo Urbano de Baja California, SIDUE)</td><td>According to the State of Baja California Planning Law and the State of Baja California Urban Development Law, SIDUE produces two types of planning documents
▪ The six-year operating programs derived from the Planning Law are updated every year with a planning horizon of six years.
http://www.bajacalifornia.gob.mx/portal/gobierno/biblioteca.jsp
http://www.bajacalifornia.gob.mx/portal/programas.jsp
http://www.bajacalifornia.gob.mx/portal/programas_regp.jsp
▪ The institutional programs derived from the Urban Development Law are updated every six years with a planning horizon of generally of 20 years.
http: //www.bajacalifornia.gob.mx/sidue/</td></tr>
<tr><td>Municipal Planning Institute of Mexicali (Instituto Municipal de Investigación y Planeación de Mexicali, IMIP)</td><td>Every three years (at the beginning of each municipal administration) documents are revised to see if they need to be updated. The program that is monitored most closely is the City of Mexicali's planning program, which is updated every five years. The most recent update to the City of Mexicali's Urban Development Program is through the year 2025 and proposes for the first time to monitor annually, the projects defined as a priority by the advisory group. The advisory group has working tables by program theme, one of which is referred to as projects for the Economic Positioning of Mexicali in the region. This includes the expansion of Mexicali POE 1, the management of the Centinela POE and Technology Park, and the development of the city's logistical system.</td></tr>
</table>

Question 5: How often are the documents referred to above updated? What is the planning horizon for these documents?	
Agency	Response
Instituto Municipal de Planeación de Tijuana	This is under the federal and state domain.

Question 6: If your agency is not responsible for developing transportation or POE plans/programs, does your agency provide input into the preparation of local, municipal, state, or federal plans/programs?	
Agency	Response
U.S. Department of State (DOS)	No response.
U.S. General Services Administration (GSA)	Not applicable.
U.S. Customs and Border Protection (CBP)	No response.
Federal Highway Administration (FHWA) International Border Program	Under the auspices of the Joint Working Committee on Planning and Programming we fund and oversee various studies to focus resources in the following "planning areas". The idea is that other agencies will use these plans, products or tools to come up with their own agreed to priorities. 1. Regional Border Master Plan (Caltrans/ Baja California Case Study) The JWC proposes to create a compendium of border-wide regional master plans with a comprehensive and prioritized assessment of transportation needs along the border including at the Ports of Entry beginning with a pilot project for the San Diego/ Tijuana area. The Master Plan provides the next logical step in a comprehensive, binational transportation planning process. The Border Master Plan will go beyond BINS II to gather land use, environment, population and socio-economic data. This data will be used to adequately evaluate growth and future capacity needs at the border and to more realistically forecast future conditions in the border region. Additionally, this data can be utilized to evaluate the existing binational transportation and POE system, its current and future demand, and the infrastructure necessary to handle the expected growth. The Master Plan would help foster consistency amongst the individual agency planning processes, which creates a documentation that feeds back into the periodic updates of plan. The Master Plan must consider short-term, mid-term and long-term needs. The comprehensive list and prioritized assessment of the transportation and POE needs will support international trade as well as improve cross-border travel and the quality of life for the residents and visitors of each region. Therefore, the Border Master Plan should be incorporated as a component of federal, state and local strategic plans. Additionally, the outcome of the Master Plan process must be accepted and embraced by stakeholders throughout the border region.

Question 6: If your agency is not responsible for developing transportation or POE plans/programs, does your agency provide input into the preparation of local, municipal, state, or federal plans/programs?	
Agency	Response
FHWA (cont'd)	Stakeholders should make the Master Plan part of their overall planning and forecasting process. The master plan would be regularly updated (every 3-5 years) with new data, policy issues, economic and infrastructure changes as planned by the stakeholders. 2. Border Infrastructure Needs Assessment II /GIS (BINSII). The BINS II project would provide an update the BINS I information to include a complete project listing, including project description, estimated cost, funding needs and other significant project data prior to further analysis, evaluation, prioritization or assessment of the existing database, transportation projects or corridors. Second, BINS II will include development of a framework and process by which corridor projects can be addressed across jurisdictional lines including identifying corridor connectivity between adjacent states in the same country. The framework would identify the scope, guidelines and timelines for updating each Bi-State Transportation Plan. The BINS II and the JWC Border GIS efforts will become seamless and fully integrated. The BINS II modal database framework will be based upon the linear referencing system and point locations in the BGIS. All BINS II mapping will be derived from the BGIS. GIS compatibility needs will be identified early in the data collection effort; before database updates are provided. The corridor evaluation criteria will be improved to incorporate such elements as "Major Terminal Corridors" (corridors directly serving international POEs, i.e., land border crossings, airports and seaports), as well as "Feeder Corridors" (corridors that only connect with the Major Terminal Corridors, i.e., regional corridors or intermodal facilities that serve the origins and destinations of trade and transport through international POEs. BINS I – The Binational Border Transportation Infrastructure Needs Assessment Study (BINS) followed the JWC's vision of developing and coordinating border transportation plans, and continued the work initiated in the 1998 U.S.-Mexico Binational Transportation Planning and Programming (P&P) study. The purpose of BINS was to identify major transportation corridors in the border region, to develop a quantitative procedure to evaluate the needs of these corridors, and then, with input from the JWC, to identify transportation projects to meet the needs of the corridors as well as to identify possible funding sources. The BINS project was conducted in close coordination with the BINS Technical Committee, which was comprised of representatives from the ten border states as well as SCT and FHWA, under the guidance of the JWC.

Question 6: If your agency is not responsible for developing transportation or POE plans/programs, does your agency provide input into the preparation of local, municipal, state, or federal plans/programs?	
Agency	Response
FHWA (cont'd)	HIGHLIGHTS OF THE BINS PROJECT: ▪ Developed a systematic approach for assessing transportation infrastructure needs in the U.S.-Mexico border region. This framework will be useful for future transportation infrastructure assessments and can be enhanced or adapted to reflect the JWC's evolving areas of emphasis. Identified 42 multimodal transportation corridors within the ten border states.HIGHLIGHTS OF THE BINS PROJECT (cont'd): ▪ Created a border-wide database and evaluation tool, that was used to help prioritize each state's transportation corridors, based on multimodal quantifiable criteria for highways, land ports of entry, airports, maritime ports, and railroads. ▪ Identified 311 significant transportation projects (258 in the U.S. and 53 in Mexico). The purpose of compiling transportation project-level information was to summarize funded and unfunded planned infrastructure improvements for the border region.Identified in the U.S., a shortfall of approximately $10.6 billion dollars (in 2003 constant dollars) for transportation projects, corresponding mainly to highway projects ($10.5 billion dollars). ▪ Identified in Mexico, a shortfall for transportation projects of $9,030 million pesos (in constant 2003 pesos) [or $860 million dollars], which also corresponds mainly to highway projects ($8,878 million pesos) [or $846 million dollars]. Mexican Pesos were converted to US dollars at 1 US $ = 10.5 Mexican pesos. ▪ The section titled Summary of Findings by State illustrates the corridors (organized by priority), provides an example of transportation projects, and identifies funding shortfalls, for each of the ten border states. ▪ Future work of BINS could improve the process of corridor and project identification, such as establishing binational and multi-state transportation corridors. Incorporating a broader set of criteria, such as security, environment, and safety elements, could enhance the corridor evaluation process. The integration of the binational geographical information system (BGIS) database with BINS would enhance the display and analysis of transportation corridors and projects. We provide technical expertise to GSA, CBP, and the Department of State in traffic forecasting and traffic distribution. Lower Rio Grande Valley Traffic White Paper. Review of Border Wizard Simulation Results

Question 6: If your agency is not responsible for developing transportation or POE plans/programs, does your agency provide input into the preparation of local, municipal, state, or federal plans/programs?	
Agency	Response
Caltrans	Caltrans, in partnership with local, state and federal agencies is responsible for the development of a broad range of multi-modal transportation plans and programs.
Southern California Association of Governments (SCAG)	As described above, SCAG is required to develop RTP and RTIP through a collaborative process. Transportation/POE project development, as such, can be viewed as part of this collaborative process. Furthermore, depending on the nature and scope of POE projects, SCAG may weigh-in through its goods movement program or transportation corridor program as may be appropriate to ensure integrity of regional transportation goals and objectives. For example, if the proposed POE project is considered a regionally significant goods movement projects, SCAG's Goods Movement Task force would have the purview to review the project prior to consideration for inclusion in the RTP. Likewise, if it is considered a regionally significant transportation corridor project, it must be reviewed through SCAG's Regionally Significant Transportation Investment Studies (RSTIS) process.
Imperial Valley Association of Governments (IVAG)	IVAG generally assists GSA in the POE planning.
San Diego Association of Governments (SANDAG)	SANDAG is responsible for developing the RTP. SANDAG coordinates with Caltrans and other state and federal agencies on additional transportation/POE planning efforts.
County of San Diego	We provide input to Caltrans and SANDAG regarding the preparation and implementation of the Regional Transportation Plan (RTP). The County also prepares and adopts land uses plans (General Plan and Specific Plans) in areas adjacent to the border. The plans designate land uses and transportation corridors in these areas and can provide a mechanism for preserving right-of-way for future transportation corridors such as for the future SR 11 in East Otay Mesa. The County entered into a Letter of Intent with other jurisdictions and agencies to preserve right of way for a future POE in this area.
City of Calexico	As a City government, we are directly involved in transportation planning.

Question 6: If your agency is not responsible for developing transportation or POE plans/programs, does your agency provide input into the preparation of local, municipal, state, or federal plans/programs?	
Agency	Response
City of Chula Vista	The City of Chula Vista is directly involved with its own planning. The City is also involved as a member in all SANDAG transportation committees and technical working groups.
Secretaría de Relaciones Exteriores	The Secretary of Exterior Relations acts as coordinator of the Intersecreterial Group of Ports and Border Services, and analyzes and evaluates the proposals for bridges and border crossings so that these proposals are presented at the Binational Mexico – U.S. Group on bridges and border crossings.
Institute of Administration and Estimates of National Real Estate (Instituto de Administración y Avalúos de Bienes Nacionales INDAABIN	INDAABIN provides input into plans and programs.
Aduanas	Not applicable.
Secretariat of Communications and Transportation (Secretaría de Comunicación y Transportes, SCT)	Not applicable.
Secretariat of Social Development (Secretaría de Desarrollo Social, SEDESOL)	In addition 1) The Secretariat of Social Development grants technical assistance in terms of urban development to the states and municipalities when requested.

Question 6: If your agency is not responsible for developing transportation or POE plans/programs, does your agency provide input into the preparation of local, municipal, state, or federal plans/programs?	
Agency	Response
Secretariat of Infrastructure and Urban Development (Secretaría de Infraestructura y Desarrollo Urbano de Baja California, SIDUE)	The State Secretariat of Infraestructure and Urban Development has the responsibility of participating in State, Federal and Municipal public consultations for Human Settlement Sector Plans and Programs where the Transportation Sub-sector is present. At the State level (as mentioned in point four) official validation is established when a technical ruling of congruency is issued for publication in the State's official newspaper.
Municipal Planning Institute of Mexicali (Instituto Municipal de Investigación y Planeación de Mexicali, IMIP)	IMIP participates in BITTAC as a binational transportation advisor, but the functions are limited to information exchange, and it lacks the development of a common strategy for the promotion of projects. This committee lacks participation from U.S. municipalities, as well as INDAABIN and SCT from Mexico.
Instituto Municipal de Planeación de Tijuana	The City is responsible for the development of programs that include municipal and urban localities as well as planning at the neighborhood level.

Question 7: Do your agency's transportation and/or POE planning documents get incorporated into overall regional, state, or federal planning processes? Please explain	
Agency	Response
U.S. Department of State (DOS)	No response.
U.S. General Services Administration (GSA)	Yes. As noted in the answer to questions 1a and 2a, above, the project funding requested by GSA for POE's is, if approved by OMB, included in the President's proposed budget and, if approved by the responsible committees of Congress and appropriated, included in the Federal Budget as public law.
U.S. Customs and Border Protection (CBP)	CBP partners with GSA and the border and transportation communities in program development. As CBP's capital planning process matures, it is hoped that linkages to regional, state, and other federal planning processes are strengthened. (See attached for more information.)
Federal Highway Administration (FHWA) International Border Program	N/A
Caltrans	In general Caltrans planning documents are used for reference to introduce a high-level, overall corridor and project vision and corresponding guiding principles that would eventually be incorporated into a project specific document. The intent of incorporating Caltrans' planning documents would be to compliment and build upon local, regional, and statewide level plans and programs in the context of what could be accomplished by a collaborative effort at the project specific level. With that perspective, the planning documents such as Caltrans' District level Transportation Concept Reports and the Regional Transportation Plans (RTP) of their respective Metropolitan Planning Agencies, and statewide documents including the California Transportation Plan 2025, Transportation Management Systems Master Plan, Draft Performance Measurement Framework, and Intelligent Transportation Systems Deployment Initiatives would be used as tools to help frame the planning processes, design measurable outputs, and define desirable outcomes that work with and compliment both the state's brick-and-mortar transportation infrastructure, and the current and future management systems needed to maximize the performance of those investments

Question 7: Do your agency's transportation and/or POE planning documents get incorporated into overall regional, state, or federal planning processes? Please explain	
Agency	Response
Southern California Association of Governments (SCAG)	As explained above, transportation projects and/or POE projects are incorporated, as appropriate, into SCAG's RTP and RTIP, which are the regional planning and programming documents. RTP and RTIP are further integrated into the State Transportation Plan (STP) and the State Transportation Improvement Program (STIP).
Imperial Valley Association of Governments (IVAG)	IVAG's transportation plans are incorporated into the SCAG Regional Transportation Plan, Caltrans planning documents, and federal documents (i.e., SAFETEA LU).
San Diego Association of Governments (SANDAG)	SANDAG's RTP serves as the long range plan for the region. The air quality conformity for the RTP is approved by FHWA and FTA. All transportation projects that require federal environmental approval must be included in the air quality conformity analysis for the adopted RTP or RTIP.
County of San Diego	Typically, the County's documents do not get incorporated into overall regional, state or federal planning documents. Designated Circulation Element roads and land uses are often depicted in each. Alignments of these roads shift as more detailed studies are done. For example as SR 11 is undergoing the environmental and engineering studies to define the future alignment the specific plan is altered to adjust and depict. Coordination efforts between the County, Caltrans and developers in the region is being done to better fix the alignment so that the right-of-way is preserved and future development in the area will not preclude the construction of the future facility.
City of Calexico	The City general plans are intended to be consistent with county general plans. Transportation funding requests consistent with those plans are made via regional transportation improvement programs (RTIP).
City of Chula Vista	Yes, as an agency partner with SANDAG, the City is heavily involved in regional planning issues dealing with a broad range of transportation issues, plans and programs including the update to the Regional Transportation Plan (RTP), and the Interstate 5 and Interstate 805 corridor studies, all presently underway. The City works with SANDAG in determining which City roads should be included in the Regional Arterial System.

Question 7: Do your agency's transportation and/or POE planning documents get incorporated into overall regional, state, or federal planning processes? Please explain	
Agency	Response
SRE	The Secretary of Exterior Relations acts as coordinator of the Intersecreterial Group of Ports and Border Services, and analyzes and evaluates the proposals for bridges and border crossings so that these proposals are presented at the Binational Mexico – US Group on bridges and border crossings.
Institute of Administration and Estimates of National Real Estate (Instituto de Administración y Avalúos de Bienes Nacionales INDAABIN	Yes, for any project it develops, the Institute seeks the advice of the federal operational departments, the occupants of the building (customs, INM, SAGARPA, PROFEPA, CAPUFE, BANJERCITO, ETC) as well as the federal authorities (ex. SEDESOL), and the municipalities (ex. IMPLAN) charged with local, regional and national planning.
Aduanas	Not applicable.
Secretariat of Communications and Transportation (Secretaría de Comunicación y Transportes, SCT)	Yes, SCT programs are part of the federal and regional planning process.
Secretariat of Social Development (Secretaría de Desarrollo Social, SEDESOL)	According to Article 6 of the General Law on Human Settlements, zoning human settlements and the urban development of population centers shall be performed simultaneously by the Federation, the federal entities and municipalities as determined by the Political Constitution of the United States of Mexico.
Secretariat of Infrastructure and Urban Development (Secretaría de Infraestructura y Desarrollo Urbano de Baja California, SIDUE)	As part of SIDUE's development process, all federal, state and municipal urban development plans and programs are analyzed with the objective of integrating corresponding actions at the state level. Their incorporation and effect on the State is verified as part of the analysis carried out through the technical ruling of Congruency.

Question 7: Do your agency's transportation and/or POE planning documents get incorporated into overall regional, state, or federal planning processes? Please explain	
Agency	Response
Municipal Planning Institute of Mexicali (Instituto Municipal de Investigación y Planeación de Mexicali, IMIP)	Normally border crossing projects start with the local management and are supported by the city's urban development programs. Subsequently, the federal government carries out the long term projects and is limited to developing the land for the Port of Entry, leaving the integration of the POE to the local authorities.. IMIP's perspective in this and other topics is essential in that the management of the border crossings should recognize the border crossing's sphere of influence so it is integrated adequately. Federal spaces within the municipal environment cannot be managed as isolated projects.
IMPLAN	With regard to the development of the plans and programs described in the previous answer, the federal and state plans are considered and their strategies and guidelines are incorporated into these programs to ensure congruency with national and state plans.

Appendix C
Transportation Facilities and Short-Term Projects

Appendix C-1
California-Baja California Border Master Plan
Transportation Facilities within Focus Study Area

	County	Facility Type	Facility Name	Segment From	Segment To	Begin Post Mile/Km	End Post Mile/Km	Number of Lanes 2005	Number of Lanes 2030	AADT 2005	AADT 2030	% Growth 2005-2030	AAGR 2005-2030	% Truck AADT 2005	% Truck AADT 2030	Level of Service 2005	Level of Service a.m./p.m.	Level of Service 2030	Level of Service a.m./p.m.	Peak Period Traffic Volume 2005	Peak Period Traffic Volume a.m./p.m.	Peak Period Traffic Volume 2030	Peak Period Traffic Volume a.m./p.m.	Peak Period Traffic Capacity 2005	Peak Period Traffic Capacity a.m./p.m.	Peak Period Traffic Capacity 2030	Peak Period Traffic Capacity a.m./p.m.	Railroad Y/N	Railroad Name	2005-2030 Addition of HOV/ML	2005-2030 Addition of Ped. Walkway	2005-2030 Addition of Bike Path	Reporting Agency	How the road serves an International POE.	Within 10 mi (16 km)
1	Imperial	Expressway	SR 7	Border	SR 98	0.0	1.2	4	4	15,600	58,000	271.8%	5.39%	12.0%	0.0%	B	p.m.	D	p.m.	800	p.m.	2,683	p.m.	4,000	p.m.	4,000	p.m.	N	N/A	N	N	N	Caltrans	Directly serves as N-S connector highway to the Calexico East POE	Y
2	Imperial	Expressway	SR 7	SR 98	I-8	1.2	6.7	4	4	6,200	52,000	738.7%	8.88%	12.0%	0.0%	A	p.m.	C	p.m.	300	p.m.	2,401	p.m.	4,000	p.m.	4,000	p.m.	N	N/A	N	N	N	Caltrans	Directly serves as N-S connector highway to the Calexico East POE	Y
3	Imperial	Freeway	I-8	Forrester Road	Imperial Avenue	34.0	37.0	4	4	19,300	39,500	104.7%	2.91%	11.0%	0.0%	B	p.m.	A	p.m.	703	p.m.	1,472	p.m.	4,000	p.m.	4,000	p.m.	N	N/A	N	N	N	Caltrans	I-8 freeway provides interregional and interstate access to /from highways serving the Calexico and Calexico East POEs	Y
4	Imperial	Freeway	I-8	Imperial Avenue	SR 86	37.0	38.0	4	4	32,000	73,600	130.0%	3.39%	11.0%	0.0%	A	p.m.	C	p.m.	2,564	p.m.	2,027	p.m.	4,000	p.m.	4,000	p.m.	N	N/A	N	N	N	Caltrans	I-8 freeway provides interregional and interstate access to /from highways serving the Calexico and Calexico East POEs	Y
5	Imperial	Highway	SR 98	Dogwood Road	Navarro Avenue	30.3	31.1	2	4	9,800	24,000	144.9%	3.65%	5.0%	0.0%	B	p.m.	B	p.m.	735	p.m.	928	p.m.	2,000	p.m.	2,400	p.m.	N	N/A	N	N	N	Caltrans	Directly serves as E-W connector highway via SR 7 to the Calexico East POE	Y
6	Imperial	Highway	SR 98	Navarro Avenue	SR 111	31.1	32.3	2/4	4	24,200	32,000	32.2%	1.12%	7.0%	0.0%	E/C	p.m.	C	p.m.	1,815	p.m.	1,225	p.m.	2,400	p.m.	2,400	p.m.	N	N/A	N	N	N	Caltrans	Directly serves as E-W connector highway via SR 7 to the Calexico East POE	Y
7	Imperial	Highway	SR 98	SR 111 (0.6 KM W of SR 111)	Cole Road	32.3	35.2	2/4	4	6,900-26,000	39,000	n/a	n/a	11.0%	0.0%	E/B	p.m.	C	p.m.	1,950	p.m.	1,421	p.m.	2,400	p.m.	2,400	p.m.	N	N/A	N	N	N	Caltrans	Directly serves as E-W connector highway via SR 7 to the Calexico East POE	Y
8	Imperial	Highway	SR 98	Cole Road	SR 7 (Alamo River Bridge)	35.2	39.6	2	4	15,000	59,000	293.3%	5.63%	27.0%	0.0%	C	p.m.	**E**	p.m.	1,125	p.m.	2,328	p.m.	2,000	p.m.	2,400	p.m.	N	N/A	N	N	N	Caltrans	Directly serves as E-W connector highway via SR 7 to the Calexico East POE	Y
9	Imperial	Highway	SR 111	Border	SR 98	0.0	R1.2	4	4	43,000-50,000	63,500	n/a	n/a	0.0%	0.0%	**E**	p.m.	**F**	p.m.	1,800-2,100	p.m.	2,700	p.m.	2,400	p.m.	2,400	p.m.	N	N/A	N	N	N	Caltrans	Directly serves as N-S connector highway to the Calexico POE	Y
10	Imperial	Expressway	SR 111	SR 98	I-8	R1.2	R7.7	4	4	33,500-37,000	72,300-100,500	n/a	n/a	8.0%	0.0%	B	p.m.	D to F	p.m.	1,500-1,700	p.m.	3,200-4,500	p.m.	4,000	p.m.	4,000	p.m.	N	N/A	N	N	N	Caltrans	Directly serves as N-S connector highway to the Calexico POE	Y
11	Imperial	Highway	SR 186	Border	I-8	0.0	2.1	2	4	7,100	11,000	54.9%	1.77%	7.0%	0.0%	B	p.m.	B	p.m.	330	p.m.	511	p.m.	2,000	p.m.	2,400	p.m.	N	N/A	N	N	N	Caltrans	Directly serves as N-S connector highway to Andrade POE	Y
12	Imperial	Primary	Second Street	SR 111	Dogwood Rd	n/a	2.1	2	4	13,195	21,500	62.9%	1.97%	20.0%	20.0%	D	p.m.	B	p.m.	1,715	p.m.	2,795	p.m.	2,000	p.m.	4,000	p.m.	N	N/A	N	**Y**	**Y**	Calexico	Second Street Expansion serves as an alternate exit from the POE to I-8 via Dogwood Road.	Y
13	Imperial	Primary	Cesar Chavez Blvd	SR 111	SR 98/Birch St	n/a	0.9	2	4	13,500	33,000	144.4%	3.64%	20.0%	20.0%	D	p.m.	C	p.m.	1,755	p.m.	2,970	p.m.	2,000	p.m.	4,000	p.m.	N	N/A	N	N	**Y**	Calexico	Cesar Chavez Expansion serves as an alternate to Hwy 111 from the POE to I-8 via Cole Blvd and Dogwood Road.	Y
14	Imperial	Primary	SR98/Birch St	Dogwood Rd	Barbara Worth Rd	n/a	6.3	4	6	26,000	47,500	82.7%	2.44%	25.0%	20.0%	**F**	p.m.	C	p.m.	3,900	p.m.	4,750	p.m.	4,000	p.m.	6,000	p.m.	N	N/A	N	N	**Y**	Calexico	SR98/Birch St serves as an east-west connector to funnel traffic to primary and alternate access roads to the POE.	Y
15	Imperial	Local Arterial	Cole Rd.	Bowker Rd.	SR 98	n/a	n/a	4	4	11,230	22,000	95.9%	2.73%	N/A	n/a	A	n/a	B	n/a	n/a	n/a	820	p.m.	n/a	n/a	n/a	n/a	N	N/A	N	N	N	SCAG	This road will provide more vehicle access to SR 98 east.	Y
16	Imperial	Local Arterial	Cole Rd.	Railroad Tracks	Kloke Rd.	n/a	0.33	4	4	2,850	25,000	777.2%	9.07%	n/a	n/a	A	n/a	B	n/a	n/a	n/a	932	a.m.	n/a	n/a	n/a	n/a	N	N/A	N	N	N	SCAG	This road will provide more vehicle access West.	Y
17	San Diego	Freeway	I-5	Intl Line	Jct. Rte. 905	R0.9	3.1	8	8	69,471	96,800	39.3%	1.34%	5.0%	0.0%	A	a.m.	C	p.m.	3,151	a.m.	4,670	p.m.	8,000	a.m.	8,600	p.m.	Y	SDIV	N	N	N	Caltrans	Directly serves as N-S connector highway to the San Ysidro POE	Y
18	San Diego	Freeway	I-5	Jct. Rte. 905	Palm Ave.	3.1	4.7	8	8 + 2 HOV	112,097	170,700	52.3%	1.70%	8.0%	0.0%	C	a.m.	D	p.m.	5,297	a.m.	8,235	p.m.	8,600	a.m.	10,750	p.m.	Y	SDIV	**Y**	N	N	Caltrans	Directly serves as N-S connector highway to the San Ysidro POE	Y
19	San Diego	Freeway	I-5	Palm Ave.	L St.	4.7	6.8	8	8 + 2 HOV	156,412	211,400	35.2%	1.21%	8.0%	0.0%	D	a.m.	D	p.m.	7,223	a.m.	9,386	p.m.	8,600	a.m.	10,750	p.m.	Y	SDIV	**Y**	N	N	Caltrans	Directly serves as N-S connector highway to the San Ysidro POE	Y
20	San Diego	Freeway	I-5	L St.	SR 54	6.8	9.4	8	8 + 2 HOV	175,000	224,200	28.1%	1.00%	5.0%	0.0%	D	p.m.	D	p.m.	7,560	p.m.	9,282	p.m.	8,600	p.m.	10,750	p.m.	Y	SDIV	**Y**	N	N	Caltrans	Directly serves as N-S connector highway to the San Ysidro POE	Y
21	San Diego	Highway	SR 94	SR 54	Otay Lakes Road	14.9	24.7	2	2/4	8,200-23,000	12,300-39,700	n/a	n/a	7.0%	0.0%	**C to F**	p.m.	**C to F**	p.m.	442-1,240	p.m.	700-2100	p.m.	2,000	p.m.	2000-2400	p.m.	N	N/A	N	N	N	Caltrans	Directly serves as N-S connector highway via SR 188 to the Tecate POE	Y
22	San Diego	Highway	SR 94	Otay Lakes Road	SR 188	24.7	39.0	2	2	6,500-8,700	12,300-15,800	n/a	n/a	8.0%	0.0%	B	p.m.	C/D	p.m.	300-400	p.m.	300-900	p.m.	2,000	p.m.	2,000	p.m.	N	N/A	N	N	N	Caltrans	Directly serves as N-S connector highway via SR 188 to the Tecate POE	Y
23	San Diego	Arterial	Siempre Viva Rd	La Media Rd.	SR 905	n/a	n/a	2	0	5,400	0	N/A	N/A	5.0%	0.0%	D	a.m.	n/a	n/a	653	a.m.	n/a	n/a	1,200	a.m.	n/a	n/a	N	N/A	N	N	N	Caltrans	This road provides commercial vehicle access to the Otay Mesa POE	Y
24	San Diego	Freeway	SR 11	SR 905	Border	0.0	2.7	0	4	0	45,300	N/A	N/A	0.0%	0.0%	n/a	n/a	A	p.m.	n/a	n/a	1,859	p.m.	n/a	n/a	4,000	p.m.	N	N/A	N	N	N	Caltrans	Directly serves as E-W connector highway to proposed Otay Mesa East POE	Y
25	San Diego	Highway	SR 188	Border	SR 94	0.0	1.8	2	2	7,000	16,000	128.6%	3.36%	10.0%	0.0%	B	p.m.	B	p.m.	376	p.m.	900	p.m.	2,000	p.m.	2,000	p.m.	N	N/A	N	N	N	Caltrans	Directly serves as N-S connector highway to the Tecate POE	Y
26	San Diego	Freeway	I-805	I-5	SR 905	0.5	1.8	8	8	68,000	104,600	53.8%	1.74%	4.0%	0.0%	C	p.m.	C	p.m.	3,084	p.m.	4,745	p.m.	8,600	p.m.	8,600	p.m.	N	N/A	N	N	N	Caltrans	Directly serves as N-S connector highway via I-5 to the San Ysidro POE	Y
27	San Diego	Freeway	I-805	SR 905	Palm Ave.	1.8	2.9	8	8+ML/HOV	118,000	151,900	28.7%	1.02%	7.0%	0.0%	C	p.m.	C	p.m.	5,352	p.m.	6,890	p.m.	8,600	p.m.	10,750	p.m.	N	N/A	**Y**	N	N	Caltrans	Directly serves as N-S connector highway via I-5 to the San Ysidro POE	Y
28	San Diego	Freeway	I-805	Palm Ave.	Telegraph Canyon	2.9	6.1	8	8+ML/HOV	146,000	215,700	47.7%	1.57%	7.0%	0.0%	C	p.m.	D	p.m.	5,262	p.m.	7,774	p.m.	8,600	p.m.	10,750	p.m.	N	N/A	**Y**	N	N	Caltrans	Directly serves as N-S connector highway via I-5 to the San Ysidro POE	Y

Appendix C-1
California-Baja California Border Master Plan
Transportation Facilities within Focus Study Area

	County	Facility Type	Facility Name	Segment		Begin Post	End Post	Number of Lanes		AADT				% Truck AADT		Level of Service				Peak Period Traffic Volume				Peak Period Traffic Capacity				Railroad		2005-2030 Addition of			Reporting Agency	How the road serves an International POE.	Within 10 mi (16 km)
				From	To	Mile/Km		2005	2030	2005	2030	% Growth 2005-2030	AAGR 2005-2030	2005	2030	2005	a.m./p.m.	2030	a.m./p.m.	2005	a.m./p.m.	2030	a.m./p.m.	2005	a.m./p.m.	2030	a.m./p.m.	Y/N	Name	HOV/ML	Ped. Walkway	Bike Path		
29	San Diego	Freeway	I-805	Telegraph Canyon	SR 54	6.1	8.9	8	8+ML/HOV	222,000	264,400	19.1%	0.70%	6.0%	0.0%	**F**	p.m.	**E**	p.m.	8,547	p.m.	9,809	p.m.	8,600	p.m.	10,750	p.m.	N	N/A	**Y**	N	N	Caltrans	Directly serves as N-S connector highway via I-5 to the San Ysidro POE	Y
30	San Diego	Freeway	I-905	I-5	Beyer Blvd	3.2	3.8	4	6	48,500	88,800	83.1%	2.45%	7.0%	0.0%	B	p.m.	C	p.m.	2,131	p.m.	3,902	p.m.	4,600	p.m.	6,900	p.m.	N	N/A	N	N	N	Caltrans	Directly serves as E-W connector highway to the Otay Mesa POE	Y
31	San Diego	Freeway	I-905	Beyer Blvd	Picador Blvd	3.8	4.4	4	6	55,000	94,200	71.3%	2.18%	7.0%	0.0%	C	p.m.	C	p.m.	2,360	p.m.	4,041	p.m.	4,600	p.m.	6,900	p.m.	N	N/A	N	N	N	Caltrans	Directly serves as E-W connector highway to the Otay Mesa POE	Y
32	San Diego	Freeway	I-905	Picador Blvd	I-805	4.4	5.2	4	6	62,000	100,800	62.6%	1.96%	7.0%	0.0%	C	p.m.	C	p.m.	2,660	p.m.	4,324	p.m.	4,600	p.m.	6,900	p.m.	N	N/A	N	N	N	Caltrans	Directly serves as E-W connector highway to the Otay Mesa POE	Y
33	San Diego	Freeway	I-905	I-805	Otay Mesa Road	5.2	5.7	4	8	57,000	172,700	203.0%	4.53%	7.0%	0.0%	B	p.m.	D	p.m.	2,772	p.m.	6,649	p.m.	4,000	p.m.	8,000	p.m.	N	N/A	N	N	N	Caltrans	Directly serves as E-W connector highway to the Otay Mesa POE	Y
34	San Diego	Freeway	I-905	Otay Mesa Road	0.6 mi west of Airway	5.7	10.3	0	8	0	148,700	N/A	N/A	0.0%	0.0%	n/a	n/a	D	p.m.	n/a	n/a	5,725	p.m.	n/a	n/a	8,000	p.m.	N	N/A	N	N	N	Caltrans	Directly serves as E-W connector highway to the Otay Mesa POE	Y
35	San Diego	Freeway	I-905	0.6 mi west of Airway	Border	10.3	11.9	4	8	36,000	72,500	101.4%	2.84%	15.0%	0.0%	B	p.m.	B	p.m.	1,788	p.m.	3,600	p.m.	4,000	p.m.	8,000	p.m.	N	N/A	N	N	N	Caltrans	Directly serves as E-W connector highway to the Otay Mesa POE	Y
36	San Diego	Bridge	Heritage Road Bridge	Main Street	South of the Otay River	N/A	N/A	3	6	11,613	33,000	184.2%	4.27%	n/a	n/a	A	ADT	A	ADT	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	N	N/A	N	N	N	Chula Vista	Provides direct access to POE by way of the City of Chula Vista through City of San Diego by six lane prime arterial that is listed in City of Chula Vista's Circulation	Y
37	San Diego	Bridge	Willow Street Bridge	Sweetwater Road	Bonita Road	N/A	N/A	2	4	17,490	22,400	28.1%	0.99%	n/a	n/a	**F**	ADT	C	ADT	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	N	N/A	N	N	N	Chula Vista	Provides north/south access between City of Chula Vista and County of San Diego, thereby relieving traffic demand on I-805 and future SR 125 for inter-jurisdictional vehiclular traffic.	Y
38	San Diego	Blue Line Trolley	MTS Blue Line	Within City of Chula Vista Limits	N/A	N/A	N/A	N/A	N/A	N/A	N/A	n/a	n/a	N/A	n/a	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N	N/A	N	N	N	Chula Vista	n/a	Y
39	San Diego	Arterial	Airway Road	City of San Diego	Enrico Fermi Drive	N/A	N/A	2	4	2,000	13,000	550.0%	7.77%	N/A	N/A	B	24 hr	A	24 hr	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N	N	N	N	**Y**	San Diego County	Airway Road will provide parallel capacity to SR 11 and one of the primary routes in the East Otay Mesa area serving traffic movement to/from SR 11 and the International POE.	Y
40	San Diego	Arterial	Alta Road	North of Lone Star Road	Lone Star Road	N/A	N/A	2	4	5,000	14,900	198.0%	4.46%	N/A	N/A	C	24 hr	B	24 hr	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N	N	N	N	**Y**	San Diego County	Alta Road will be one of the primary routes in the East Otay Mesa area serving traffic movement to/from SR 11 and the International POE.	Y
41	San Diego	Arterial	Enrico Fermi Drive	Siempre Viva Road	Via de la Amistad	N/A	N/A	2	2	6,600	6,600	0.0%	0.00%	n/a	N/A	C	24 hr	A	24 hr	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N	N	N	N	N	San Diego County	Enrico Fermi Drive will be a future connection to SR 11 ramp interchange	Y
42	San Diego	Arterial	Otay Mesa Road	Michael Faraday Road	Enrico Fermi Drive	N/A	N/A	2	6	8,000	18,800	135.0%	3.48%	N/A	N/A	D	24 hr	A	24 hr	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N	N	N	N	**Y**	San Diego County	Otay Mesa Road will provide parallel capacity to SR 11 and a arterial	Y
43	San Diego	Arterial	Airway Road	Enrico Fermi Road	Alta Road	N/A	N/A	0	4	n/a	6,200	n/a	n/a	n/a	N/A	n/a	n/a	A	24 hr	n/a	n/a	N/A	N/A	n/a	n/a	N/A	N/A	n/a	n/a	N	N	N	San Diego County	Airway Road will provide parallel capacity to SR 11 and one of the primary routes in the East Otay Mesa area serving traffic movement to/from SR 11 and the International POE	Y
44	San Diego	Arterial	Alta Road	Lone Star Road	Otay Mesa Road	N/A	N/A	0	4	n/a	5,900	n/a	n/a	n/a	N/A	n/a	n/a	A	24 hr	n/a	n/a	N/A	N/A	n/a	n/a	N/A	N/A	n/a	n/a	N	N	N	San Diego County	Alta Road will be one of the primary routes in the East Otay Mesa area serving traffic movement to/from SR 11 and the International POE	Y
45	San Diego	Arterial	Alta Road	Otay Mesa Road	Siempre Vive Road	N/A	N/A	0	4	n/a	11,300	n/a	n/a	n/a	N/A	n/a	n/a	A	24 hr	n/a	n/a	N/A	N/A	n/a	n/a	N/A	N/A	n/a	n/a	N	N	N	San Diego County	Alta Road will be one of the primary routes in the East Otay Mesa area serving traffic movement to/from SR 11 and the International POE	Y
46	San Diego	Arterial	Enrico Fermi Drive	Lone Star Road	Otay Mesa Road	N/A	N/A	0	4	n/a	21,300	n/a	n/a	n/a	N/A	n/a	n/a	B	24 hr	n/a	n/a	N/A	N/A	n/a	n/a	N/A	N/A	n/a	n/a	N	N	N	San Diego County	Enrico Fermi Drive will be a future connection to SR 11 ramp interchange	Y
47	San Diego	Arterial	Enrico Fermi Drive	Lone Star Road	SR 11	N/A	N/A	0	4	n/a	33,800	n/a	n/a	n/a	N/A	n/a	n/a	**E**	24 hr	n/a	n/a	N/A	N/A	n/a	n/a	N/A	N/A	n/a	n/a	N	N	N	San Diego County	Enrico Fermi Drive will be a future connection to SR 11 ramp interchange	Y

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Transportation Facilities within Focus Study Area

	County	Facility Type	Facility Name	Segment		Begin Post	End Post	Number of Lanes		AADT			AAGR 2005-2030	% Truck AADT		Level of Service				Peak Period Traffic Volume				Peak Period Traffic Capacity				Railroad		2005-2030 Addition of			Reporting Agency	How the road serves an International POE.	Within 10 mi (16 km)
				From	To	Mile/Km		2005	2030	2005	2030	% Growth 2005-2030		2005	2030	2005	a.m./p.m.	2030	a.m./p.m.	2005	a.m./p.m.	2030	a.m./p.m.	2005	a.m./p.m.	2030	a.m./p.m.	Y/N	Name	HOV/ML	Ped. Walkway	Bike Path			
48	San Diego	Arterial	Enrico Fermi Drive	SR 11	Airway Road	N/A	N/A	0	4	n/a	12,500	n/a	n/a	n/a	N/A	n/a	n/a	A	24 hr	n/a	n/a	N/A	N/A	n/a	n/a	N/A	N/A	n/a	n/a	N	N	N	San Diego County	Enrico Fermi Drive will be a future connection to SR 11 ramp interchange	Y
49	San Diego	Arterial	Lone Star Road	City of SD	Ellis Road	N/A	N/A	0	6	n/a	31,400	n/a	n/a	n/a	N/A	n/a	n/a	B	24 hr	n/a	n/a	N/A	N/A	n/a	n/a	N/A	N/A	n/a	n/a	N	N	N	San Diego County	Lone Star Road will provide parallel capacity to SR 11 and a arterial connection to SR 125	Y
50	San Diego	Arterial	Lone Star Road	Ellis Road	Enrico Fermi Drive	N/A	N/A	0	4	n/a	14,600	n/a	n/a	n/a	N/A	n/a	n/a	A	24 hr	n/a	n/a	N/A	N/A	n/a	n/a	N/A	N/A	n/a	n/a	N	N	N	San Diego County	Lone Star Road will provide parallel capacity to SR 11 and a arterial connection to SR 125	Y
51	San Diego	Arterial	Lone Star Road	Enrico Fermi Drive	Loop Road	N/A	N/A	0	4	n/a	30,600	n/a	n/a	n/a	N/A	n/a	n/a	D	24 hr	n/a	n/a	N/A	N/A	n/a	n/a	N/A	N/A	n/a	n/a	N	N	N	San Diego County	Lone Star Road will provide parallel capacity to SR 11 and a arterial connection to SR 125	Y
52	San Diego	Arterial	Otay Mesa Road	Piper Ranch Road	Eillis Road	N/A	N/A	0	6	n/a	26,400	n/a	n/a	n/a	N/A	n/a	n/a	B	24 hr	n/a	n/a	N/A	N/A	n/a	n/a	N/A	N/A	n/a	n/a	N	N	N	San Diego County	Otay Mesa Road will provide parallel capacity to SR 11 and an arterial connection to SR 125	Y
53	San Diego	Arterial	Otay Mesa Road	Eillis Road	Michael Faraday Drive	N/A	N/A	0	6	n/a	22,600	n/a	n/a	n/a	N/A	n/a	n/a	B	24 hr	n/a	n/a	N/A	N/A	n/a	n/a	N/A	N/A	n/a	n/a	N	N	N	San Diego County	Otay Mesa Road will provide parallel capacity to SR 11 and an arterial connection to SR 125	Y
54	San Diego	Arterial	Otay Mesa Road	Enrico Fermi Drive	Loop Rd	N/A	N/A	0	4	n/a	6,700	n/a	n/a	n/a	N/A	n/a	n/a	A	24 hr	n/a	n/a	N/A	N/A	n/a	n/a	N/A	N/A	n/a	n/a	N	N	N	San Diego County	Otay Mesa Road will provide parallel capacity to SR 11 and a arterial connection to SR 125	Y
55	San Diego	Arterial	Siempre Viva Road	City of SD	Loop Road	N/A	N/A	0	4	n/a	28,300	n/a	n/a	n/a	N/A	n/a	n/a	C	24 hr	n/a	n/a	N/A	N/A	n/a	n/a	N/A	N/A	n/a	n/a	N	N	N	San Diego County	Siempre Viva Road will provide parallel capacity to SR 11and one of the primary routes in the East Otay Mesa area serving traffic movement to/from SR 11 and the International POE	Y
56	San Diego	Freeway	SR 11	Intnl Border	City of SD	0.0	2.6	0	6	n/a	49,700	n/a	n/a	n/a	N/A	n/a	n/a	B	24 hr	n/a	n/a	N/A	N/A	n/a	n/a	N/A	N/A	n/a	n/a	N	N	N	San Diego County	SR 11 will directly serve the new East Otay Port of Entry	N
57	San Diego	Collector	Via de la Amistad	City of SD	Alta Road	N/A	N/A	0	2	n/a	300	n/a	n/a	n/a	N/A	n/a	n/a	A	24 hr	n/a	n/a	N/A	N/A	n/a	n/a	N/A	N/A	n/a	n/a	N	N	N	San Diego County	Via de la Amistad is an industrial/commercial collector and non-Circulation Element Specific Road	N
58	San Diego	Arterial	Enrico Fermi Drive	Airway Road	Siempre Viva Road	N/A	N/A	2	4	3,400	10,100	197.1%	4.45%	N/A	N/A	B	24 hr	A	24 hr	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N	N	N	N	N	San Diego County	Enrico Fermi Drive will a be future connection to SR 11 ramp interchange	Y
59	Mexicali	Regional	Carretera Mexicali-San Luis	Blv.Lazaro Cardenas	Area De Aplicacion 16 Km. A San Luis	0.0	29.6	4	n/a	7,430	15,104	103.3%	2.88%	16.0%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	N	N	N	SIDUE	Acceso A Trafico Turistico Y De Carga A Cruce Fronterizo Mexicali Ii.	Y
60	Mexicali	Regional	Carretera Mexicali-San Felipe	Glorieta Sanchez Taboada	Area De Aplicacion 16 Km. A San	0.0	6.8	4	n/a	17,966	36,521	103.3%	2.88%	16.0%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	N	N	N	SIDUE	Acceso A Trafico Turistico Al Cruce Fronterizo Mexicali I. (Conectandose Al Blv. Lazaro Cardenas)	Y
61	Mexicali	Regional	Carretera Libre A Tijuana	Glorieta Francisco Zarco	Area De Aplicacion 16 Km. A Tijuana	0.0	9.1	2	n/a	4,947	10,056	103.3%	2.88%	17.0%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	N	N	N	SIDUE	Acceso A Trafico Turistico Al Cruce Fronterizo Mexicali I. (Conectandose Al Blv. Lazaro Cardenas)	Y
62	Mexicali	Regional	Libramiento Mexicali-La Rosita	Intersección Carretera Mxl-San Luis	Interseccion Carretera Mexicali-Tijuana	228.100 MXL-SAN	14.800 MXL-TIJUA	0	4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	N	N	N	SIDUE	Acceso A Trafico De Carga Proviniente De Tijuana Y El Interior De La Republica Cruce Fronterizo Mexicali Ii.	Y
63	Mexicali	Primaria	Blvr. Lopez Mateos	Puerto Fronterizo No. 1	Glorieta Sanchez Taboada	0.0	8.0	8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	1,015	p.m.	n/a	n/a	n/a	n/a	n/a	n/a	Y	Ferromex	N	N	N	IMIP	Sirve de salida directa del Puerto Fronterizo 1 Calexico (N-S) a Mexicali (Corredor Blvr. Lopez Mateos)	Y
64	Mexicali	Primaria	Blvr. Benito Juárez-Justo Sierra	Puerto Fronterizo No. 1	Glorieta Sanchez Taboada	0.0	6.2	8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	1,827	p.m.	n/a	n/a	n/a	n/a	n/a	n/a	N	N/A	N	N	N	IMIP	Unido a la Av. Colón sirve de acceso al Puerto Fronterizo 1 (S-N)	Y
65	Mexicali	Primaria	Carr. Mexicali a San Felipe	Glorieta Sanchez Taboada	Limite Area Urbana 2010	0.0	6.8	6	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	N	N/A	N	N	N	IMIP	Unido al Corredor Blvr. Lopez Mateos sirve al Puerto Fronterizo 1(N-S), como salida de Calexico a Mexicali	Y
66	Mexicali	Primaria	Av. Cristobal Colon	Calle Astros	Puerto Fronterizo No. 1	0.0	7.9	4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	404	a.m.	n/a	n/a	n/a	n/a	n/a	n/a	N	N/A	N	N	N	IMIP	Sirve de acceso directo (E-O) de entrada de Mexicali a la Garita de Calexico (Puerto Fronterizo 1)	Y
67	Mexicali	Primaria	Av. Francisco I Madero	Puerto Fronterizo N0.1	Calazada Justo Sierra	0.0	4.0	6	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	N	N/A	N	N	N	IMIP	Sirve de salida directa del Puerto Fronterizo 1de Calexico (N-S) a Mexicali (Corredor Blvr. Lopez Mateos)	Y
68	Mexicali	Primaria	Av. Republica de Argentina	Calzada Justo Sierra	Blvr. Abelardo L. Rodriguez	0.0	3.9	6	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	N	N/A	N	N	N	IMIP	Unido al corredor Blvr. Abelardo L. Rodriguez con direccion (O-E), sirve de acceso de Mexicali a la Garita de	Y
69	Mexicali	Primaria	Blvr. Rio Nuevo-Cjon Zorrilla	Puerto Fronterizo No. 1	Blvr. Anahuac	0.0	5.0	8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	N	N/A	N	N	N	IMIP	Sirve de salida directa del Puerto Fronterizo 1 Calexico (N-S) a Mexicali (Corredor Blvr. Río Nuevo)	Y

Appendix C-1
California-Baja California Border Master Plan
Transportation Facilities within Focus Study Area

	County	Facility Type	Facility Name	Segment		Begin Post	End Post	Number of Lanes		AADT				% Truck AADT		Level of Service				Peak Period Traffic Volume				Peak Period Traffic Capacity				Railroad		2005-2030 Addition of			Reporting Agency	How the road serves an International POE.	Within 10 mi (16 km)
				From	To	Mile/Km		2005	2030	2005	2030	% Growth 2005-2030	AAGR 2005-2030	2005	2030	2005	a.m./p.m.	2030	a.m./p.m.	2005	a.m./p.m.	2030	a.m./p.m.	2005	a.m./p.m.	2030	a.m./p.m.	Y/N	Name	HOV/ML	Ped. Walkway	Bike Path			
70	Mexicali	Primaria	Blvr. Abelardo L Rodriguez	Calle Astros	Calzada Cetys	0.0	5.1	6	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	N	N/A	N	N	N	IMIP	Sirvre de acceso directo al Puerto Fronterizo 3 (Mexicali-Calexico-Mexicali)	Y
71	Mexicali	Primaria	Calle Novena	Calzada Cetys	Calz. Gvo. Vildosola Castro	0.0	11.1	8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	N	N/A	N	N	N	IMIP	Unida al Blvr. Abelardo L. Rodriguez, sirve de acceso al Puerto Fronterizo 3 (Mexicali-Calexico-Mexicali) Sur-Norte	Y
72	Mexicali	Primaria	Calz. Gvo. Vildosola Castro	Glorieta Sanchez Taboada	Blvr. Lazaro Cardenas	0.0	9.9	4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Y	Ferromex	N	N	N	IMIP	Unido este corredor al Blvr. Lopez Mateos sirve de acceso de la Garita de Calexico en Puerto Fronterizo 1 a Mexicali ,(N-S)	Y
73	Mexicali	Regional	Carr. Mexicali-San Luis	Blvr. Lazaro Cardenas	Area de Aplicación (16 Kilometros)	0.0	29.6	4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	N	N/A	N	N	N	IMIP	Unido este corredor al Blvr. Lopez Mateos sirve de acceso de la Garita de Calexico en Puerto Fronterizo 1 a Mexicali ,(N-S)	Y
74	Mexicali	Suburbana	Carr. Islas Agrarias-Los Algodones (Carr. Estatal No. 8)	Carr. Mexicali Abasolo	Puerto Fronterizo 2 (Los Algodones)	0.0	65.7	2	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	N	N/A	N	N	N	IMIP	Esta carretera unida a las vialidades 6ta y 1ra del Poblado Los Algodones sirven de acceso al Puerto Fronterizo No. 2, (Los Algodones-Andrade-Los Algodones)	Y
75	Mexicali	Primaria	n/a	Puerto Fronterizo 4 (Centinela)	Carr. A Tijuana	0	9.3	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Y	n/a	N	N	N	IMIP	Acceso directo a Puerto Fronterizo propuesto en Centinela.	n/a
76	Mexicali	Primaria	Anillo interior	Diferentes Secciones	n/a	0	30.3	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	N	N/A	N	N	N	IMIP	Unido a con Abelardo L. Rodríguez (al este) y Av. Internacional oeste sirve de acceso a Puertos Fronterizos 1 y 3	n/a
77	Mexicali	Rio Nuevo	n/a	Prolongación	n/a	0	3.4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	N	N/A	N	N	N	IMIP	Conecta directamente con bulevar Rii Nuevo que sirve de acceso fronterizo a Mexicali por Garita 1	n/a
78	Mexicali	Primaria	n/a	Puerto Fronterizo 4 (Centinela)	Blvr. Rio Nuevo	0	15.9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	N	N/A	N	N	N	IMIP	Conecta de oriente a poniente a los Puertos Fronterizos 1 y 4	n/a
79	Mexicali	Via Ferrea	n/a	Puerto Fronterizo 4 (Centinela)	Area de Aplicación (16 Kilometros)	0	19.5	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	N	N	N	IMIP	Conecta proyecto Punta Colonet en Ensenada y Puerto Fronterizo 4	n/a
80	Mexicali	Carretera libre	Mexicali-San Felipe	Mexicali	San Felipe	0.0	189.6	4	4	6,841	13,906	103.3%	2.88%	14.5%	14.5%	B	a.m./p.m.	B	a.m./p.m.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Y	Ferromex	N	N	N	SCT	Vialidad secundaria de acceso	Y
81	Mexicali	Carretera libre	Mexicali-Progreso	Mexicali	Progreso	0.0	15.3	2	2	1,489	3,027	103.3%	2.88%	20.0%	20.0%	B	a.m./p.m.	C	a.m./p.m.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Y	Ferromex	N	N	N	SCT	Vialidad secundaria de acceso	Y
82	Mexicali	Carretera libre	Mexicali-Estación Coahuila	Mexicali	Estación Coahuila	0.0	96.7	2	2	3,884	7,895	103.3%	2.88%	11.3%	11.3%	B	a.m./p.m.	B	a.m./p.m.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Y	Ferromex	N	N	N	SCT	Vialidad secundaria de acceso	Y
83	Mexicali	Carretera libre	Mexicali-Algodones	Mexicali	Algodones	0.0	101.5	2	2	3,625	7,369	103.3%	2.88%	10.6%	10.6%	B	a.m./p.m.	B	a.m./p.m.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Y	Ferromex	N	N	N	SCT	Vialidad secundaria de acceso	Y
84	Mexicali	Carretera libre	Ramal Aeropuerto de Mexicali	Mexicali	Aeropuerto	0.0	12.1	4	4	3,487	7,088	103.3%	2.88%	6.0%	6.0%	B	a.m./p.m.	B	a.m./p.m.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Y	Ferromex	N	N	N	SCT	Vialidad secundaria de acceso	Y
85	Mexicali	Carretera libre	Algodones-Ent. Islas Agrarias	Algodones	Entronque Islas Agrarias	0.0	55.5	2	2	2,658	5,403	103.3%	2.88%	9.4%	9.4%	B	a.m./p.m.	B	a.m./p.m.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	N	N/A	N	N	N	SCT	Vialidad secundaria de acceso	Y
86	Mexicali	Carretera libre	Sonoita-Mexicali	Sonoyta, Sonora	Mexicali	0.0	265.0	4	4	6,469	13,150	103.3%	2.88%	16.4%	16.4%	C	a.m./p.m.	C	a.m./p.m.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Y	Ferromex	N	N	N	SCT	Corredor principal de acceso	Y
87	Mexicali, Tijuana	Carretera libre	Tijuana-Mexicali	Tijuana	Mexicali	0.0	182.6	2	4	4,250	8,639	103.3%	2.88%	19.0%	19.0%	D	a.m./p.m.	B	a.m./p.m.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Y	Ferromex	N	N	N	SCT	Corredor principal de acceso	Y
88	Mexicali, Tijuana	Autopista de cuota	Autopista Tijuana-Mexicali	Tijuana	Mexicali	0.0	138.0	4	4	3,250	6,607	103.3%	2.88%	21.0%	21.0%	B	a.m./p.m.	B	a.m./p.m.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Y	Ferromex	N	N	N	SCT	Corredor principal de acceso	Y
89	Tecate	Regional	Carretera Cuota Tijuana	Intersección Carretera Libre Ensenada	Area De Aplicacion 16 Km. A Tijuana	0.0	18.2	4	n/a	3,173	6,450	103.3%	2.88%	18.0%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	N	N	N	SIDUE	Acceso A Trafico Turistico Y Carga, Cruce Fronterizo Tecate (Conectandose A La Vialidad Paseo Universidad Y Av.	Y
90	Tecate	Regional	Carretera Cuota Tijuana	Intersección Carretera Libre Ensenada	Area De Aplicacion 16 Km. A Mexicali	0.0	15.2	4	n/a	2,875	5,844	103.3%	2.88%	24.0%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	N	N	N	SIDUE	Acceso A Trafico Turistico Y Carga, Cruce Fronterizo Tecate (Conectandose A La Vialidad Paseo Universidad Y Av.	Y
91	Tecate	Regional	Carretera Libre A Ensenada	Intersección Con Av. Hidalgo	Area De Aplicacion 16	0.0	18.4	2	n/a	4,115	8,365	103.3%	2.88%	21.0%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	N	N	N	SIDUE	Acceso A Trafico Turistico Y Carga, Cruce Fronterizo Tecate (Conectandose	Y

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Transportation Facilities within Focus Study Area

	County	Facility Type	Facility Name	Segment		Begin Post	End Post	Number of Lanes		AADT				% Truck AADT		Level of Service				Peak Period Traffic Volume				Peak Period Traffic Capacity				Railroad		2005-2030 Addition of			Reporting Agency	How the road serves an International POE.	Within 10 mi (16 km)
				From	To	Mile/Km		2005	2030	2005	2030	% Growth 2005-2030	AAGR 2005-2030	2005	2030	2005	a.m./p.m.	2030	a.m./p.m.	2005	a.m./p.m.	2030	a.m./p.m.	2005	a.m./p.m.	2030	a.m./p.m.	Y/N	Name	HOV/ML	Ped. Walkway	Bike Path		
92	Tecate	Regional	Carretera Libre A Tijuana	Intersección Ortiz Rubio	Area De Aplicacion 16 Km. A Tijuana	0.0	14.1	4	n/a	4,254	8,648	103.3%	2.88%	17.9%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	N	n/a	N	N	N	SIDUE	Acceso A Trafico Turistico, Cruce Fronterizo Tecate (Conectandose Directo A Cruce Tecate)	Y
93	Tecate	Regional	Carretera Libre A Mexicali	Intersección Ortiz Rubio	Area De Aplicacion 16 Km. A Mexicali	0.0	11.2	4	n/a	4,395	8,934	103.3%	2.88%	26.0%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	N	n/a	N	N	N	SIDUE	Acceso A Trafico Turistico, Cruce Fronterizo Tecate (Conectandose Directo A Cruce Tecate)	Y
94	Tecate	Carretera libre	Tecate-El Sauzal	Tecate	El Sauzal	0.0	104.5	2	2	3,828	7,782	103.3%	2.88%	17.3%	17.3%	n/a	n/a	0	0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	N	N/A	N	N	N	SCT	Vialidad secundaria de acceso	Y
95	Tijuana	Regional	Carretera Cuota Tecate	Caseta De Cobro (Km. Ciudad Industrial)	Area De Aplicacion 16 Km. A Tecate	0.0	14.2	4	n/a	3,173	6,450	103.3%	2.88%	18.0%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	N	N	N	SIDUE	Acceso A Trafico De Carga y Turistico Al Cruce Fronterizo Otay.	Y
96	Tijuana	Regional	Carretera Cuota Ensenada	Caseta De Cobro (Km. 29.850 Playas De	Area De Aplicacion 16 Km. A Ensenada	0.0	9.9	4	n/a	5,956	12,107	103.3%	2.88%	9.0%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	N	N	N	SIDUE	Acceso A Trafico Turistico Al Cruce Fronterizo Puerta Mexico.	Y
97	Tijuana	Regional	Carretera Libre Ensenada	Intersección Blv. Diaz Ordaz	Area De Aplicacion 16 Km. A Ensenada	0.0	15.3	2	n/a	11,778	23,942	103.3%	2.88%	20.0%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	N	N	N	SIDUE	Acceso A Trafico Turistico y Carga, Cruces Fronterizos Puerta Mexico y Otay.	Y
98	Tijuana	Regional	Carretera Tijuana-Tecate	Intersección Libramiento Los Insurgentes	Area De Aplicacion 16 Km. A Tecate	0.0	8.0	2	n/a	9,485	19,281	103.3%	2.88%	17.0%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	N	N	N	SIDUE	Acceso A Trafico Turistico y Carga, Cruce Fronterizo Otay.(Conectandose a Libramiento Los Insurgentes)	Y
99	Tijuana	Regional	Libramiento Tijuana-Rosarito 2000	Caseta De Cobro Entrada Tijuana (Km. 35.220)	Area De Aplicacion 16 Km.	0.0	20.5	0	4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	N	N	N	SIDUE	Acceso A Trafico Turistico y Carga, Cruce Fronterizo Otay.(Conectandose a Libramiento Los Insurgentes)	Y
100	Tijuana	Carretera libre	Tijuana - Ensenada	Tijuana	Ensenada	0.0	110.0	4	4	8,536	17,352	103.3%	2.88%	15.8%	20.0%	B	a.m./p.m.	B	a.m./p.m.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	N	N/A	N	N	N	SCT	Corredor principal de acceso	Y
101	Tijuana	Autopista de cuota	Tijuana - San Miguel Cuota	Tijuana	San Miguel	0.0	98.2	4	6	6,250	12,705	103.3%	2.88%	10.0%	30.0%	B	a.m./p.m.	B	a.m./p.m.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	N	N/A	N	N	N	SCT	Corredor principal de acceso	Y

N/A = Not Applicable; n/a = data not available

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proj_id	Reporting Agency	Jursidiction	Project Name	Project Description	Limits of Project		Existing		Improvement		Total		LOS Before Project	LOS After Project (2030)	AADT Before Project	AADT After Project (2030)	Current (2005) Accident Rate: Below or Above statewide or citywide rate for similar facility (Below/Above)	Serves Goods Movement		Year Project Becomes Operational
					From	To	No. of Lanes	Facility Type	No. of Lanes	Type of Improvement	No. of Lanes	Facility Type						Connects to Commercial POE directly? (Y/N)	Truck AADT or Percent Share	
10100	Caltrans	Imperial County	I-8	Reconstruct Interchange	Imperial Avenue Interchange	N/A	N/A	Interchange	N/A	Interchange	N/A	Interchange	--	--	--	--	--	N	N/A	2012
10101	Caltrans	Imperial County	I-8	Reconstruct Interchange	Dogwood Avenue Interchange	N/A	N/A	Interchange	N/A	Interchange	N/A	Interchange	--	--	--	--	--	N	N/A	2012 +
10102	Caltrans	Imperial County	SR-98	Widen to 4 lanes	West of Navarro Road	SR-111	2	Highway	4	Highway	4	Highway	E	D	24,000	29,300	n/a	N	6%	2012
10104	Caltrans	Imperial County	SR-186	Widen NB Shoulder for Inspections	Andrade CVEF	N/A	2	Highway	2	Highway Shoulder Widening	2	Highway	B	C	7,100	11,000	n/a	Y	7%	2008
10105	Caltrans	Imperial County	SR-186	Reconstruct interchange	I-8/SR-186 Interchange	N/A	N/A	Interchange	N/A	Interchange	--	--	--	--	--	--	--	N	N/A	2009
10110	SCAG	Imperial County	Cole Road	Cole Rd. Corridor Improvements; expansion of 2 lane road into 4 lane principal arterial (.5 miles) from Bowker Rd East to SR-98	Bowker Rd.	SR-98	2	Minor Arterial	4	Widen from 2 to 4 lanes	4	Principal Arterial	A	B	11,230	22,000	n/a	n/a	n/a	2010
10111	SCAG	Imperial County	Cole Road	Reconstruction and Widening of Cole Road from 2 lanes to 4 lanes; from Railroad Tracks east to Kloke Rd. (.33 Miles)	Railroad Tracks	Kloke Rd.	2	Minor Arterial	4	Widen from 2 to 4 lanes	4	Principal Arterial	A	B	1,850	25,000	n/a	n/a	n/a	2007
10112	Calexico	Calexico	Second Street Expansion	Expand the existing Second Street from 2 lanes to 4 lanes and include traffic signals and bridge improvements	SR-111	Dogwood Rd	2	Primary Roadway	2	Widening	4	Primary Roadway	D	B	13,195	21,500	Above	Y	20%	2012
10113	Calexico	Calexico	Cesar Chavez Blvd Expansion	Expand the existing Cesar Chavez Blvd from 2 lanes to 4 lanes and include traffic signal improvements	SR-111	SR-98/Birch St	2	Primary Roadway	2	Widening	4	Primary Roadway	D	C	13,500	33,000	Above	Y	20%	2012
10167	Caltrans	Imperial County	SR 98 West	Widen from 2 to 4 lanes	Dogwood Rd.	SR 111	2	Conventional highway	4	Widen from 2 to 4 lanes	4	Conventional highway	E	D	24000	29300	Above		0	2012
20115	Caltrans	San Diego County	I-5/I-805	Modify access to POE	On I-5 - Border	Willow Road	--	--	--	POE	--	POE	--	--	--	--	--	Y	--	2012
20119	Caltrans	San Diego County	SR-188	Construct CHP Truck Inspection Facility	Border/SR-188	N/A	--	Temp. Fac.	--	CHP Facility	--	POE	--	--	--	--	--	Y	240	2009
20120	Caltrans	San Diego County	SR-188	Construct Truck Bypass lanes at POE	Border/SR-188	N/A	--	N/A	--	Truck bypass lanes	--	Truck bypass lanes	--	--	--	--	--	Y	240	2009
20122	Caltrans	San Diego County	I-805	Install NB Ramp Meters and HOV Bypass Lanes	Telegraph Canyon Road	Bonita Road	--	--	--	Ramp Meters	--	Freeway Operational	--	--	--	--	--	N	--	2010
20123	Caltrans	San Diego County	SR-905	I-805 to Otay Mesa Border Station - Construct 6-lane Freeway	I-805	Mexico	--	Freeway	6/8	Freeway Lanes	6/8	Freeway	--	C	--	72,500-172,700	Below	Y	15%	2010
20124	San Diego County	San Diego County	Otay Mesa Road	Widening Otay Mesa Road	SR-125	Enrico Fermi Drive	2	Arterial	2	Arterial	4	Arterial	C-F	B	6,000	18,000-26,000	Below	N	N/A	2011
20125	San Diego County	San Diego County	Lone Star Road	Construct new Lone Star Road	Alta Road	to 0.5 mile west	0	Arterial	2	Arterial	2	Arterial	N/A	F	N/A	30,600	N/A	N	N/A	2011
20126	SANDAG	San Diego County	Border Bicycle Parking	Border bicycle parking- San Ysidro	N/A	N/A	N/A	N/A	N/A	Bicycle parking	N/A	Bicycle parking	N/A	N/A	N/A	N/A	N/A	Y	N/A	2007?
20127	SANDAG	San Diego County	South Bay BRT	Between Otay Ranch and downtown San Diego- plan, design, and construct transit facilities, transitways, freeway shoulder improvements, and freeway on-ramp modifications	Otay Ranch	Downtown San Diego	N/A	N/A	N/A	BRT Stations	N/A	N/A	N/A	N/A	N/A	3,906	N/A	N	N/A	n/a
20129	SANDAG	San Diego County	Otay Truck Route	Between Drucker Lane to POE add emergency lane primarily for Border Patrol use and fire department access	Drucker Lane	Otay Mesa POE	n/a	n/a	1	Addition of emergency lane	n/a	n/a	N/A	N/A	N/A	N/A	N/A	Y	N/A	2007

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10100	PS&E	$38,400,000	N	$7,100,000	$31,300,000	n/a	n/a	n/a	I-8 and I-8 interchange projects provide interregional and interstate access to /from highways serving the Calexico and Calexico East POEs	
10101	PSR	$25,000,000	N	$0	$25,000,000	Medium	High	High	I-8 and I-8 interchange projects provide interregional and interstate access to /from highways serving the Calexico and Calexico East POEs	Y
10102	Environmental	$12,000,000	N	$2,000,000	$8,000,000	n/a	n/a	n/a	Provides highway access to the Calexico and Calexico East POEs via SR-111 and SR-7	
10104	Environmental	$621,000	Y	n/a	n/a	n/a	n/a	n/a	Improves cross border traffic flow to/from Andrade POE	
10105	pre-PSR	$10,000,000	N	$0	$10,000,000	Medium	High	High	Improves cross border traffic flow to/from Andrade POE	Y
10110	Engineering	n/a	n/a	$2,030,000	n/a	n/a	n/a	n/a	n/a	Y
10111	Construction	n/a	n/a	$860,000	n/a	n/a	n/a	n/a	n/a	Y
10112	Planning	$15,100,000	N	$0	Yes	Medium	High	High	Second Street Expansion serves as an alternate exit from the POE to I-8 via Dogwood Road.	Y
10113	Planning	$7,800,000	N	$0	Yes	Medium	High	High	Cesar Chavez Expansion serves as an alternate to Hwy 111 from the POE to I-8 via Cole Road and Dogwood Road.	Y
10167	Advanced Planning/Preliminary Engineering/ Environmental	$46,700,000			$46,700,000	Medium	High	High	Provides highway access to the Calexico and Calexico East POEs via SR 111 and SR 7	
20115	Environmental	$49,300,000	n/a	n/a	n/a	n/a	n/a	n/a	Improves traffic flow at POE	Y
20119	Construction	$16,000,000	Y	n/a	n/a	Medium	High	High	Improves traffic flow at Tecate POE	Y
20120	PSR	$7,665,000	N	N/A	n/a	Medium	High	High	Improves traffic flow at Tecate POE	Y
20122	PS&E	$6,900,000	Y	n/a	n/a	n/a	n/a	n/a	n/a	
20123	Construction	$619,000,000	Y		$180,000,000	Medium	Medium	High	Extension of existing SR 905 highway that provides direct connection to Otay Mesa POE	Y
20124	Environmental	$13,025,000	N	$50,000	$12,975,000	Medium	High	High	Otay Mesa Road will provide parallel capacity to SR-11 and an arterial connection to SR-125	Y
20125	Environmental	$6,500,000	N	$0	$6,500,000	Medium	High	High	Lone Star Road will provide parallel capacity to SR-11 and an arterial connection to SR-125	Y
20126	Construction	n/a	n/a	$249,000	n/a	High	High	Medium	Provides bicycle parking at the San Ysidro POE, encouraging bicycle trips.	Y
20127	Preliminary engineering	n/a	n/a	$5,899,000	n/a	n/a	n/a	n/a	Provides for new BRT service in the study area.	Y
20129	Construction	n/a	n/a	$2,000,000	n/a	n/a	n/a	n/a	Provides emergency/Border Patrol facilities.	Y

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proj_id	Reporting Agency	Jursidiction	Project Name	Project Description	From	To	No. of Lanes	Facility Type	No. of Lanes	Type of Improvement	No. of Lanes	Facility Type	LOS Before Project	LOS After Project (2030)	AADT Before Project	AADT After Project (2030)	Current (2005) Accident Rate: Below or Above statewide or citywide rate for similar facility (Below/Above)	Connects to Commercial POE directly? (Y/N)	Truck AADT or Percent Share	Year Project Becomes Operational
20130	SANDAG	San Diego County	Otay Truck Route Widening (Phase 4)	From Drucker Lane to La Media- add one lane (total 3 lanes for trucks; from Britannia to La Media- add one lane for trucks and one lane for emergency vehicles (Border Patrol/fire department access)	Drucker Lane	La Media	2	n/a	1	Addition of an emergency lane and a truck lane.	3	n/a	n/a	n/a	n/a	n/a	n/a	Y	N/A	n/a
20131	SANDAG	San Diego County	SR 125 Toll, Gap, Connector	Construct 6 lane freeway with interchange and HOV provisions	SR 905	SR-54	0	n/a	6	Toll expressway lanes	6	Toll expressway lanes	n/a	D	n/a	49,000-106,000	n/a	N	n/a	2009
20164	Caltrans	San Diego County	SR 94	Operational improvements	Melody Rd.	SR 188	2	Conventional highway			2	Conventional highway	C	D	8200	12300	Above		0	2011
20165	Caltrans	San Diego County	SR 905/805 Interchange (Phase 2)	Improvements to 805/905 interchange				Interchange				Interchange	N/A	N/A	N/A	N/A	N/A		N/A	2011
20166	Caltrans	San Diego County	SR 905/125 Interchange (Phase 3)	Construct 125/905 Interchange				Interchange				Interchange	N/A	N/A	N/A	N/A	N/A		N/A	2012
20135	Chula Vista	Chula Vista	I-5/E St. Split Grade Intersection	Project to have the MTS Trolley Blue Line pass beneath E Street.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	E	D	N/A	N/A	Above	Y	N/A	2011
20136	Chula Vista	Chula Vista	I-5/H St. Split Grade Intersection	Project to have the MTS Trolley Blue Line pass beneath H Street.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	F	E	N/A	N/A	Above	Y	N/A	2011
20138	Chula Vista	Chula Vista	I-5/ E Street Interchange Improvements	I-5 SB Off-ramp- Add 2nd NB RT lane, 2nd SB LT lane, 2nd SB RT lane.	N/A	N/A	N/A	Interchange	N/A	N/A	N/A	N/A	F	D	N/A	N/A	N/A	Y	N/A	2012
20139	Chula Vista	Chula Vista	I-5/ H Street Interchange Improvements	At H Street and I-5 interchange- preliminary engineering, environmental analysis and project design for future widening and improvement	N/A	N/A	N/A	Interchange	N/A	N/A	N/A	N/A	E	C	N/A	N/A	N/A	Y	N/A	n/a
20140	Chula Vista	Chula Vista	I-805/SR-54 Interchange Improvements	North to west auxilary lanes to SR-54 ramp	N/A	N/A	N/A	FWY to FWY Interchange	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	N/A	2012
40145	SIDUE/IMIP	Ciudad de Mexicali	Prolongación del Blv. Río Nuevo.	Construcción de 3.04 km. 3 carriles de circulación por sentido, camellón con bóveda para el cauce del Río, carriles de estacionamiento y banquetas.	Lazaro Cárdenas	Blv. Héctor Terán Terán	0	n/a	n/a	n/a	6	Bulevar	n/a	B	n/a	75,000	n/a	N	5%	2008
40146	SIDUE	Ciudad de Mexicali	Carril de almacenamiento para tractocamiones	Construcción de carril de 1.5 km. para tractocamion en aduana de exportacion.	Aduana exportación	1.5 km. al oriente garita	n/a	n/a	n/a	n/a	1	Carril de almacenamiento	n/a	C	n/a	n/a	Below	Y	100%	2007
40147	SIDUE	Ciudad de Mexicali	Nodo CETYS	Construcción paso a desnivel .	Intersección vial calzada CETYS y periferico Gómez Morin.	Intersección vial calzada CETYS y periferico Gómez	4	Intersección a nivel.	n/a	n/a	6	Nodo vial primario.	D	B	90,000	130,000	Above	Y	35%	2008
40148	SIDUE	Ciudad de Mexicali	Ampliación carretera Mexicali-Algodones	Ampliación de carretera a 2 carriles por sentido tramo 5 km.	Calle novena	Islas Agrarias	2	Carretera	2	Carriles en carretera	4	Carretera	D	B	10,000	25,000	Above	N	20%	2008
40149	SIDUE	Ciudad de Mexicali	Intersección Inglesa Lazaro Cardenas-Venustiano Carranza	La vuelta inglesa en todos los sentidos de circulacion en la intersección Lazaro Cardenas Venustiano Carranza.	Intersección vial Lazaro Cardenas-Venustiano Carranza	Intersección vial Lazaro Cardenas-Venustiano Carranza	6	Via primaria	2	Carriles en vuelta izquierda	8	Via primaria	D	B	95,000	135,000	Above	N	40%	2008

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20130	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Provides emergency/Border Patrol facilities.	
20131	PE, ROW, Construction	$680,000,000	N	$477,244,000	n/a	n/a	High	High	Provides a new tollway between SR 905 and SR 54.This project improves access in Eastern Chula Vista and important regional connections.	Y
20164	Advanced Planning/Preliminary Engineering/ Environmental	N/A		N/A	N/A	Low	High	High	Improves safety and access to Tecate POE	
20165	Final Design	$22,400,000			0	Medium	High	High	Improves capacity.	
20166	Conceptual Planning	$76,700,000			0	Medium	High	High	Improves capacity.	
20135	Planning	n/a	N	The RTP discusses Split Grade intersections but not for any specific	n/a	Low	High	Medium	The Chula Vista transit project, in additon to I-5 corridor improvements, will make for a more efficient direct connection to San Ysidro POE. Removal of the at-grade crossing will restore operations from congested LOS E or F conditions at I-5 northbound/E Street, I-5 northbound/H Street and I-5 southbound/ H Street to acceptable LOS D or better conditions during both peak	Y
20136	Planning	n/a	N	Same comment as above.	n/a	Low	High	Medium	n/a	Y
20138	Planning	$785,000	N	Funding source not yet identified.	$785,000	Low	High	Medium	Constructing improvements to these interchanges improves northbound and southbound border traffic flow by providing enhanced conductivity for POE vehicles travelling to and from the border from points north. These improvements will provide better overall freight traffic efficiency of the system in general.	Y
20139	Planning	$800,000	N	Funding source not yet identified.	$800,000	Low	High	Medium	n/a	Y
20140	Planning	n/a	N	Funding source not yet identified.	n/a	Low	High	High	n/a	Y
40145	Construction	$11,000,000	Y	$11,000,000	n/a	High	High	High	Via alterna de conexión al cruce fronterizo-turistico Mexicali I.	Y
40146	Construction	$300,000	Y	$300,000	n/a	Medium	Medium	High	Conexion directa a aduana comercial Mexicali II	Y
40147	Construction	$3,500,000	Y	$3,500,000	n/a	Medium	High	High	Conexion directa a cruce fronterizo comercial Mexicali II	Y
40148	Construction	$3,000,000	Y	$3,000,000	n/a	Medium	High	High	Facilitar el flujo vehiculara de nuevos asentamientos del oriente de Mexicali a el cruce fronterizo Mexicali II y Los Algodones.	Y
40149	Construction	$4,000,000	Y	$4,000,000	n/a	Medium	High	High	Vias alternas a cruces fronterizos Mexicali I y II.	Y

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40150	SIDUE	Ciudad de Mexicali	Anillo Periferico Lazaro Cardenas-caretera Islas Agrarias	Construccion de vialidad de 3.09 km. de longitud.	Lazaro Cardenas	Carretera Islas Agrarias	n/a	n/a	n/a	n/a	4	Libramiento carretero	n/a	B	n/a	60,000	n/a	N	60%	2008
40151	SCT	Ciudad de Mexicali	Modernización a 4 carriles autopista Mexicali-San Luis Río Colorado	Mexicali-San Luis Rio Colorado	4	6	2	Carretera de bajas especificaciones	4	Ampliación a 4 carriles	4	Autopista	C	A	6,000	11,500	Above	Y	20%	2007
40152	SCT	Ciudad de Mexicali	Modernización a 4 carriles autopista Mexicali-San Luis Río Colorado	Puente Canal y PIMA Hermosillo	3.9	9.14	2	Carretera de bajas especificaciones	4	Ampliación a 4 carriles	4	Autopista	C	A	6,000	11,500	Above	Y	20%	2007
40153	SCT	Ciudad de Mexicali	Modernización a 4 carriles autopista Mexicali-San Luis Río Colorado	Entronque “Algodones I”	3	3.9	2	Carretera de bajas especificaciones	4	Ampliación a 4 carriles	4	Autopista	C	A	6,000	11,500	Above	Y	20%	2007
70154	SIDUE	Ciudad de Tijuana	Nodo Monarcas	Construcción paso a desnivel	Intersección vial Gato Bronco-Monarcas	Intersección vial Gato Bronco-Monarcas	2	Intersección a Nivel	n/a	n/a	6	Nodo vial primario	D	B	90,000	140,000	Above	N	20%	2008
70156	SIDUE	Ciudad de Tijuana	Ampliación carretera libre Tijuana-Tecate	Ampliación a 2 carriles por sentido en 15 km.	Del Florido	Toyota	2	Carretera	2	Carriles en la carretera	2		D	B	8,000	16,000	Above	N	60%	2008
70157	SIDUE	Ciudad de Tijuana	Carril tractocamiones vacios	Nuevo Carril para tractocamiones vacios en av. Internacional. De 1.5 km.	Aduana exportación	1.5 km al oriente sobre av. Internacional	1	Carril fiscal	1	Carril para cruce de vacios	n/a	n/a	F	D	n/a	n/a	Below	Y	100%	2007
70158	SIDUE	Ciudad de Tijuana	Estudio	Estudio de factibilidad económica y financiera para el Nuevo Cruce fronterizo Otay II.	Otay II propuesto	Otay II propuesto	N/A	N/A	N/A	N/A	N/A	Estudio nuevo cruce fronterizo	N/A	N/A	N/A	N/A	N/A	Y	50%	2008
70159	SIDUE	Ciudad de Tecate	Reubicación de patios fiscales de Aduana Tecate	Adquisición de terreno de 5 has.	Aduana Tecate	Aduana Tecate	n/a	n/a	n/a	Ampliación Patios Fiscales	n/a	Aduana Exportación	n/a	n/a	n/a	n/a	n/a	Y	100%	2008
70160	SIDUE	Ciudad de Tecate	Ampliación de carretera Libre Mexicali-Tecate.	Ampliación a 2 carriles de circulación de carretera Libre Mexicali-Tecate. En 5 km.	Acceso al cruce Fronterizo	Entronque con carretera de cuota TKT-MXL	2	Carretera	2	Carriles en carretera	4	Carretera	D	B	7,000	15,000	Above	Y	40%	2008

NOTES: proj_id is comprised of County code and number
10=Imperial County
20=San Diego County
30=Ensenada Municipality
40=Mexicali Municipality
50=Playas de Rosarito Municipality
60=Tecate Municipality
70=Tijuana Municipality
80=Multiple Municipality

N/A = Not Applicable; n/a or -- = data not currently available

Appendix C-2
Short-Term Transportation Projects
California-Baja California Border Master Plan

proj_id	Current Phase of Project (Environmental, Design, Construction)	Cost ($2006)	Fully Funded? (Y/N)	Available Funding for Project (RTIP or CIP)	Needed Funding for Project	Based on planning/engineering and environmental documents: Environmental Benefit	Community Benefit	Economic Benefit	Explain how this project serves an International POE.	Project within 10 miles (16 km) of the US-Mexico Border? (Y/N)
40150	Design	$4,500,000	Y	$4,500,000	n/a	High	High	High	Via alterna de acceso a garita Mexicali II	Y
40151	Construction	$6,113,139	Y	$6,113,139	n/a	Medium	High	High	Modernización de accesos y corredor principal de comunicación	Y
40152	Construction	$4,771,898	Y	$4,771,898	n/a	Medium	High	High	Modernización de accesos y corredor principal de comunicación	Y
40153	Construction	$7,208,029	Y	$7,208,029	n/a	Medium	High	High	Modernización de accesos y corredor principal de comunicación	Y
70154	Design	$5,000,000	Y	$5,000,000	n/a	Medium	High	High	Blv. Gato Bronco via alterna de acceso cruce fronterizo de Otay.	Y
70156	Construction	$8,000,000	Y	$8,000,000	n/a	Medium	Medium	High	Facilita flujo vehicular ligero y de carga de los nuevos asentamientos del oriente de Tijuana a Otay I.	Y
70157	Construction	$80,000	Y	$80,000	n/a	High	Low	High	Conexión directa a cruce fronterizo comercial Otay I.	Y
70158	Design	$300,000	Y	$300,000	n/a	High	High	High	Nuevo cruce fronterizo Otay II.	Y
70159	Design	$3,000,000	N	n/a	$3,000,000	High	Medium	High	Adquisición de terreno y traspaso a INDAABIN para proyecto ejecutivo.	Y
70160	Construction	$3,000,000	Y	$3,000,000	n/a	Medium	High	High	Conexión directa a cruce fronterizo.	Y

NOTES:

N/A = Not

Appendix C-3
Short-Term Port of Entry Projects

proj_id	c ounty_code	proj_no	type		County	Project Name	Location of Project	Project Description	Existing Situation	Improvement	Projected Average Daily Vehicles Processed (Throughput) After Improvement (xxxx)						Completio n Year (opened to traffic)	Current Phase of Project (Environmental, Feasibility Study, Design, Construction)	Cost ($2006)	Available Funding for Project	Needed Funding for Project	Environ-mental Benefit (Rank Low, Medium or High)	Community Benefit (Rank Low, Medium or High)	Economic Benefit (Rank Low, Medium or High)	Type of POE (commercial, passenger, combination)	Planned Hours of Operation (2030)			Planned Number of North-Bound Lanes into US (2030)							Planned North-Bound Border Crossings (2030)			Planned Optimum Level of Staffing (2030)	
											Regular Passenger Vehicle Lanes	SENTRI Lanes	Regular Truck Lanes	FAST Lanes	Pedestrian Lanes	Bus Lanes										Mon thru Fri	Sat	Sun	Passenger	SENTRI	Bus	Pedestrian	Commercial	FAST	Empty Trucks only	Passenger	Pedestrian	Commercial	Inspection Personnel	Other Personnel
20176	20	176	4	CBP	San Diego	Stacked booth pilot	San Ysidro POE	Install pilot stacked booth configuration																															
20177	20	177	4	CBP	San Diego	SENTRI Lane Expansion	San Ysidro POE	Upgrade 4 lanes for SENTRI																															
20178	20	178	4	CBP	San Diego	Secondary Inspection Upgrades	San Ysidro POE	Upgrade fencing/barriers at secondary																															
20179	20	179	4	CBP	San Diego	Signage Upgrade	San Ysidro POE	Upgrade signage on Mexican approaches and throughout port to help facilitate POV and pedestrian traffic flows and informational postings																															
20180	20	180	4	CBP	San Diego	Bus passenger inspection	San Ysidro POE	Upgrade bus passenger inspection area with dedicated baggage X-ray																															
20181	20	181	4	CBP	San Diego	SENTRI Lane Expansion	Otay Mesa POE (Passenger)	Expand number of POV SENTRI lanes	1 POV SENTRI lanes	Construction of 2 additional SENTRI lanes							2008	Construction	$5,000,000	$4,500,000	$500,000	High	High	Medium															
20182	20	182	4	CBP	San Diego	FAST Lane Expansion	Otay Mesa POE (Cargo)	Expand number of FAST lanes	1 FAST lane	Construction of 1 additional FAST lane. Includes two inbound commercial lanes and booths							2007	Construction	$3,000,000	$3,000,000	$0	High	High	High															
20183	20	183	4	CBP	San Diego	Otay Mesa feasibility study	Otay Mesa POE (Cargo)	Expansion of commercial import lot facilities																															
20184	20	184	4	CBP	San Diego	Otay Mesa East feasibility study	New POE	Pursue feasibility study for new POE																															
20185	20	185	4	CBP	San Diego	Otay Mesa POE master site plan	Otay Mesa POE (passenger and cargo)	In conjunction with the feasibility study, initiating a master site and space plan to determine the best use of existing space and what operations need to be relocated or expanded to accommodate the growing needs at this port.																															
20186	20	186	4	CBP	San Diego	Rail Inspection Facilities	Tecate POE	Construct rail inspection facilities																															
20187	20	187	4	CBP	San Diego	Caltrans CEVF and new Mexican commercial facility	Tecate POE	Coordinate any necessary infrastructure improvements with Caltrans on the new CEVF adjacent to the commercial lot - coordinate new access roadway with new Mexican Customs facility																															
10190	10	190	4	CBP	Imperial	Repair sink hole at primary inspection	Calexico West POE	Repair sink hole at primary inspection																															
10191	10	191	4	CBP	Imperial	SENTRI Lane Expansion	Calexico East POE	Add SENTRI lane																															
10192	10	192	4	CBP	Imperial	Renovations	Andrade POE	Upgrades to pedestrian processing and renovations of port facilities																															
10193	10	193	4	CBP	Imperial	Traffic control barriers	Andrade POE	Install continuous jersey barriers along the centerline of the public road to prevent U-turns and direct traffic into primary; install speed control devices and signage on roadway near pedestrian crossing to parking lot																															
10194	10	194	4	CBP	Imperial	Site expansion	Andrade POE	Coordinate help between county governments, GSA, CBP, and others to secure long-term solution to site constraints at Andrade												$216,000,000	$34,300,000	$182,000,000																
70196	70	196	4	INDAABIN	Tijuana	New POE- El Chaparral. Nuevo Puerto Fronterizo El Chaparral	Predios de El Chaparral	Construction of new POE with traffic flow from North to South. Construcción del nuevo puerto de entrada a Mexico, con flujos turísticos Norte-Sur.	Predios sin cruce internacional actual y ocupados para Programa Paisano	New crossing with necessary infrastructure. Nuevo cruce fronterizo, con infraestructura necesaria para recibir todo el flujo vehicular de pasajeros (automoviles y autobuses) 15 carriles de Norte a Sur.	n/a	n/a	n/a	n/a	n/a	n/a	2012	Plan Maestro 100%, Estudio de Impacto Ambiental 100%, Proyecto Ejecutivo (Diseño)100%	$12 million in pesos		$12 million in pesos	High	High	High	Passenger	24 hrs	24 hrs	24 hrs	12	n/a	3	0	n/a	n/a	n/a	n/a	0	n/a	n/a	n/a
70197	70	197	4	INDAABIN	Tijuana	Reconfigure Puerta México POE. Reordenamiento del Puerto Fronterizo Puerta Mexico	Puerto Fronterizo Puerta México	Extension of the border crossing with traffic flows from South to North only. Ampliación del cruce fronterizo con flujos de Sur A Norte unicamente.	Funciona para el cruce internacional turístico en ambos sentidos	Reconfiguration of POE. Reordenar el puerto para que toda la infraestructura y espacio se dedique para salida de vehículos de pasajeros y flujo peatonal en ambos sentidos.	n/a	n/a	n/a	n/a	n/a	n/a	2012	Plan Maestro 100%, Estudio de Impacto Ambiental 100%, Proyecto Ejecutivo (Diseño) concluirá en Diciembre 2007	$8 million in pesos		$8 million in pesos	High	High	High	Passenger	24 hrs	24 hrs	24 hrs	n/a	n/a	n/a	6	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

n/a = Not Applicable; n/a or -- = data currently not available

Appendix D
Evaluation Criteria and
Mid- and Long-Term Projects

PORT OF ENTRY (POE) CRITERIA

Methodology

Two sets of criteria and scores were developed to evaluate POE projects. The first set or *POE Criteria* are based on current POE travel and trade demand, current POE congestion, and projected change in POE travel demand (i.e., Criteria 1 through 15).

Since there are a different number of variables that could be scored for each type of project, the criteria are normalized to create a maximum possible score by type of project of 100 points. This approach allows for a level playing field for all project types while at the same time highlights differences between POE projects of the same type.

POE projects that pertain to a POE passenger facility only are scored based on criteria that relate to passenger vehicles or pedestrians. POE projects related to a POE cargo facility are scored based on freight and truck/rail related criteria.

The second set or *Project Criteria* pertains specifically to each project and the same number of criteria could be scored for all projects (i.e., Criterion16 through 20).

Scoring for POE Criteria and Project Criteria

Each criterion can receive a maximum of three (3) points, with the exception of the cost effectiveness criterion, which can receive a maximum score of five (5) points due to the wide range of project costs between projects types.

Project Criteria are divided into three categories and weighted as follows: Project Cost Effectiveness (up to 30 percent of the score) and Environmental/Community and Economic Benefits (up to 40 percent of the score). Project Readiness (up to 30 percent of the total score).

Description of POE Criteria
Current POE Demand (Travel and Trade)

1. Current Crossborder Truck Traffic
   - Number of Trucks that crossed the POE in 2005 (northbound and southbound)
2. Current Crossborder Tonnage of Goods by Truck
   - Volume of Goods in tons transported by truck in 2005 (northbound)
3. Current Crossborder Value of Goods by Truck
   - Value of Goods in tons transported by truck in 2005 (northbound)
4. Current Crossborder Passenger Vehicle Traffic
   - Number of Passenger Vehicles and Buses that crossed the POE in 2005 (northbound and southbound)
5. Current Crossborder Pedestrian Traffic
   - Number of pedestrians that crossed the POE in 2005 (northbound)
6. Current Crossborder Rail Traffic

- Number of Rail Cars that crossed the POE in 2005 (northbound and southbound)

7. Current Crossborder Tonnage of Goods by Rail
   - Volume of Goods in tons transported by rail in 2005 (northbound)
8. Current Crossborder Value of Goods by Rail
   - Value of Goods in tons transported by rail in 2005 (northbound)

Current Congestion at POE

9. Current Truck Wait Times at POE
   - Truck wait times at POE in minutes in 2007 (northbound) or wait times at nearest POE in 2007 (for new POE proposals)
10. Current Passenger Vehicle Wait Times at POE
    - Passenger vehicle wait times at POE in minutes in 2007 (northbound) or wait times at nearest POE in 2007 (for new POE proposals)
11. Current Pedestrian Wait Times at POE
    - Pedestrian wait times at POE in minutes in 2005 (southbound) or wait times at nearest POE in 2005 (for new POE proposals)

Projected Change in POE Demand (Travel)

12. Projected Change in Crossborder Truck Traffic (numerical and percent)
    - Numerical change in number of trucks between 2005 and 2030 (northbound)
    - Percent change in number of trucks between 2005 and 2030 (northbound)
13. Projected Change in Crossborder Passenger Vehicle Traffic (numerical and percent)
    - Numerical change in number of passenger vehicles and buses between 2005 and 2030 (northbound)
    - Percent change in number of passenger vehicles and buses between 2005 and 2030 (northbound)
14. Projected Change in Crossborder Pedestrian Traffic (numerical and percent)
    - Numerical change in number of pedestrians between 2005 and 2030 (northbound)
    - Percent change in number of pedestrians between 2005 and 2030 (northbound)
15. Projected Change in Crossborder Rail Traffic (numerical and percent)
    - Numerical change in number of rail cars between 2005 and 2030 (northbound)
    - Percent change in number of rail cars between 2005 and 2030 (northbound)

Description of Project Criteria

Project Performance

16. Project Cost Effectiveness
    - Cost of POE project divided by 2030 daily number of projected new users (trucks/rail cars for commercial POEs, passenger vehicles/pedestrians for passenger or tourist POEs)
17. Environmental Project Benefit
    - Environmental benefit of the POE project based on existing planning/engineering and environmental documents (e.g., air quality, habitat mitigation)
18. Community and Economic Project Benefit
    - Community and Economic benefit of the POE project based on existing planning/engineering and environmental documents (e.g., safety, access, job and output creation)

19. Impact on Other Modes

    - Positive impact on other modes of transportation or inspection procedures at the subject or adjacent POEs.

Project Readiness

20. Current Phase of Project

    - Project Phase: Conceptual Planning, Advanced Planning (Plans and Specifications), Presidential Permit

Project Numbers

Project identification numbers assigned to each project are the combination of mode type, County/Municipality code, and number, whereby mode type and county code are as follows:

Mode Type:
10=Roadway
20=Interchange
30=Rail
40=POE

County/Municipality Code:
10=Imperial County
20=San Diego County
30= Municipality of Ensenada
40= Municipality of Mexicali
50= Municipality of Playas de Rosarito
60= Municipality of Tecate
70= Municipality of Tijuana

Appendix D-2: Port of Entry Weighted Project Rankings

							Projected Project Performance (70%)				Project Readiness (30%)			
Project Key	Project Location	Project Name	Project Description	Project Type	Year Open to Traffic	POE Criteria Score (Normalized to 100)	16. Project Cost Effectiveness Score	17. Environmental Project Benefit Score	18. Community and Economic Project Benefit Score	19. Impact on Other Modes Score	20. Current Phase of Project Score	Weighted Project Score	Weighted Total Score	Project Rank
Maximum Possible Score						100	30	15	15	10	30	100	**200**	--
4020001	San Diego County	Otay Mesa East--New POE	Construct new POE facility	New Passenger and Commercial POE	2014	67	24	15	15	10	30	94	**161**	1
4070002	Tijuana	Mesa de Otay II--New POE	Construction of a new tourist and commercial border crossing, Otay II	New Passenger and Commercial POE	2013	67	30	10	10	10	20	80	**147**	2
4020003	San Diego County	San Ysidro POE Re-design	POE Expansion improvements, increase number of passenger lanes, associated roadway improvements to access I-5 at the POE	Existing Passenger POE	2014	75	24	5	15	5	20	69	**144**	3
4040001	Mexicali	Mexicali I - Calexico West Expansion and Improvement of the Customs Facilities	Integral project between both Binational authorities (Mexico - USA) to improve and expand the Mexicali I -Calexico West border crossing. Includes necessary alignments and reconfiguration for new POV crossing.	Existing Passenger POE	2013	63	30	15	15	5	10	75	**138**	4
4010004	Imperial County	Calexico Re-design	Move southbound traffic to vacated commercial facility - reconfigure northbound to facilitate pedestrian and bus movements	Existing Passenger POE	2013	63	24	5	15	5	20	69	**132**	5
4020005	San Diego County	Otay Mesa Expansion-Commercial	Improve commercial throughput with additional lanes	Existing Commercial POE - Truck	--	78	0	5	15	0	10	30	**108**	6
4060001	Tecate, Baja California	Tecate POE Cargo Expansion and Improvement	Cargo route inside the US to transport imports and exports. Expansion of the cargo facility on the Mexican side of the border.	Existing Commercial POE - Truck	2013	39	6	15	15	10	10	56	**95**	7

Appendix D-2: Port of Entry Weighted Project Rankings

							Projected Project Performance (70%)				Project Readiness (30%)			
Project Key	Project Location	Project Name	Project Description	Project Type	Year Open to Traffic	POE Criteria Score (Normalized to 100)	16. Project Cost Effectiveness Score	17. Environmental Project Benefit Score	18. Community and Economic Project Benefit Score	19. Impact on Other Modes Score	20. Current Phase of Project Score	Weighted Project Score	Weighted Total Score	Project Rank
4020004	San Diego County	Otay Mesa Expansion-Passenger	Improve passenger throughput with additional lanes	Existing Passenger POE	--	50	0	5	15	5	10	35	**85**	8
4010005	Imperial County	Calexico East Expansion	Expand primary vehicle lanes	Existing Passenger POE	--	63	0	0	0	5	10	15	**78**	9
4010003	Imperial County	Andrade POE Expansion	Move vehicle lanes to Arizona Border	Existing Passenger POE	--	42	0	5	5	10	10	30	**72**	10
4040004	Mexicali	Los Algodones - Andrade Tourist-Commercial Crossing Modernization	Modernize the tourist and commercial border crossing facilities at Los Algodones - Andrade	Existing Passenger POE	--	42	0	0	0	0	10	10	**52**	11

Appendix D-3: Port of Entry Scoresheet

Project Identifiers

Project Key	Jurisdiction	Project Name	Port of Entry Data Source	Project Description	Type of Project
4010003	Imperial Cty	Andrade POE Expansion	Andrade	Move vehicle lanes to Arizona Border	Existing Passenger POE
4010004	Imperial Cty	Calexico Re-design	Calexico	Move southbound traffic to vacated commercial facility - reconfigure northbound to facilitate pedestrian and bus movements	Existing Passenger POE
4010005	Imperial Cty	Calexico East Expansion	Calexico East	Expand primary vehicle lanes	Existing Passenger POE
4020001	San Diego Cty	Otay Mesa East--New POE	Otay Mesa East	Construct new POE facility	New Passenger & Commercial POE
4020003	San Diego Cty	San Ysidro POE Re-design	San Ysidro	POE Expansion improvements, increase number of passenger lanes, associated roadway improvements to access I-5 at the POE	Existing Passenger POE
4020004	San Diego Cty	Otay Mesa Expansion-Passenger	Otay Mesa	Improve passenger throughput with additional lanes	Existing Passenger POE
4020005	San Diego Cty	Otay Mesa Expansion-Commercial	Otay Mesa	Improve commercial throughput with additional lanes	Existing Commercial POE - Truck
4040001	Mexicali	Mexicali I - Calexico West Expansion and Improve-ment of the Customs	Mexicali I	Integral project between both Binational authorities (Mexico - USA) to improve and expand the Mexicali I -Calexico West border crossing. Includes necessary alignments and reconfiguration for new POV crossing.	Existing Passenger POE
4040004	Mexicali	Los Algodones - Andrade Tourist-Commercial Crossing Modernization	Los Algodones	Modernize the tourist and commercial border crossing facilities at Los Algodones - Andrade	Existing Passenger POE
4060001	Tecate, BC	Tecate POE Cargo Expansion & Improvement	Tecate	Cargo route inside the US to transport imports and exports. Expansion of the cargo facility on the Mexican side of the border.	Existing Commercial POE - Truck
4070002	Tijuana	Mesa de Otay II--New POE	Mesa de Otay II	Construction of a new tourist and commercial border crossing, Otay II	New Passenger & Commercial POE

Current Port of Entry Annual Demand (Travel and Trade) / **Current Congestion at Port of Entry**

Project Key	1. Current Crossborder Truck Traffic	1. SCORE	2. Current Crossborder Tonnage of Goods by Truck	2. SCORE	3. Current Crossborder Value of Goods by Truck (in millions)	3. SCORE	4. Current Crossborder Passenger Vehicle Traffic	4. SCORE	5. Current Crossborder Pedestrian Traffic	5.SCORE	6.Current Crossborder Rail Traffic	6. SCORE	7. Current Crossborder Tonnage of Goods by Rail	7. SCORE	8. Current Crossborder Value of Goods by Rail (in millions)	8. SCORE	9. Current Truck Wait Times at POE (in minutes)	9. SCORE	10. Current Passenger Vehicle Wait Times at POE (in minutes)	10. SCORE	11. Current Southbound Pedestrian Wait Times at POE (in minutes)	11. SCORE
4010003	n/a	n/a	n/a	n/a	n/a	n/a	729,637	1	1,856,273	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	27	1	10	3
4010004	n/a	n/a	n/a	n/a	n/a	n/a	6,234,602	2	4,481,014	2	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	49	3	5	2
4010005	n/a	n/a	n/a	n/a	n/a	n/a	3,271,961	1	1,456	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	39	2	10	3
4020001	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	94	3	43	2	0	1
4020003	n/a	n/a	n/a	n/a	n/a	n/a	17,208,106	3	8,156,350	3	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	58	3	0	1
4020004	n/a	n/a	n/a	n/a	n/a	n/a	6,672,994	2	1,496,196	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	43	2	0	1
4020005	730,253	3	2,739,386	3	$16,388	3	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	94	3	n/a	n/a	n/a	n/a
4040001	n/a	n/a	n/a	n/a	n/a	n/a	6,234,602	2	4,481,014	2	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	49	3	5	2
4040004	n/a	n/a	n/a	n/a	n/a	n/a	729,637	1	1,856,273	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	27	1	10	3
4060001	69,586	1	313,169	1	$655	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	12	1	n/a	n/a	n/a	n/a
4070002	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	94	3	43	2	0	1

Projected Change in Port of Entry Annual Demand (Travel)

Project Key	12a. Numerical Change in Number of Trucks 2005-2030	12a SCORE	12b. Percent Change in Number of Trucks 2005-2030	12b. SCORE	13a. Numerical Change in Number of Passenger Vehicles and Buses 2005-2030	13a. SCORE	13b. Percent Change in Number of Passenger Vehicles and Buses 2005-2030	13b. SCORE	14a. Numerical Change in Number of Pedestrians 2005-2030	14a. SCORE	14b. Percent Change in Number of Pedestrians 2005-2030	14b. SCORE	15a. Numerical Change in Number of Rail Cars 2005-2030	15a. SCORE	15b. Percent Change in Number of Rail Cars 2005-2030	15b SCORE	POE BASED SCORE
4010003	n/a	n/a	n/a	n/a	258,363	1	35%	1	920,519	1	50%	1	n/a	n/a	n/a	n/a	**10**
4010004	n/a	n/a	n/a	n/a	1,325,398	1	21%	1	#######	3	62%	1	n/a	n/a	n/a	n/a	**15**
4010005	n/a	n/a	n/a	n/a	6,583,039	3	201%	3	905	1	62%	1	n/a	n/a	n/a	n/a	**15**
4020001	598,000	3	n/a	n/a	6,983,119	3	n/a	n/a	--	0	n/a	n/a	n/a	n/a	n/a	n/a	**12**
4020003	n/a	n/a	n/a	n/a	7,722,285	3	45%	1	#######	3	47%	1	n/a	n/a	n/a	n/a	**18**
4020004	n/a	n/a	n/a	n/a	5,245,965	3	79%	1	702,633	1	47%	1	n/a	n/a	n/a	n/a	**12**
4020005	168,747	1	23%	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	**14**
4040001	n/a	n/a	n/a	n/a	1,325,398	1	21%	1	#######	3	62%	1	n/a	n/a	n/a	n/a	**15**
4040004	n/a	n/a	n/a	n/a	258,363	1	35%	1	920,519	1	50%	1	n/a	n/a	n/a	n/a	**10**
4060001	43,414	1	62%	2	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	**7**
4070002	598,000	3	n/a	n/a	6,983,119	3	n/a	n/a	--	0	n/a	n/a	n/a	n/a	n/a	n/a	**12**

Projected Project Performance / **e Mode Impact** / **Project Readiness**

Project Key	Project Cost	Projected Increase in New Users (Daily Average)	New User Classifications*	16. Cost Effectiveness	16. Rank	16. SCORE	17. Environmental Project Benefit	17. SCORE	18. Community and Economic Project Benefit	18. SCORE	19. Impact on Other Modes (Truck) - Y/N	19. Impact on Other Modes (POV) - Y/N	19. SCORE	20. Current Phase of Project	20. SCORE	PROJECT SPECIFIC SCORE	TOTAL SCORE	Submitting Agency
4010003	n/a	3,230	POV, Ped	--	--	0	Lo	1	Lo	1	Y	Y	2	Conceptual Planning	1	**5**	**15**	Caltrans
4010004	$225,000,000	11,264	POV, Ped	$19,975	5	4	Lo	1	Hi	3	N	Y	1	Advanced Planning	2	**11**	**26**	CBPSD
4010005	$0	18,038	POV, Ped	--	--	0	0	0	0	0	N	Y	1	Conceptual Planning	1	**2**	**17**	CBPSD
4020001	$350,000,000	21,432	POV, T	$16,331	3	4	Hi	3	Hi	3	Y	Y	2	Presidential Permit	3	**15**	**27**	Caltrans
4020003	$565,000,000	31,651	POV, Ped	$17,851	4	4	Lo	1	Hi	3	N	Y	1	Advanced Planning	2	**11**	**29**	CBPSD
4020004	$0	16,298	POV, Ped	--	--	0	Lo	1	Hi	3	N	Y	1	Conceptual Planning	1	**6**	**18**	CBPSD
4020005	$0	649	T	--	--	0	Lo	1	Hi	3	N	N	0	Conceptual Planning	1	**5**	**19**	CBPSD
4040001	$11,182,400	11,264	POV, Ped	$993	1	5	Hi	3	Hi	3	N	Y	1	Conceptual Planning	1	**13**	**28**	SIDUE
4040004	$0	8,341	POV, Ped	--	--	0	0	0	0	0	0	0	0	Conceptual Planning	1	**1**	**11**	SIDUE
4060001	$9,165,900	167	T	$54,893	6	1	Hi	3	Hi	3	Y	Y	2	Conceptual Planning	1	**10**	**17**	SIDUE
4070002	$109,990,800	21,432	POV, T	$5,132	2	5	Med	2	Med	2	Y	Y	2	Advanced Planning	2	**13**	**25**	SIDUE

Notes:
* POV=Passenger Vehicle, Ped=Pedestrian, T=Truck
Daily Values are calculated as Annual/365 for POV and Ped; Annual/260 for T
Projected increase in New Users is calculated by converting the 2005 and 2030 border traffic from annual estimates into average daily estimates and then subtracting 2005 average daily traffic from the projected 2030 average.
Cost effectiveness is calculated as Project Cost/Projected Increase in New Users (2030-2005)

Cost Effectiveness

Range	*Score*	*Frequency*
$993-$11,773	5	2
$11,774-$22,553	4	3
$22,554-$33,334	3	0
$33,335-$44,115	2	0
$44,116-$54,893	1	1

Appendix D-4: Port of Entry Project List

Proj. ID	Cty/ Juris-diction	Project Name	Loca-tion of Project	Project Description	Existing Condition	Condition after Project Completion (2030)	2030 Projected Total Number of Northbound Lanes into US						2030 Projected Average Daily Processed (Throughput) by Type							Completion Year (opened to traffic)	Current Phase of Project	Total Project Cost (2006 $USD)	Funds Still Needed for Project	Based on planning/engineering and environmental documents, assess project benefits.		Type of POE Project	Passenger POE Planned Hours of Operation (2030)			Commercial POE Planned Hours of Operation (2030)			Positive Impact Other Modes of Cargo Crossings	Positive Impact Other Modes of Passenger Crossings	Agency Submitting
							Regular Passenger Vehicle	SENTRI	Bus	Pedestrian	Regular Truck	FAST	Empty Trucks Only	Answer all 3 for passenger vehicle projects: Regular Passenger Vehicle	SENTRI	Bus	Pedestrian	both for truck projects: Regular Truck	FAST	Rail Cars					Environmental Benefit	Community / Economic Benefit		Mon thru Fri	Sat	Sun	Mon thru Fri	Sat	Sun			
4010003	Imperial Cty	Andrade POE Expansion	Andrade	Move vehicle lanes to Arizona Border	2 passenger lanes, 2 pedestrian lanes, 1 informal commercial lane	2 pedestrian only lanes	0	0	0	2	0	0	0	2,707	N/A		7,986	18	N/A	0		Conceptual planning	N/A	N/A	Low	Low	Existing Passenger POE	N/A	N/A	N/A	N/A	N/A	N/A	Yes	Yes	Caltrans
4010004	Imperial Cty	Calexico Re-design	Calexico	Move southbound traffic to vacated commercial facility - reconfigure northbound to facilitate pedestrian and bus movements	10 passenger lanes, 1 SENTRI lane, 1 bus lane, 4 pedestrian lanes	16 passenger lanes, possible stacked booths, 6 pedestrian lanes	13	2	1	6	0	0	0	15,969	3,992	8	23,555	0	0	0	2013	Advanced planning	$225,000,000	$225,000,000	Low	High	Existing Passenger POE	24 hrs	24 hrs	24 hrs				No	Yes	CBPSD
4010005	Imperial Cty	Calexico East Expansion	Calexico East	Expand primary vehicle lanes	8 passenger lanes, 1 SENTRI, 1 bus, 4 pedestrian, 4 commercial, 1 FAST lanes	Up to 14 passenger lanes	12	1	1	4	3			10,543		1	6					Conceptual planning					Existing Passenger POE	0600-2200	0600-2200	0600-2200	0600-2000	0600-2000	0600-2000	No	Yes	CBPSD
4020001	San Diego Cty	Otay Mesa East--New POE	Otay Mesa	Construct new POE facility	N/A	New POE for Pedestrians, Passenger Vehicles, and Trucks								15,306	3,826	375	3,619	1,934			2014	Presidential permit	$350,000,000	$337,000,000	High	High	New Passenger and Commercial POE	24 hrs	24 hrs	24 hrs	0600-2000	0600-2000	0600-2000	Yes	Yes	Caltrans
4020003	San Diego Cty	San Ysidro POE Re-design	San Ysidro	POE Expansion improvements, increase number of passenger lanes, associated roadway improvements to access I-5 at the POE	24 passenger lanes, 4 SENTRI lanes, 1 bus lane, 8 pedestrian lanes, 1 pedestrian SENTRI lane	30+ primary vehicle lanes. All lanes, except for bus, may have stacked booths	50	6	2	12	0	0	0	50,077	12,519	386	31,970	0	0	0	2014	Advanced planning	$565,000,000	$400,000,000	Low	High	Existing Passenger POE	24 hrs	24 hrs	24 hrs				No	Yes	CBPSD
4020004	San Diego Cty	Otay Mesa Expansion-Passenger	Otay Mesa	Improve passenger throughput with additional lanes	13 pax lanes	Pending Feasibility Study								21,442	5,361	162						Conceptual planning			Low	High	Existing Passenger POE	24 hrs	24 hrs	24 hrs	0600-2000	0600-2000	0600-2000	No	Yes	CBPSD
4020005	San Diego Cty	Otay Mesa Expansion-Commercial	Otay Mesa	Improve commercial throughput with additional lanes	12 commercial lanes	Pending Feasibility Study												5,247	2,245	561		Conceptual planning			Low	High	Existing Commercial POE - Truck	24 hrs	24 hrs	24 hrs	0600-2000	0600-2000	0600-2000	No	No	CBPSD
4040001	Mexicali	Mexicali I - Calexico West Expansion / Improve-ment	Mexicali I	Expansion of the Mexicali I - Calexico West border crossing including necessary alignments and reconfiguration for new POV crossing.	The existing facilities operate at maximum capacity with 10 lanes for passenger vehicles and 1 lane for SENTRI.																2013	Conceptual planning	11182400	11182400	High	High	Existing Passenger POE	24 hrs	24 hrs	24 hrs	N/A	N/A	N/A	No	Yes	SIDUE
4040004	Mexicali	Los Algodones - Andrade Tourist-Commercial Crossing Moderniza-tion	Los Algodones	Modernize the tourist and commercial border crossing facilities at Los Algodones - Andrade	Inadequate lanes for inspecting pedestrians and vehicles, no definition between the the pedestrian and vehicular lanes. Currently there is 1 commercial vehicle lane and 1 passenger vehicle lane.																	Conceptual planning					Existing Passenger POE	24 hrs	24 hrs	24 hrs	6am-10pm	6am-2pm	Closed for cargo			SIDUE
4060001	Tecate, BC	Tecate POE Cargo Expansion and Improve-ment	Tecate	Cargo route inside the US; expansion of the cargo facility in Mexico.The Mexican facilities cannot be expanded in their current location and are dependent on the construction of the cargo route on the U.S. side.	Dependent on cargo route in US in order to develop the new Mexican facilities at 800 meters to the east of the existing crossing. Currently this crossing has 1 commercial lane and 2 passenger vehicle lanes.																2013	Conceptual planning	9165900	9165900	HIgh	High	Existing Commercial POE - Truck	24 hrs	24 hrs	24 hrs	6am-10pm	6am-2pm	Closed for cargo	Yes	Yes	SIDUE
4070002	Tijuana	Mesa de Otay II--New POE	Mesa de Otay II	Construction of a new tourist and commercial border crossing, Otay II	The Otay I crossing is currently congested with commercial and passenger traffic. The crossing has 8 commercial lanes, 12 passenger vehicle lanes and 1 SENTRI lane.	New commercial tourist crossing covering a 36.7 hectares area.								17,454				6,029			2013	Advanced planning	$109,990,800	$109,990,800	Medium	Medium	New Passenger and Commercial POE	24 hrs	24 hrs	24 hrs	6am-10pm	6am-2pm	Closed for cargo	Yes	Yes	SIDUE

Appendix D-5: Port of Entry Specific Criteria and Scoring

POE	1. Current Crossborder Truck Traffic	1. Score	2. Current Crossborder Tonnage of Goods by Truck	2. Score	3. Current Crossborder Value of Goods by Truck (in millions)	3. Score	4. Current Crossborder Passenger Vehicle Traffic	4. Score	5. Current Crossborder Pedestrian Traffic	5. Score	6. Current Crossborder Rail Car Traffic	6. Score	7. Current Crossborder Tonnage of Goods by Rail	7. Score	8. Current Crossborder Value of Goods by Rail (in millions)	8. Score	9. Current Truck Wait Times at POE	9. Score	10. Current Passenger Wait times at POE (Minutes) - Northbound	10. Score	11. Current Pedestrian Wait Times at POE (Minutes) - Southbound	11. Score	12 a. Projected Numerical Change in Crossborder Truck Traffic	12a. Score	12 b. Projected Percent Change in Crossborder Truck Traffic	12b. Score	13 a. Projected Numerical Change in Crossborder POV Traffic	13a. Score	13 b. Projected Percent Change in Crossborder POV Traffic	13b. Score	14 a. Projected Numerical Change in Crossborder Pedestrian Traffic	14a. Score	14 b. Projected Percent Change in Crossborder Pedestrian Traffic	14b. Score	15 a. Projected Numerical Change in Crossborder Rail Traffic	15a. Score	15 b. Projected Percent Change in Crossborder Rail Traffic	15b. Score
San Ysidro[1]							17,208,106	3	8,156,350	3	5,891	2	N/A	0	$1.6	1			58	3	0	1					7,722,285	3	44.9%	1	3,830,325	3	47.0%	1	1,227	3	20.8%	1
Otay Mesa[2]	730,253	3	2,739,386	3	$16,388	3	6,672,994	2	1,496,196	1							94	3	43	2	0	1	168,747	1	23.1%	1	5,245,965	3	78.6%	1	702,633	1	47.0%	1				
Tecate	69,586	1	313,169	1	$655	1	1,028,854	1	471,046	1	64	1	0	0	$0.2	1	12	1	43	2	0	1	43,414	1	62.4%	2	521,146	1	50.7%	1	460,634	1	97.8%	3	316	1	493.8%	3
Calexico[3]							6,234,602	2	4,481,014	2	12,358	3	93,843	3	$37.5	3			49	3	5	2					1,325,398	1	21.3%	1	2,785,923	3	62.2%	1	1,622	3	13.1%	1
Calexico East[4]	320,212	2	1,702,287	2	$6,631	2	3,271,961	1	1,456	1							26	1	39	2	10	3	282,788	2	88.3%	3	6,583,039	3	201.2%	3	905	1	62.2%	1				
Andrade[5]	2,733	1					729,637	1	1,856,273	1							0	1	27	1	10	3	2,167	1	79.3%	3	258,363	1	35.4%	1	920,519	1	49.6%	1				
Otay Mesa East[6]																	94	3	43	2	0	1	598,000	3			6,983,119	3										

Note: Several POE's are referred to with different names. U. S. and Mexico border stations used northbound data. Corresponding names are as follows--

1) San Ysidro: Puerta El Chaparral, Puerta México
2) Otay Mesa: Mesa de Otay, Otay I
3) Calexico: Mexicali I
4) Calexico East: Mexicali II
5) Andrade: Los Algodones
6) Otay Mesa East: East Otay, Otay II, Mesa de Otay II

Note: Scoring ranges were determined by dividing the range of the data set into three approximately equal parts.
Scores were assigned to each scoring range, where highest values received highest score.

Criteria Number	1.		2.		3.		4.		5.		6.		7.		8.		9.		10.		11.		12a.		12b.		13a.		13b.		14a.		14b.		15a.		15b.	
Interval	242,507		808,739		$5,244.30		5,492,823		2,718,298		4,098		31,281		$12.44		31.39		10.28		3.33		198,611		21.73%		2,487,974		59.98%		1,276,473		16.94%		435		160.2%	
Scoring Range	Over 487,746	3	Over 1,930,647	3	Over $11,144	3	Over 11,715,283	3	Over 5,438,052	3	Over 8,260	3	Over 62,562	3	Over $25.03	3	Over 63	3	Over 47	3	Over 7	3	Over 399,389	3	Over 66.6%	3	Over 5,234,311	3	Over 141.2%	3	Over 2,553,852	3	Over 80.9%	3	Over 1,187	3	Over 333.5%	3
	245,241 to 487,746	2	1,121,909 to 1,930,647	2	$5,900 to $11,144	2	6,222,461 to 11,715,283	2	2,719,755 to 5,438,052	2	4,163 to 8,260	2	31,282 to 62,562	2	$12.61 to $25.03	2	32 to 63	2	38 to 47	2	4 to 7	2	200,779 to 399,389	2	44.9% to 66.6%	2	2,746,338 to 5,234,311	2	81.3% to 141.2%	2	1,277,379 to 2,553,852	2	64.0% to 80.9%	2	752 to 1,187	2	173.4% to 333.5%	2
	0 to 245,240	1	0 to 1,121,908	1	$0 to $5,899	1	0 to 6,222,460	1	0 to 2,719,754	1	0 to 4,162	1	0 to 31,281	1	$0 to $12.60	1	0 to 31	1	0 to 37	1	0 to 3	1	0 to 200,778	1	0% to 44.8%	1	0 to 2,746,337	1	0% to 81.2%	1	0 to 1,277,378	1	0% to 63.9%	1	0 to 751	1	0% to 173.3%	1

TRANSPORTATION PROJECT CRITERIA

Methodology

The SANDAG Service Bureau referred to regional transportation plans and the Binational Border Transportation Infrastructure Needs Assessment Study (BINS) project, approved by the U.S.-Mexico Joint Working Committee, to develop the transportation project criteria. Features of various methodologies were incorporated, and the SANDAG Service Bureau created criteria that fit within the framework of the California-Baja California Border Master Plan. This appendix provides the scoring details for the criteria discussed in Chapter 5

Criteria for Roadways and Interchanges

The combined score of 11 criteria are used to rank road and interchange projects. The 11 criteria are grouped into three criteria types: Congestion/Capacity; Cost-Effectiveness; and Project Readiness, POE Connectivity, and Regional Benefits. The criteria details are explained below.

Description of Roadway Project Criteria

1. Level of Service (LOS)

The LOS is a measure of the congestion on roadways. LOS of E or F is considered congested, while a LOS of A – D is considered acceptable. The LOS criterion measures if the project is expected to result in LOS improvement from a congested level of traffic (E or F) to an acceptable level (D or better). No points are awarded for projects that do not result in any improvement in LOS. If LOS data are not provided, then the level of congestion cannot be determined, thus the project is scored with a zero (“0”). (Note: for new roadways, the LOS for a parallel facility will be evaluated for 2005.)

Score	Description
2	Project results in an improvement from a congested level (E or F) to an acceptable level (D or better)
1	Project improves the LOS within the acceptable range of LOS A to LOS D. (However, the project does not result in an improvement from a congested level (E or F) to an acceptable level (D or better).)

(Note: guidelines for the volume to capacity (V/C) ratios for the LOS values were made available to the TWG in preparation of the lists of mid- and long-term projects.)

2. Annual Average Daily Traffic (AADT) Improvement

This criterion provides an indication of roadways with high travel demand. It measures the increased capacity or additional traffic per lane mile that the project is expected to accommodate in 2030. It is calculated by subtracting 2005 AADT/lane mile from 2030 AADT/lane mile. The resulting figures are sorted from highest to lowest and then grouped into three ranges containing (as much as possible)

equal number of observations. Projects grouped into the top range would receive a score of 3, projects grouped in the middle range would receive a score of 2, and projects grouped into the low range would receive a score of 1. Higher values indicate that after project completion, more traffic is served per lane mile, which is an indication of the relative importance of the roadway and the project. (Note: new roadways are evaluated with 2005 AADT/lane mile=0, and the traffic volume reported for 2030 is the improvement). If 2005 or 2030 AADT data are not provided for existing facilities, then an estimate of capacity and capacity improvement cannot be determined, thus the project is scored with a zero ("0") for this criterion.

Score	Description
3	Projects with the highest AADT improvement per lane mile between 2005 and 2030
2	Projects with medium AADT improvement per lane mile between 2005 and 2030
1	Projects with the lowest AADT improvement per lane mile between 2005 and 2030

3. Accident Rate

This criterion measures if the project is on a road or in an area with an accident rate that is above or below the statewide or citywide rate for a similar facility. Projects on roads with higher than average accident rate imply high need. If data are not available, the project is scored with a zero ("0"). (Note: for new roadways, the accident rate for a parallel facility will be evaluated for 2005.)

Score	Description
2	Project is located on a road or in an area where the accident rate is above the statewide or citywide rate for a similar facility
1	Project is located on a road in an area where the accident rate is below the statewide or citywide rate for a similar facility

4. Truck Percent Share

This criterion measures if the project occurs on a segment that serves goods movement. It is calculated by sorting the truck percent share of AADT for each project from highest to lowest and then grouping the projects into three ranges containing as much as possible equal number of observations. Projects grouped into the top range would receive a score of 3, and projects grouped into the low range would receive a score of 1. Scores are assigned so that those projects with the highest truck percent share are assigned the highest score. Higher values point to the relative importance of the roadway for goods movement. If truck share data are not available, the project is scored with a zero ("0") for this criterion. (Note: for new roadways, the truck percent share for a parallel facility will be evaluated for 2005.)

Score	Description
3	Projects with the highest truck share
2	Projects with medium truck share
1	Projects with the lowest truck share

5. POE Congestion

This criterion measures if the current project occurs on a roadway that serves a "congested" POE. Higher values are assigned to the project if the roadway serves a POE that is considered "congested." The congestion level at the POEs is based on 2007 weekday average peak border wait time in minutes. If the roadway project serves passenger-only POE, then passenger vehicle wait time scores will be used. If the POE is a commercial-only port, then truck wait time scores will be used. If the POE is a combination port, then the passenger vehicle and commercial wait time scores will be averaged. (Note: projects serving a new POE will use the average peak border wait time of an adjacent port.) The maximum score for this criterion is 3.

Score	Description
3	Projects occur on roadways that serve a highly congested POE
2	Projects occur on roadways that serve a medium congested POE
1	Projects occur on roadways that serve a less congested POE

6. Cost Effectiveness

This criterion measures the cost effectiveness of the project in terms of the cost per additional vehicle miles traveled (VMT). It is calculated by dividing the cost of the project by the VMT growth between 2005 and 2030.

$$\frac{\text{Total Cost}}{\text{Additional VMT (2005 and 2030)}}$$

where Additional VMT = Change in AADT between 2005 and 2030 X Miles (length of project)

The results are sorted and then grouped into three ranges containing (as much as possible) equal number of observations. Projects with the lowest cost per additional VMT, i.e., the most cost effective, would receive a score of 3, and projects with the highest cost per additional VMT, i.e., the least cost effective, would receive a score of 1. Scores are assigned so that those projects that are most cost effective are assigned the highest score. If project length, cost, or AADT are not available, the project is scored with a zero ("0") for this criterion.

Score	Description
3	Projects with the highest cost effectiveness scores
2	Projects with medium cost effectiveness scores
1	Projects with the lowest cost effectiveness scores

7. Current Phase of the Project

This criterion measures the current phase of the project and awards points based on the readiness of the project. The current phase is reported as "final design," or "advanced planning/preliminary engineering/environmental;" or "conceptual planning". For the purposes of this study, "final design" includes pre-construction activities such as development of plans and specifications, and estimation of quantities leading up to preparation of bid packages. "Advanced planning/preliminary engineering/environmental" includes projects that are in the project study report (PSR) phase, conducting preliminary engineering, including geometric design of specific projects, or preparing an environmental document. "Conceptual planning" includes those projects that are undergoing a corridor or feasibility study. In Baja California, "final design" is equivalent to "proyecto ejecutivo;" advanced planning/preliminary engineering/environmental" equates to "plan maestro;" and conceptual planning is equivalent to "esquema conceptual." A project in the final design stage would receive a score of 3, and a project in the conceptual planning stage would receive a score of 1. Criteria for which information is unavailable are assigned a zero. Points will range from 0 to 3, with 3 being the maximum.

Score	Description
3	Projects in the "final design" phase
2	Projects in the "advanced planning/preliminary engineering/environmental" phase
1	Projects in the "conceptual planning" phase

8. POE Connection

This criterion measures if the current project occurs on a segment that has a terminus at a POE. A project on a roadway with a terminus at a POE, which we will call "terminus facility", receives 2 points. A project on a roadway that connects to a "terminus facility" receives 1 point. Roadways that are located within the 10-mile focused study area but that do not connect to the "terminus facility" or to the POE receive zero "0" points for this criterion.

Score	Description
2	Project occurs on a "terminus facility," i.e., a roadway that has a terminus at a POE
1	Project occurs on a roadway that connects to a "terminus facility"
0	Project that occurs on a roadway that does not have a terminus at a POE and does not connect to a roadway that has a terminus at a POE

9. Multimodal Benefits

This criterion measures if the project provides multimodal benefits such as bicycle lanes/paths, high occupancy vehicle (HOV)/transit lanes, and pedestrian walkways. Each of these three elements is scored with a 1 or 0. For instance, a project receives 1 point if it accommodates bicycle travel and 0 points if it does not. Points for each element are summed to create a singe Multimodal Benefits score for the project. The Multimodal Benefits score will range from 0 to 3, with the maximum score of 3 (1 point each for bicycle lanes/path, HOV/transit lanes, and pedestrian walkways).

Score	Description
3	Project accommodates all three multimodal elements (bicycle lanes/path, HOV/transit lane, and pedestrian walkway)
2	Project accommodates two of the multimodal elements (bicycle lanes/path, HOV/transit lane, or pedestrian walkway)
1	Project accommodates one of the multimodal elements (bicycle lanes/path, HOV/transit lane, or pedestrian walkway)
0	Project does not accommodate any of the multimodal elements

10. Environmental Benefit

This criterion measures the environmental benefit of the project. It is a qualitative estimate based on the TWG representatives' assessment of information contained in existing planning and environmental documents (air quality, habitat mitigation, etc.) The anticipated benefits are reported as high, medium, and low. A project that reports high benefit would receive a score of 3, and a project with low benefit would receive a score of 1. Criteria for which information is unavailable will be assigned a zero ("0"). The Environmental Benefit score will range from 0 to 3, with the maximum score of 3.

Score	Description
3	Projects with a high environmental benefit
2	Projects with medium environmental benefit
1	Projects with the low environmental benefit

11. Community and Economic Benefit

This criterion measures the community and economic benefit of the project. It is a qualitative estimate based on the TWG representatives' assessment of information contained in existing planning/engineering and other documents (e.g., safety, access, job and output creation). The anticipated benefits are reported as high, medium, and low. A project that reports high benefit receives a score of 3, and a project with low benefit receives a score of 1. Criteria for which information is unavailable are assigned a zero ("0"). The Community and Economic Benefit score ranges from 0 to 3, with the maximum score of 3.

Score	Description
3	Projects with a high community and economic benefit
2	Projects with medium community and economic benefit
1	Projects with low community and economic benefit

Description of Interchange Project Criteria

1. Level of Service (LOS)

The LOS is a measure of the congestion. LOS of E or F is considered congested, while a LOS of A – D is considered acceptable. The LOS Score measures if the project is expected to result in LOS improvement from a congested level (E or F) to an acceptable level (D or better). No points are awarded for projects that do not result in any improvement in LOS. If LOS data are not provided, then the level of congestion cannot be determined, thus the project is scored with a zero ("0"). (Note: for a new interchange, the LOS for a parallel facility will be evaluated for 2005.)

Score	Description
2	Project results in an improvement from a congested level (E or F) to an acceptable level (D or better)
1	Project improves the LOS within the acceptable range of LOS A to LOS D. (However, the project does not result in an improvement from a congested level (E or F) to an acceptable level (D or better).)

2. Average Annual Daily Traffic (AADT) Improvement

This criterion provides an indication of interchanges with high travel demand. It measures if the project is expected to accommodate increased capacity in 2030. This is calculated by subtracting the interchange's 2005 AADT from the projected 2030 AADT. The resulting figures are sorted from highest to lowest and then grouped into three ranges containing as much as possible equal number of observations. Projects grouped into the top range would receive a score of 3, projects grouped in the middle range would receive a score of 2, and projects grouped into the low range would receive a score of 1. Higher values indicate that after project completion, more traffic is served per interchange, which is an indication of the relative importance of the interchange and the project. (Note: new interchanges are evaluated with 2005 AADT/mile=0, and the traffic volume reported for 2030 is the improvement). If 2005 or 2030 AADT data are not provided for existing facilities, then an estimate of capacity and capacity improvement cannot be determined, thus the project is scored with a zero ("0") for this criterion.

Score	Description
3	Projects with the highest AADT improvement between 2005 and 2030
2	Projects with medium AADT improvement between 2005 and 2030
1	Projects with the lowest AADT improvement between 2005 and 2030

3. Accident Rate

This criterion measures if the project is on an interchange with an accident rate that is above or below the statewide or citywide rate for a similar facility. Projects on roads with higher than average accident

rate imply high need. If data are not available, the project is scored with a zero (“0”). (Note: for a new interchange, the accident rate for a parallel facility will be evaluated for 2005.)

Score	Description
2	Project is located on an interchange where the accident rate is above the statewide or citywide rate for a similar facility
1	Project is located on an interchange where the accident rate is below the statewide or citywide rate for a similar facility

4. Truck Percent Share

This criterion measures if the project occurs on an interchange that serves goods movement. It is calculated by sorting the truck percent share of AADT for each project from highest to lowest and then grouping the projects into three ranges containing as much as possible equal number of observations. Projects grouped into the top range would receive a score of 3, and projects grouped into the low range would receive a score of 1. Scores are assigned so that projects with the highest truck percent share receive the highest score. Higher values point to the relative importance of the interchange for goods movement. If truck share data are not available, the project is scored with a zero (“0”) for this criterion. (Note: for new interchange, the truck percent share for a parallel facility will be evaluated for 2005.)

Score	Description
3	Projects with the highest truck share
2	Projects with medium truck share
1	Projects with the lowest truck share

5. POE Congestion

This criterion measures if the project occurs on an interchange that serves a “congested” POE. Higher values are assigned to the project if the interchange serves a POE that is considered “congested.” The congestion level at the POEs is based on border wait times in minutes. If the project serves passenger-only POE, then passenger vehicle wait time scores are used. If the POE is a commercial-only port, then truck wait time scores are used. If the POE is a combination port, then the passenger vehicle and commercial wait time scores are averaged. (Note: projects serving a new POE will use the average peak border wait time of an adjacent port.) The maximum score for this criterion is 3.

Score	Description
3	Project serves a highly congested POE
2	Project serves a medium congested POE
1	Project serves a less congested POE

6. Cost Effectiveness

This criterion measures the cost effectiveness of the project in terms of the cost per change in AADT. It is calculated by dividing the cost of the project by the change in AADT growth between 2005 and 2030.

$$\frac{\text{Total Cost}}{\textit{Change in AADT (2005 and 2030)}}$$

The results are sorted and then grouped into three ranges containing as much as possible equal number of observations. Projects with the lowest cost per change in AADT, i.e., the most cost effective, would receive a score of 3, and projects with the highest cost per change in AADT, i.e., the least cost effective, would receive a score of 1. Scores are assigned so that those projects that are most cost effective are assigned the highest score. If cost or AADT are not available, the project is scored with a zero ("0") for this criterion.

Score	Description
3	Projects with the highest cost effectiveness
2	Projects with medium cost effectiveness
1	Projects with the lowest cost effectiveness

7. Project Readiness

This criterion measures the current phase of the project and awards points based on the readiness of the project. The current phase will be reported as "final design," or "advanced planning/preliminary engineering/environmental;" or "conceptual planning". For the purposes of this study, "final design" includes pre-construction activities such as development of plans and specifications, and estimation of quantities leading up to preparation of bid packages. "Advanced planning/preliminary engineering/environmental" includes projects that are in the project study report (PSR) phase, conducting preliminary engineering, including geometric design of specific projects, or preparing an environmental document. "Conceptual planning" includes those projects that are undergoing a corridor or feasibility study. In Baja California, "final design" is equivalent to "proyecto ejecutivo;" advanced planning/preliminary engineering/environmental" equates to "plan maestro;" and conceptual planning is equivalent to "esquema conceptual." A project that is reported in the final design stage would receive a score of 3, and a project in the conceptual planning stage would receive a score of 1. Criteria for which information is unavailable will be assigned a zero. The Project Readiness Score will range from 0 to 3, with the maximum score of 3.

Score	Description
3	Projects in the "final design" phase
2	Projects in the "advanced planning/preliminary engineering/environmental" phase
1	Projects in the "conceptual planning" phase

8. POE Connection

This criterion measures if the interchange project occurs on a roadway that has a terminus at a POE. A project on a roadway with a terminus at a POE, which we will call “terminus facility”, receives 2 points. A project on a roadway that connects to a “terminus facility” receives 1 point. Interchange projects that occur on roadways that are located within the 10-mile focused study area but that do not connect to the “terminus facility” or to the POE receive zero “0” points for this criterion.

Score	Description
2	Project occurs on a “terminus facility,” i.e., a roadway that has a terminus at a POE
1	Project occurs on a roadway that connects to a “terminus facility”
0	Project that occurs a roadway that does not have a terminus at a POE and does not connect to a roadway that has a terminus at a POE

9. Multimodal Benefit

This criterion measures if the project provides multimodal benefits such as bicycle lanes/paths; high occupancy vehicle (HOV)/transit lanes and pedestrian walkways. Each of these three elements is scored with a 1 or 0. For instance, a project receives 1 point if it accommodates bicycle travel and 0 points if it does not. Points for each element are summed to create a singe Multimodal Benefits Score for the project. The Multimodal Benefits Score will range from 0 to 3, with the maximum score of 3 (1 point each for bicycle lanes/path, HOV/transit lanes, and pedestrian walkways).

Score	Description
3	Project accommodates all three multimodal elements (bicycle lanes/path, HOV/transit lane, and pedestrian walkway)
2	Project accommodates two of the multimodal elements (bicycle lanes/path, HOV/transit lane, or pedestrian walkway)
1	Project accommodates one of the multimodal elements (bicycle lanes/path, HOV/transit lane, or pedestrian walkway)
0	Project does not accommodate any of the multimodal elements

10. Environmental Benefit

This criterion measures the environmental benefit of the project. It is a qualitative estimate based on the TWG representatives’ assessment of information contained in existing planning and environmental documents (e.g. air quality, habitat mitigation, etc.). The anticipated benefits are reported as high, medium, and low. A project that reports high benefit received a score of 3, and a project with low benefit received a score of 1. Criteria for which information is unavailable will be assigned a zero (“0”). The Environmental Benefit score will range from 0 to 3, with the maximum score of 3.

Score	Description
3	Projects with a high environmental benefit
2	Projects with medium environmental benefit
1	Projects with the low environmental benefit

11. Community and Economic Benefit

This criterion measures the community and economic benefit of the project. It is a qualitative estimate based on the TWG representatives' assessment of information contained in existing planning/engineering and other documents (e.g., safety, access, job and output creation). The anticipated benefits are reported as high, medium, and low. A project that reports high benefit would receive a score of 3, and a project with low benefit would receive a score of 1. Criteria for which information is unavailable will be assigned a zero ("0"). The Community and Economic Benefit score will range from 0 to 3, with the maximum score of 3.

Score	Description
3	Projects with a high community and economic benefit
2	Projects with medium community and economic benefit
1	Projects with low community and economic benefit

Description of Rail Project Criteria

The combined score of eight criteria was used to rank rail projects. The criteria for evaluating rail projects are described below.

1. Capacity Improvement

This criterion measures the increased capacity (additional rail cars or passengers) the project is expected to accommodate in 2030. It is calculated by subtracting the number of rail cars or passengers in 2005 from the number of rail cars or passengers in 2030. The resulting figures are sorted from highest to lowest and then grouped into three ranges containing (as much as possible) equal number of observations. Projects grouped into the top range would receive a score of 3, projects grouped in the middle range would receive a score of 2, and projects grouped into the low range would receive a score of 1. Higher values indicate that after project completion, the railway has an increased capacity to accommodate rail cars or passengers. (Note: projects on railways that do not currently exist are evaluated with the 2005 number=0, and whatever is reported for 2030 is the improvement). If 2005 or 2030 data are not provided, then an estimate of capacity and capacity improvement cannot be determined, thus the project is scored with a zero ("0") for this criterion.

Score	Description
3	Projects with the highest capacity improvement
2	Projects with medium capacity improvement
1	Projects with the lowest capacity improvement

2. POE Congestion

This criterion measures if the current project occurs on a rail line that serves a "congested" POE. Higher values are assigned to the project if the railroad serves a POE that is considered "congested." The congestion level at the POEs is calculated in the POE criteria section and is based on 2007 weekday Average Peak Border Wait Time in minutes. In lieu of rail border wait time data, which is not available, if the rail project serves a passenger-only POE, then passenger vehicle wait time scores will be used. If the rail project serves a commercial-only port, then truck wait time scores will be used. If the rail project serves a combination port, then the passenger vehicle and commercial wait time scores will be averaged. The maximum score for this criterion is 3.

Score	Description
3	Projects occur on a rail line that serves a highly congested POE
2	Projects occur on a rail line that serves a medium congested POE
1	Projects occur on a rail line that serves a less congested POE

3. Local Circulation Congestion

This criterion measures if the rail project includes a grade separation to alleviate congestion on local streets due to railroad operations. Projects that include a grade separation receive 1 point, while projects that do not, receive a zero "0." The maximum score for this criterion is 1 point.

Score	Description
1	Project includes grade separation to alleviate congestion on local streets
0	Project does not include grade separation to alleviate congestion on local streets

4. Cost Effectiveness

This criterion measures the cost effectiveness of the project in terms of the change in the number of rail cars or passengers between 2030 and 2005.

$$\frac{\text{Total Cost}}{\text{Change in Number of Rail Cars or Passengers}}$$

The results are sorted and then grouped into three ranges containing (as much as possible) equal number of observations. Projects with the lowest cost per additional rail cars/passengers, i.e., the most

cost effective, would receive a score of 3, and projects with the highest cost per additional rail cars/passengers, i.e., the least cost effective, would receive a score of 1. Scores are assigned so that those projects that are most cost effective are assigned the highest score. If the number of rail cars or passengers for 2005 or 2030 is not available, the project is scored with a zero (“0”) for this criterion.

Score	Description
3	Projects with the highest cost effectiveness
2	Projects with medium cost effectiveness
1	Projects with the lowest cost effectiveness

5. *Current Phase of Project*

This criterion measures the current phase of rail projects and awards points based on the readiness of the project. The current phase will be reported as “final design,” or “advanced planning/preliminary engineering/environmental;” or “conceptual planning”. For rail projects, “final design” includes pre-construction activities such as completing the plans and specifications and other engineering work so that the project will be ready for construction and can enter into a full-funding grant agreement. Projects in this phase must have an approved environmental document. “Advanced planning/preliminary engineering/environmental” includes projects that are in the project study report (PSR) phase, conducting preliminary engineering, including geometric design of specific projects, or preparing an environmental document. “Conceptual planning” includes those projects that are undergoing a corridor or feasibility study including developing alternative analyses and costs. A project in the final design stage would receive a score of 3, and a project in the conceptual planning stage would receive a score of 1. Criteria for which information is unavailable will be assigned a zero. The Project Readiness score will range from 0 to 3, with the maximum score of 3.

Score	Description
3	Projects in the “final design” phase
2	Projects in the “advanced planning/preliminary engineering/environmental” phase
1	Projects in the “conceptual planning” phase

6. POE Connection

This criterion measures if the rail project is on a rail line that crosses or has a terminus at the international border. A project on a rail line that crosses or has a terminus at the international border receives 2 point. A project on a rail line that connects to a rail line that crosses or has a terminus at the international border receives 1 point.

Score	Description
2	Project occurs on a rail line that crosses or has a terminus at the international border
1	Project occurs on a rail line that connects to a rail line that crosses or has a terminus at the international border
0	Project occurs on a rail line that does not cross or have a terminus at the international border

7. Environmental Benefit

This criterion measures the environmental benefit of the project. It is a qualitative estimate based on the TWG representatives' assessment of information contained in existing planning and environmental documents (e.g., air quality, habitat mitigation, etc.) The anticipated benefits are reported as high, medium, and low. A project that reports high benefit would receive a score of 3, and a project with low benefit would receive a score of 1. Criteria for which information is unavailable will be assigned a zero ("0"). The Environmental Benefit Score will range from 0 to 3, with the maximum score of 3.

Score	Description
3	Projects with a high environmental benefit
2	Projects with medium environmental benefit
1	Projects with low environmental benefit

8. Community and Economic Benefit

This criterion measures the community and economic benefit of the project. It is a qualitative estimate based on the TWG representatives' assessment of information contained in existing planning/engineering and other documents (e.g., safety, access, job and output creation). The anticipated benefits are reported as high, medium, and low. A project that reports a high benefit would receive a score of 3, and a project with a low benefit would receive a score of 1. Criteria for which information is unavailable will be assigned a zero ("0"). The Community and Economic Benefit score will range from 0 to 3, with the maximum score of 3.

Score	Description
3	Projects with a high community and economic benefit
2	Projects with medium community and economic benefit
1	Projects with low community and economic benefit

Project Numbers

Project identification numbers assigned to each project are the combination of mode type, County/Municipality code, and number, whereby mode type and county code are as follows:

Mode Type:
10=Roadway
20=Interchange
30=Rail
40=POE

County/Municipality Code:
10=Imperial County
20=San Diego County
30= Municipality of Ensenada
40= Municipality of Mexicali
50= Municipality of Playas de Rosarito
60= Municipality of Tecate
70= Municipality of Tijuana

Appendix D-7: Roadway Weighted Project Rankings

					Congestion / Capacity (39%)						Cost Eff. (33%)	Project Readiness (28%)						
Project Key	Jurisdiction	Project Name	Limits	Project Description	Year Open to Traffic	1. LOS Improvement	2. AADT Improvement	3. Accident Rate	4. Truck Pct. Share of AADT	5. POE Congestion	6. Cost Effectiveness	7. Current Phase of Project	8. POE Connection	9. Multimodal Benefits	10. Environmental Benefits	11. Community and Economic Benefit	Weighted Score	Project Rank
Maximum Possible Score						6	9	6	9	9	33	6	4	6	6	6	**100**	--
1070020	Tijuana	Alamar Via Rapida	Central Bus Station to Tijuana-Rosarito 2000 Blvd.	Construction of the via Rapida Alamar with 3 lanes in both directions for 10 km. and side roads	2013	6	3	6	9	9	33	4	2	4	6	6	**88**	1
1070010	Tijuana	Incorporation of International Ave. West to Vía Rápida	International Blvd. to Centro de Gobierno - Civic Center	Construction of a .7 km roadway section to incorporate International Ave west to the Via Rapida	2014	6	9	6	6	9	33	2	2	0	4	6	**83**	2
1070014	Tijuana	Industrial Blvd.	Airport access road to Terán Blvd.	Improvement of the primary 6 km. roadway with access to the Otay I and II border crossings	2014	6	3	6	6	9	33	4	2	4	4	6	**83**	2
1040005	Mexicali	Gómez Morin Road	Cetys Rd. to Mexicali-S.Felipe Highway	Improvement of the existing 6.5 km. roadway	2015	6	0	6	9	6	33	4	2	4	6	6	**82**	4
1040006	Mexicali	Gómez Morin Road	Capitan Carrillo Ave to Rep. de Argentina Street.	Improvement of the existing 1.5 km. roadway	2015	6	0	6	9	6	33	4	2	4	6	6	**82**	4
1060001	Tecate, Baja California	Defensores Blvd.	Mixcoac Street to Tecate-Tijuana. Freeway	Construction of a .5 km. primary road segment and intersection with the Tecate-Tijuana freeway	2015	3	6	3	9	9	33	4	2	4	4	4	**81**	6
1070007	Tijuana	Ramp on western crest of the Tijuana River channel.	Pedestrian Bridge to Bridge México	Construction of a ramp and retaining wall 600 meters in length from slope to crest west of the Tijuana River channel, in order to connect the Chaparral border crossing with the City of Tijuana	2013	6	9	6	0	9	33	2	2	2	6	6	**81**	6
1060002	Tecate, Baja California	Tecate-Tijuana Freeway	Rancho La Puerta to Paso el Águila Node	A 3.0 km expansion of the Tecate-Tijuana freeway	2015	6	0	6	9	9	33	4	2	0	4	6	**79**	8
1060003	Tecate, Baja California	Tecate-Mexicali Freeway	Rancho Santa Lucia to San José	A 0.7 km expansion of a Tecate-Mexicali freeway segment	2015	3	3	6	9	9	33	4	2	0	4	6	**79**	8

Appendix D-7: Roadway Weighted Project Rankings

					Congestion / Capacity (39%)						Cost Eff. (33%)	Project Readiness (28%)						
Project Key	Jurisdiction	Project Name	Limits	Project Description	Year Open to Traffic	1. LOS Improvement	2. AADT Improvement	3. Accident Rate	4. Truck Pct. Share of AADT	5. POE Congestion	6. Cost Effectiveness	7. Current Phase of Project	8. POE Connection	9. Multimodal Benefits	10. Environmental Benefits	11. Community and Economic Benefit	Weighted Score	Project Rank
1070012	Tijuana	International Otay II Blvd.	Otay II to Tollroad from Tijuana to Tecate	Construction of a 8 km roadway with 3 lanes in each direction for access to the Otay II border crossing	2013	6	3	6	0	9	33	2	4	4	6	6	**79**	8
1070021	Tijuana	International Otay II Blvd.	Tijuana-Tecate Tollroad to Alamar	Construction of 1.5 km arterial from Tijuana-Tecate Tollroad to Alamar	2013	6	3	6	0	9	33	2	4	4	6	6	**79**	8
1040003	Mexicali	Extension of the Central axis	Lázaro Cárdenas Blvd. to Gómez Morin Road	Construction of a 3.5 km. primary roadway like the extension of the Rio Nuevo roadway	2014	6	3	6	6	6	33	4	2	4	4	4	**78**	12
1040004	Mexicali	Terán-Terán Blvd.	San Felipe Highway to Tijuana Highway	Improvement of the existing 8km roadway	2013	6	0	6	9	6	33	4	2	4	4	4	**78**	12
1020003	San Diego County	I-5	SR 905 to SR 54	Construct 2 HOV lanes	2020	6	3	3	3	9	33	2	4	2	4	6	**75**	14
1070011	Tijuana	Las Torres Blvd.	Highway Tijuana - Tecate to Otay II Blvd.	Construction of a 2 km roadway with a 38 meter right of way	2014	6	3	3	0	9	33	2	2	4	6	6	**74**	15
1040002	Mexicali	Western periphery	Intersection with the proposed International roadway west to Tijuana Highway	Construction of a 7 km. primary roadway	2018	3	3	6	6	6	33	2	2	4	4	4	**73**	16
1020012	San Diego County	SR 905	I-805 to Border	Add 2 general purpose lanes	2030	6	3	3	3	9	33	2	4	0	4	6	**73**	16
1070008	Tijuana	Ave. International East	Silvestre Revueltas Street to 12 Norte Street	Extension of 4-lane roadway for circulation and 500 meters of additional access to the Otay II border crossing	2014	6	3	3	9	9	22	2	4	2	6	6	**72**	18
1070006	Tijuana	Ramp in eastern crest of the Tijuana River Channel	Pedestrian Bridge to Bridge México	Construction of a ramp and retaining wall, 600 meters in length from slope to crest east of the Tijuana river channel, in order to connect the "Chaparral" border crossing to the City of Tijuana	2013	6	0	6	0	9	33	2	2	2	6	6	**72**	18

Appendix D-7: Roadway Weighted Project Rankings

					Congestion / Capacity (39%)						Cost Eff. (33%)	Project Readiness (28%)						
Project Key	Jurisdiction	Project Name	Limits	Project Description	Year Open to Traffic	1. LOS Improvement	2. AADT Improvement	3. Accident Rate	4. Truck Pct. Share of AADT	5. POE Congestion	6. Cost Effectiveness	7. Current Phase of Project	8. POE Connection	9. Multimodal Benefits	10. Environmental Benefits	11. Community and Economic Benefit	Weighted Score	Project Rank
1040001	Mexicali	Colon Ave. West	Leyes de Reforma Bridge to A proposed roadway on the western periphery.	Construction of a 4 km. primary roadway with 2 lanes in both directions	2014	3	3	6	0	6	33	2	2	4	6	6	**71**	20
1040008	Mexicali	Beltway around eastern periphery	Islas Agrarias Highway to Highway to the Airport	Expansion of the existing 7 km roadway	2015	3	3	3	9	6	33	4	2	0	4	4	**71**	20
1070004	Tijuana	Vehicular bridge over the channel of the Tijuana River	vía Rápida East, at the same elevation as calle Frontera to vía rápida West	Construction of a two lane (same direction) vehicular bridge over the Tijuana River channel in order to connect the "El Chaparral" border crossing to the City of Tijuana	2013	6	9	6	0	9	22	2	2	2	6	6	**70**	22
1070003	Tijuana	Vehicular bridge over the channel of the Tijuana River.	vía Rápida East to vía rápida West	Construction of a single lane bridge and delineation of the adjacent existing bridge in the Tijuana River channel	2013	6	9	6	0	9	22	2	2	2	6	6	**70**	22
1020022	San Diego County	Enrico Fermi Drive	Otay Mesa Road to SR-11	Enhanced Arterial from Otay Mesa Road to SR 11	2030	0	9	0	0	9	33	2	2	4	4	6	**69**	24
1070005	Tijuana	Expansion of the Via Rapida East Tijuana	Pedestrian Bridge to Bridge México	Construction (expansion) of 2 lanes, 600 meters in length, in the via rapida east to connect the El Chaparral border crossing to the City of Tijuana	2013	6	0	3	0	9	33	2	2	2	6	6	**69**	24
1070009	Tijuana	Double deck International Ave. West.	Intersection of Via Rápida East to Access to Playas de Tijuana	Construction of a double deck for International Ave. west with a length of 10 km. for access to the Chaparral border crossing	2014	0	0	6	0	9	33	2	2	4	6	6	**68**	26
1020021	San Diego County	Enrico Fermi Drive	Lone Star Road to Otay Mesa Road	Arterial from Lone Star Road to Otay Mesa Road	2030	3	3	0	0	9	33	2	2	4	4	6	**66**	27
1020035	San Diego County	Siempre Viva Road	Loop Road to Roque Rd	Arterial from Loop Road to Roque Rd	2030	3	3	0	0	9	33	2	2	4	4	6	**66**	27
1020034	San Diego County	Siempre Viva Road	Alta Road to Loop Road	Arterial from Alta Road to Loop Road	2030	3	3	0	0	9	33	2	2	4	4	6	**66**	27

Appendix D-7: Roadway Weighted Project Rankings

					Congestion / Capacity (39%)						Cost Eff. (33%)	Project Readiness (28%)						
Project Key	Jurisdiction	Project Name	Limits	Project Description	Year Open to Traffic	1. LOS Improvement	2. AADT Improvement	3. Accident Rate	4. Truck Pct. Share of AADT	5. POE Congestion	6. Cost Effectiveness	7. Current Phase of Project	8. POE Connection	9. Multimodal Benefits	10. Environmental Benefits	11. Community and Economic Benefit	Weighted Score	Project Rank
1040007	Mexicali	Beltway around eastern periphery	Lázaro Cárdenas Blvd. to San Felipe Highway	Construction of a 7.5 km primary roadway	2015	0	3	6	0	6	33	2	2	2	6	6	**66**	27
1020014	San Diego County	Airway Road	City of SD to Enrico Fermi Drive	Arterial from City of SD to Enrico Fermi Drive	2030	0	3	3	0	9	33	2	0	4	4	6	**64**	31
1020025	San Diego County	Lone Star Road	Piper Ranch to Sunroad Blvd	Arterial from Piper Ranch to Sunroad Blvd	2030	3	3	0	0	9	33	2	0	4	4	6	**64**	31
1020033	San Diego County	Siempre Viva Road	City of SD to Alta Road	Arterial from City of SD to Alta Road	2030	0	3	0	0	9	33	2	2	4	4	6	**63**	33
1020030	San Diego County	Otay Mesa Road	Sanyo Rd to Enrico Fermi	Arterial from Sanyo Rd to Enrico Fermi	2030	3	3	0	0	9	33	2	0	2	4	6	**62**	34
1020028	San Diego County	Lone Star Road	Enrico Fermi Road to Alta Road	Arterial from Enrico Fermi Road to Alta Road	2030	0	3	0	0	9	33	2	2	2	4	6	**61**	35
1010008	Imperial County	SR 115	Evan Hewes Highway to SR 78	Add to 2 general purpose lanes	--	0	3	3	9	3	33	2	2	0	2	4	**61**	35
1020007	San Diego County	SR 125	Telegraph Cyn to San Miguel Rd	Add 4 Toll lanes from Telegraph Cyn to San Miguel Rd.	2030	0	3	0	3	9	33	2	2	0	4	4	**60**	37
1020008	San Diego County	SR 125	San Miguel Rd to SR 54	Add 4 Toll lanes from San Miguel Rd. to SR 54	2030	0	3	0	3	9	33	2	2	0	4	4	**60**	37
1020010	San Diego County	I-805	Palomar St to SR 94	Construct 4 Managed Lanes from Palomar St. to SR 94	2030	0	0	3	3	9	22	4	4	4	4	6	**59**	39

Appendix D-7: Roadway Weighted Project Rankings

					Congestion / Capacity (39%)						Cost Eff. (33%)	Project Readiness (28%)						
Project Key	Jurisdiction	Project Name	Limits	Project Description	Year Open to Traffic	1. LOS Improvement	2. AADT Improvement	3. Accident Rate	4. Truck Pct. Share of AADT	5. POE Congestion	6. Cost Effectiveness	7. Current Phase of Project	8. POE Connection	9. Multimodal Benefits	10. Environmental Benefits	11. Community and Economic Benefit	Weighted Score	Project Rank
1020004	San Diego County	I-5	SR 54 to I-8	Construct 2 HOV lanes	2020	0	3	3	3	9	22	2	4	2	4	6	**58**	40
1010015	Imperial County	Imperial Ave.	I-8 to Aten Rd	Improve to 6 lane primary arterial	2030	0	3	6	0	6	33	2	0	2	0	6	**58**	40
1020009	San Diego County	I-805	SR 905 to Palomar St	Construct 4 Managed Lanes from SR 905 to Palomar St.	2030	0	3	3	3	9	22	2	4	2	4	4	**56**	42
1010011	Imperial County	Dogwood	SR 98 to Mead Rd	Improve to 5 lane primary arterial	2030	3	0	6	0	6	33	2	0	0	0	6	**56**	42
1020023	San Diego County	Enrico Fermi Drive	SR-11 to Airway Road	Enhanced Arterial from SR 11 to Airway Road	2030	3	3	0	0	9	22	2	2	4	4	6	**55**	44
1020026	San Diego County	Lone Star Road	Sunroad Blvd to Vann Center Blvd	Arterial from Sunroad Blvd to Vann Center Blvd	2030	3	3	0	0	9	22	2	2	4	4	6	**55**	44
1010018	Imperial County	SR 111	SR 98 to I-8	Upgrade 4 lane expressway to 6 lane freeway and interchanges at Jasper Rd, McCabe Rd, Heber Rd	2015	0	3	3	3	6	22	4	4	0	4	6	**55**	44
1020027	San Diego County	Lone Star Road	Vann Center Blvd to Enrico Fermi Drive	Arterial from Vann Center Blvd to Enrico Fermi Drive	2030	3	3	0	0	9	22	2	2	4	4	6	**55**	44
1020017	San Diego County	Alta Road	Old Otay Mesa Rd to Donovan State Prison	Arterial from Old Otay Mesa Rd to Donovan State Prison	2030	3	3	0	0	9	22	2	0	4	4	6	**53**	48
1020029	San Diego County	Lone Star Road	Otay Mesa Road to Siempre Viva Road	Arterial from Otay Mesa Road to Siempre Viva Road	2030	3	3	0	0	9	22	2	2	2	4	6	**53**	48

Appendix D-7: Roadway Weighted Project Rankings

					Congestion / Capacity (39%)						Cost Eff. (33%)	Project Readiness (28%)						
Project Key	Jurisdiction	Project Name	Limits	Project Description	Year Open to Traffic	1. LOS Improvement	2. AADT Improvement	3. Accident Rate	4. Truck Pct. Share of AADT	5. POE Congestion	6. Cost Effectiveness	7. Current Phase of Project	8. POE Connection	9. Multimodal Benefits	10. Environmental Benefits	11. Community and Economic Benefit	Weighted Score	Project Rank
1010009	Imperial County	Imperial Av. (McCabe Road to I-8)	McCabe Rd to I-8	Improve and construct a 6 lane primary arterial	2016	0	3	6	0	6	33	2	0	2	0	0	**52**	50
1020019	San Diego County	Alta Road	Otay Mesa Road to Airway Road	Arterial from Otay Mesa Road to Airway Road	2030	3	3	0	0	9	22	2	0	2	4	6	**51**	51
1010016	Imperial County	8th St Overpass	Wake Ave. to Centinela	Widen to 4 lanes	2013	0	3	3	0	6	33	4	0	2	0	0	**51**	51
1010001	Imperial County	I-8	Forrester Road to SR 111	Add 2 general purpose lanes	--	0	3	3	3	6	22	2	2	0	4	6	**51**	51
1010005	Imperial County	SR 111	I-8 to SR 78	Add 2 general purpose lanes and construct interchanges	--	0	3	3	6	6	22	2	2	0	2	4	**50**	54
1020038	San Diego County	Via de la Amistad	City of SD/Enrico Fermi to Alta Road	Collector	2030	0	3	0	0	9	22	2	0	4	4	6	**50**	54
1010019	Imperial County	SR 98	SR 98 to Cesar Chavez Blvd	At Grade Railroad Crossing at SR 98 and Cesar Chavez Blvd. widen from 2 to 4 lanes	2016	6	0	6	3	6	11	2	2	4	4	6	**50**	54
1010017	Imperial County	SR 98 East	SR 111 to SR 7	Widen from 2 to 4 lanes	2016	6	0	3	3	6	11	4	2	4	4	6	**49**	57
1020002	City of Chula Vista	Willow Street Bridge	Sweetwater Road to Bonita Road	Widen or replace bridge across Sweetwater River	2013	6	0	3	0	9	11	4	0	4	4	4	**45**	58

Appendix D-7: Roadway Weighted Project Rankings

					Congestion / Capacity (39%)						Cost Eff. (33%)	Project Readiness (28%)						
Project Key	Jurisdiction	Project Name	Limits	Project Description	Year Open to Traffic	1. LOS Improvement	2. AADT Improvement	3. Accident Rate	4. Truck Pct. Share of AADT	5. POE Congestion	6. Cost Effectiveness	7. Current Phase of Project	8. POE Connection	9. Multimodal Benefits	10. Environmental Benefits	11. Community and Economic Benefit	Weighted Score	Project Rank
1020005	San Diego County	SR 11	SR 905 to Mexico	Construct 4 Toll Lanes	2015	0	3	0	3	9	11	4	4	0	4	6	**44**	59
1020001	City of Chula Vista	Heritage Road Bridge	Main Street to South of the Otay River	Bridge across Otay Valley	2023	0	3	3	0	9	11	2	2	4	4	6	**44**	59
1020015	San Diego County	Airway Road	Enrico Fermi Road to Alta Road	Arterial from Enrico Fermi Road to Alta Road from Enrico Fermi Road to Alta Road	2030	3	3	0	0	9	11	2	0	4	4	6	**42**	61
1020016	San Diego County	Airway Road	Alta Road to Loop Road	Arterial from Alta Road to Loop Road	2030	3	3	0	0	9	11	2	0	4	4	6	**42**	61
1020018	San Diego County	Alta Road	Lone Star Road to Otay Mesa Road	Arterial from Lone Star Road to Otay Mesa Road	2030	3	3	0	0	9	11	2	0	4	4	6	**42**	61
1020032	San Diego County	Otay Mesa Road	Alta Road to Loop Road	Arterial from Alta Road to Loop Road	2030	3	3	0	0	9	11	2	0	4	4	6	**42**	61
1020020	San Diego County	Alta Road	Airway Road to Siempre Viva Road	Arterial from Airway Road to Siempre Viva Road	2030	3	3	0	0	9	11	2	0	2	4	6	**40**	65
1020024	San Diego County	Enrico Fermi Drive	Airway Road to Siempre Viva Road	Arterial from Airway Road to Siempre Viva Road	2030	0	0	0	0	9	11	2	2	4	4	6	**38**	66
1020031	San Diego County	Otay Mesa Road	Enrico Fermi Rd to Alta Road	Arterial from Enrico Fermi Rd to Alta Road	2030	3	0	0	0	9	11	2	0	2	4	6	**37**	67
1020013	San Diego County	Otay Mesa Southbound Truck Route	Britannia Blvd to Otay Mesa POE	Widening and Realignment	2014	0	0	0	9	9	0	4	4	0	4	6	**36**	68

Appendix D-8: Roadway Scoresheet

Project Key	Jurisdiction	Project Name	Project Description	Length of Road (miles)	1. Level of Service: 2005	1. Level of Service: 2030	1. SCORE	AADT 2005	AADT 2030	Number of Lanes 2005	Number of Lanes 2030	2. AADT 2005/ Lane-Mile	2. AADT 2030/ Lane-Mile	2. AADT 2030-2005/ Lane-Mile	2. Rank	2. SCORE	3. Accident Level (Above or Below Average, 2005)	3. SCORE	4. Truck AADT (% share)	4. Rank	4. SCORE	5. POE Served (Congestion)	5. SCORE	6. Cost (in 2006 $)	6. Cost per Improvement in Vehicle Miles Travelled	6. Rank	6. SCORE	7. Current Phase of Project	7. SCORE	8. POE Connection	8. SCORE	9. Bike Path (Y or N)?	9. High Occupancy Vehicle (HOV) Lane (Y or N)?	9. Pedestrian Walkway (Y or N)?	9. SCORE	10. Environmental Benefit	10. SCORE	11. Community/ Economic Benefit	11. SCORE	TOTAL INDEX SCORE	Summiting Agency
1010001	Imperial Cty.	I-8	Add 2 general purpose lanes	6.9	B	C	0	37,500	66,700	4	6	1,359	1,611	252	49	1	Below	1	10%	16	1	Calexico	2	$188,700,000	$937	42	2	Conceptual planning	1	Connects to a terminus facility	1	No	No	No	0	Medium	2	High	3	14	Caltrans
1010005	Imperial Cty.	SR 111	Add 2 general purpose lanes and construct interchanges	16.2	C	D	0	16,500	39,500	4	6	255	406	152	50	1	Below	1	24%	11	2	Calexico	2	$500,000,000	$1,342	51	2	Conceptual planning	1	Connects to a terminus facility	1	N/A	No	No	0	Low	1	Medium	2	13	Caltrans
1010008	Imperial Cty.	SR 115	Add to 2 general purpose lanes	17.8	B	C	0	2,750	28,000	2	4	77	393	316	47	1	Below	1	32%	6	3	Calexico East	1	$146,800,000	$327	23	3	Conceptual planning	1	Connects to a terminus facility	1	N/A	No	No	0	Low	1	Medium	2	14	Caltrans
1010009	Imperial Cty.	Imperial Av. (McCabe Road to I-8)	Improve and construct a 6 lane primary arterial	1.5	F	F	0	0	69,000	0	6	--	7,667	7,667	15	1	Above	2	N/A	--	0	Calexico	2	$28,200,000	$272	22	3	Conceptual planning	1	Neither	0	N/A	No	Yes	1	N/A	0	N/A	0	10	Caltrans/ El Centro
1010011	Imperial Cty.	Dogwood	Improve to 5 lane primary arterial	19.0	F	F	0	17,800	69,000	2	5	488	726	238	48	1	Above	2	N/A	--	0	Calexico	2	$182,400,000	$188	18	3	Conceptual planning	1	Neither	0	--	--	--	0	--	0	High	3	13	Caltrans/ El Centro
1010015	Imperial Cty.	Imperial Ave.	Improve to 6 lane primary arterial	3.5	N/A	F	0	27,800	58,000	4	6	1,986	2,762	776	42	1	Above	2	0%	--	0	Calexico	2	$26,200,000	$248	20	3	Conceptual planning	1	Neither	0	No	No	Yes	1	N/A	0	High	3	13	Caltrans/ El Centro
1010016	Imperial Cty.	8th St Overpass	Widen to 4 lanes	0.5	N/A	N/A	0	8,600	31,800	2	4	9,556	17,667	8,111	12	1	Below	1	N/A	--	0	Calexico	2	$4,000,000	$383	26	3	Advanced planning	2	Neither	0	No	No	Yes	1	N/A	0	N/A	0	10	Caltrans/ El Centro
1010017	Imperial Cty.	SR 98 East	Widen from 2 to 4 lanes	7.3	E	D	2	25,000	34,000	2	4	1,712	1,164	-548	0	0	Below	1	13%	15	1	Calexico	2	$150,000,000	$2,283	62	1	Advanced planning	2	Connects to a terminus facility	1	Yes	No	Yes	2	Medium	2	High	3	17	Caltrans
1010018	Imperial Cty.	SR 111	Upgrade 4 lane expressway to 6 lane freeway and interchanges at Jasper Rd, McCabe Rd, Heber Rd	6.5	B	C	0	38,500	100,500	4	6	1,481	2,577	1,096	40	1	Below	1	8%	19	1	Calexico	2	$456,000,000	$1,132	48	2	Advanced planning	2	On a terminus facility	2	No	No	No	0	Medium	2	High	3	16	Caltrans
1010019	Imperial Cty.	SR 98	At Grade Railroad Crossing at SR 98 and Cesar Chavez Blvd. widen from 2 to 4 lanes	1.1	E	C	2	24,000	29,300	2	4	10,909	6,659	-4,250	0	0	Above	2	6%	22	1	Calexico	2	$50,000,000	$8,576	63	1	Conceptual planning	1	Connects to a terminus facility	1	Yes	No	Yes	2	Medium	2	High	3	17	Caltrans
1020001	City of Chula Vista	Heritage Road Bridge	Bridge across Otay Valley	0.2	A	A	0	11,613	33,000	3	6	19,355	27,500	8,145	11	1	Below	1	--	--	0	Otay Mesa East	3	$40,446,000	$9,456	63	1	Conceptual planning	1	Connects to a terminus facility	1	Yes	No	Yes	2	Medium	2	High	3	15	City of Chula
1020002	City of Chula Vista	Willow Street Bridge	Widen or replace bridge across Sweetwater River	0.1	F	C	2	17,490	22,400	2	4	72,875	46,667	-26,208	0	0	Below	1	--	--	0	Otay Mesa	3	$17,052,000	$28,941	63	1	Advanced planning	2	Neither	0	Yes	No	Yes	2	Medium	2	Medium	2	14	City of Chula
1020003	San Diego Cty.	I-5	Construct 2 HOV lanes	6.2	E	D	2	187,000	257,000	8	10	3,770	4,145	375	45	1	Below	1	4%	26	1	San Ysidro	3	$202,000,000	$465	30	3	Conceptual planning	1	On a terminus facility	2	No	Yes	No	1	Medium	2	High	3	20	Caltrans
1020004	San Diego Cty.	I-5	Construct 2 HOV lanes	10.7	F	E	0	191,000	274,000	8	10	2,231	2,561	329	46	1	Below	1	4%	25	1	San Ysidro	3	$934,000,000	$1,052	47	2	Conceptual planning	1	On a terminus facility	2	No	Yes	No	1	Medium	2	High	3	17	Caltrans
1020005	San Diego Cty.	SR 11	Construct 4 Toll Lanes	2.5	B	C	0	0	90,000	0	4	--	9,000	9,000	10	1	N/A	0	8%	17	1	Otay Mesa East	3	$377,850,000	$1,679	56	1	Advanced planning	2	On a terminus facility	2	No	No	No	0	Medium	2	High	3	15	Caltrans
1020007	San Diego Cty.	SR 125	Add 4 Toll lanes from Telegraph Cyn to San Miguel Rd.	2.5	N/A	B	0	0	89,000	4	8	0	4,450	4,450	23	1	N/A	0	4%	23	1	Otay Mesa	3	$130,000,000	$584	33	3	Conceptual planning	1	Connects to a terminus facility	1	No	No	No	0	Medium	2	Medium	2	14	Caltrans
1020008	San Diego Cty.	SR 125	Add 4 Toll lanes from San Miguel Rd. to SR 54	4.7	N/A	B	0	0	89,000	4	8	0	2,367	2,367	33	1	N/A	0	4%	24	1	Otay Mesa	3	$40,000,000	$96	15	3	Conceptual planning	1	Connects to a terminus facility	1	No	No	No	0	Medium	2	Medium	2	14	Caltrans
1020009	San Diego Cty.	I-805	Construct 4 Managed Lanes from SR 905 to Palomar St.	3.2	D	D	0	164,000	250,000	8	12	6,406	6,510	104	51	1	Below	1	7%	21	1	San Ysidro	3	$288,000,000	$1,047	45	2	Conceptual planning	1	On a terminus facility	2	No	Yes	No	1	Medium	2	Medium	2	16	Caltrans
1020010	San Diego Cty.	I-805	Construct 4 Managed Lanes from Palomar St. to SR 94	8.5	F	E	0	245,000	310,000	8	12	3,603	3,039	-564	0	0	Below	1	7%	20	1	San Ysidro	3	$884,000,000	$1,600	55	2	Advanced planning	2	On a terminus facility	2	No	Yes	Yes	2	Medium	2	High	3	18	Caltrans
1020012	San Diego Cty.	SR 905	Add 2 general purpose lanes	6.9	E	D	2	62,000	170,000	6	8	1,498	3,080	1,582	36	1	Below	1	8%	18	1	Otay Mesa	3	$200,000,000	$268	21	3	Conceptual planning	1	On a terminus facility	2	No	No	No	0	Medium	2	High	3	19	Caltrans
1020013	San Diego Cty.	Otay Mesa Southbound Truck	Widening and Realignment	2.6	N/A	N/A	0	N/A	N/A	1	2	--	--	--	0	0	N/A	0	100%	1	3	Otay Mesa	3	$23,000,000	--	0	0	Advanced planning	2	On a terminus facility	2	N/A	N/A	N/A	0	Medium	2	High	3	15	Caltrans
1020014	San Diego Cty.	Airway Road	Arterial from City of SD to Enrico Fermi Drive	0.5	A	C	0	1,700	16,200	2	4	1,700	8,100	6,400	19	1	Below	1	N/A	--	0	Otay Mesa East	3	$3,000,000	$414	27	3	Conceptual planning	1	Neither	0	Yes	No	Yes	2	Medium	2	High	3	16	Cty. of SD
1020015	San Diego Cty.	Airway Road	Arterial from Enrico Fermi Road to Alta Road from Enrico Fermi Road to Alta Road	0.5	C	A	1	0	6,000	0	4	--	3,000	3,000	28	1	--	0	N/A	--	0	Otay Mesa East	3	$6,000,000	$2,000	59	1	Conceptual planning	1	Neither	0	Yes	No	Yes	2	Medium	2	High	3	14	Cty. of SD
1020016	San Diego Cty.	Airway Road	Arterial from Alta Road to Loop Road	0.5	C	A	1	0	6,400	0	4	--	3,200	3,200	27	1	--	0	N/A	--	0	Otay Mesa East	3	$6,000,000	$1,875	58	1	Conceptual planning	1	Neither	0	Yes	No	Yes	2	Medium	2	High	3	14	Cty. of SD
1020017	San Diego Cty.	Alta Road	Arterial from Old Otay Mesa Rd to Donovan State Prison	0.8	C	B	1	5,345	14,900	2	4	3,341	4,656	1,316	39	1	--	0	N/A	--	0	Otay Mesa East	3	$8,000,000	$1,047	46	2	Conceptual planning	1	Neither	0	Yes	No	Yes	2	Medium	2	High	3	15	Cty. of SD
1020018	San Diego Cty.	Alta Road	Arterial from Lone Star Road to Otay Mesa Road	0.5	C	A	1	0	5,000	0	4	--	2,500	2,500	32	1	--	0	N/A	--	0	Otay Mesa East	3	$6,000,000	$2,400	63	1	Conceptual planning	1	Neither	0	Yes	No	Yes	2	Medium	2	High	3	14	Cty. of SD
1020019	San Diego Cty.	Alta Road	Arterial from Otay Mesa Road to Airway Road	0.5	C	A	1	0	10,400	0	4	--	5,200	5,200	21	1	--	0	N/A	--	0	Otay Mesa East	3	$6,000,000	$1,154	49	2	Conceptual planning	1	Neither	0	No	No	Yes	1	Medium	2	High	3	14	Cty. of SD
1020020	San Diego Cty.	Alta Road	Arterial from Airway Road to Siempre Viva Road	0.5	C	A	1	0	5,700	0	4	--	2,850	2,850	29	1	--	0	N/A	--	0	Otay Mesa East	3	$6,000,000	$2,105	60	1	Conceptual planning	1	Neither	0	No	No	Yes	1	Medium	2	High	3	13	Cty. of SD
1020021	San Diego Cty.	Enrico Fermi Drive	Arterial from Lone Star Road to Otay Mesa Road	0.5	C	B	1	0	19,900	0	4	--	9,950	9,950	9	1	--	0	N/A	--	0	Otay Mesa East	3	$6,000,000	$603	34	3	Conceptual planning	1	Connects to a terminus facility	1	Yes	No	Yes	2	Medium	2	High	3	17	Cty. of SD
1020022	San Diego Cty.	Enrico Fermi Drive	Enhanced Arterial from Otay Mesa Road to SR 11	0.3	C	D	0	0	36,500	0	4	--	36,500	36,500	2	3	--	0	N/A	--	0	Otay Mesa East	3	$7,000,000	$767	38	3	Conceptual planning	1	Connects to a terminus facility	1	Yes	No	Yes	2	Medium	2	High	3	18	Cty. of SD
1020023	San Diego Cty.	Enrico Fermi Drive	Enhanced Arterial from SR 11 to Airway Road	0.3	C	B	1	0	17,800	0	4	--	17,800	17,800	4	1	--	0	N/A	--	0	Otay Mesa East	3	$7,000,000	$1,573	53	2	Conceptual planning	1	Connects to a terminus facility	1	Yes	No	Yes	2	Medium	2	High	3	16	Cty. of SD
1020024	San Diego Cty.	Enrico Fermi Drive	Arterial from Airway Road to Siempre Viva Road	0.3	A	A	0	10,000	13,500	2	4	20,000	13,500	-6,500	0	0	--	0	N/A	--	0	Otay Mesa East	3	$1,500,000	$1,714	57	1	Conceptual planning	1	Connects to a terminus facility	1	Yes	No	Yes	2	Medium	2	High	3	13	Cty. of SD
1020025	San Diego Cty.	Lone Star Road	Arterial from Piper Ranch to Sunroad Blvd	0.7	C	B	1	0	30,900	0	6	--	7,687	7,687	14	1	--	0	N/A	--	0	Otay Mesa East	3	$12,000,000	$580	32	3	Conceptual planning	1	Neither	0	Yes	No	Yes	2	Medium	2	High	3	16	Cty. of SD
1020026	San Diego Cty.	Lone Star Road	Arterial from Sunroad Blvd to Vann Center Blvd	0.3	C	A	1	0	13,800	0	4	--	13,800	13,800	6	1	--	0	N/A	--	0	Otay Mesa East	3	$3,000,000	$870	40	2	Conceptual planning	1	Connects to a terminus facility	1	Yes	No	Yes	2	Medium	2	High	3	16	Cty. of SD
1020027	San Diego Cty.	Lone Star Road	Arterial from Vann Center Blvd to Enrico Fermi Drive	0.5	C	A	1	0	13,200	0	4	--	6,600	6,600	18	1	--	0	N/A	--	0	Otay Mesa East	3	$6,000,000	$909	41	2	Conceptual planning	1	Connects to a terminus facility	1	Yes	No	Yes	2	Medium	2	High	3	16	Cty. of SD
1020028	San Diego Cty.	Lone Star Road	Arterial from Enrico Fermi Road to Alta Road	0.5	C	C	0	0	27,200	0	4	--	13,600	13,600	7	1	--	0	N/A	--	0	Otay Mesa East	3	$6,000,000	$441	28	3	Conceptual planning	1	Connects to a terminus facility	1	No	No	Yes	1	Medium	2	High	3	15	Cty. of SD
1020029	San Diego Cty.	Lone Star Road	Arterial from Otay Mesa Road to Siempre Viva Road	0.8	C	B	1	0	15,300	0	4	--	4,608	4,608	22	1	--	0	N/A	--	0	Otay Mesa East	3	$12,000,000	$945	43	2	Conceptual planning	1	Connects to a terminus facility	1	No	No	Yes	1	Medium	2	High	3	15	Cty. of SD
1020030	San Diego Cty.	Otay Mesa Road	Arterial from Sanyo Rd to Enrico Fermi	0.8	C	B	1	6,275	23,400	2	6	4,183	5,200	1,017	41	1	--	0	N/A	--	0	Otay Mesa East	3	$9,000,000	$701	36	3	Conceptual planning	1	Neither	0	No	No	Yes	1	Medium	2	High	3	15	Cty. of SD

Project Key	Jurisdiction	Project Name	Project Description	Length of Road (miles)	1. Level of Service: 2005	1. Level of Service: 2030	1. SCORE	AADT 2005	AADT 2030	Number of Lanes 2005	Number of Lanes 2030	2. AADT 2005/ Lane-Mile	2. AADT 2030/ Lane-Mile	2. AADT 2030-2005/ Lane-Mile	2. Rank	2. SCORE	3. Accident Level (Above or Below Average, 2005)	3. SCORE	4. Truck AADT (% share)	4. Rank	4. SCORE	5. POE Served (Congestion)	5. SCORE	6. Cost (in 2006 $)	6. Cost per Improvement in Vehicle Miles Travelled	6. Rank	6. SCORE	7. Current Phase of Project	7. SCORE	8. POE Connection	8. SCORE	9. Bike Path (Y or N)?	9. High Occupancy Vehicle (HOV) Lane (Y or N)?	9. Pedestrian Walkway (Y or N)?	9. SCORE	10. Environmental Benefit	10. SCORE	11. Community/ Economic Benefit	11. SCORE	TOTAL INDEX SCORE	Summitting Agency
1020031	San Diego Cty.	Otay Mesa Road	Arterial from Enrico Fermi Rd to Alta Road	0.5	C	A	1	5,925	6,600	2	4	5,925	3,300	-2,625	0	0	--	0	N/A	--	0	Otay Mesa East	3	$6,000,000	$17,778	63	1	Conceptual planning	1	Neither	0	No	No	Yes	1	Medium	2	High	3	12	Cty. of SD
1020032	San Diego Cty.	Otay Mesa Road	Arterial from Alta Road to Loop Road	0.8	C	A	1	0	5,500	0	4	--	1,833	1,833	35	1	--	0	N/A	--	0	Otay Mesa East	3	$9,000,000	$2,182	61	1	Conceptual planning	1	Neither	0	Yes	No	Yes	2	Medium	2	High	3	14	Cty. of SD
1020033	San Diego Cty.	Siempre Viva Road	Arterial from City of SD to Alta Road	0.5	C	C	0	0	26,200	0	4	--	13,100	13,100	8	1	--	0	N/A	--	0	Otay Mesa East	3	$6,000,000	$458	29	3	Conceptual planning	1	Connects to a terminus facility	1	Yes	No	Yes	2	Medium	2	High	3	16	Cty. of SD
1020034	San Diego Cty.	Siempre Viva Road	Arterial from Alta Road to Loop Road	0.8	C	B	1	0	21,600	0	4	--	7,200	7,200	17	1	--	0	N/A	--	0	Otay Mesa East	3	$9,000,000	$556	31	3	Conceptual planning	1	Connects to a terminus facility	1	Yes	No	Yes	2	Medium	2	High	3	17	Cty. of SD
1020035	San Diego Cty.	Siempre Viva Road	Arterial from Loop Road to Roque Rd	0.3	C	B	1	0	16,800	0	4	--	16,800	16,800	5	1	--	0	N/A	--	0	Otay Mesa East	3	$3,000,000	$714	37	3	Conceptual planning	1	Connects to a terminus facility	1	Yes	No	Yes	2	Medium	2	High	3	17	Cty. of SD
1020038	San Diego Cty.	Via de la Amistad	Collector	0.5	C	C	0	0	6,200	0	2	--	6,200	6,200	20	1	--	0	N/A	--	0	Otay Mesa East	3	$3,000,000	$968	44	2	Conceptual planning	1	Neither	0	Yes	No	Yes	2	Medium	2	High	3	14	Cty. of SD
1040001	Mexicali	Colon Ave. West	Construction of a 4 km. primary roadway with 2 lanes in both directions	2.5	D	B	1	0	80,000	0	4	--	8,047	8,047	13	1	Above	2	0%	--	0	Mexicali I	2	$3,849,680	$19	3	3	Conceptual planning	1	Connects to a terminus facility	1	Yes	No	Yes	2	High	3	High	3	19	SIDUE
1040002	Mexicali	Western periphery	Construction of a 7 km. primary roadway	4.3	D	B	1	0	90,000	0	8	--	2,586	2,586	31	1	Above	2	20%	13	2	Mexicali I	2	$10,724,110	$27	5	3	Conceptual planning	1	Connects to a terminus facility	1	Yes	No	Yes	2	Medium	2	Medium	2	19	SIDUE
1040003	Mexicali	Extension of the Central axis	Construction of a 3.5 km. primary roadway like the extension of the Rio Nuevo roadway	2.2	E	C	2	0	65,000	0	4	--	7,472	7,472	16	1	Above	2	20%	14	2	Mexicali I	2	$5,545,370	$39	7	3	Advanced planning	2	Connects to a terminus facility	1	Yes	No	Yes	2	Medium	2	Medium	2	21	SIDUE
1040004	Mexicali	Terán-Terán Blvd.	Improvement of the existing 8km roadway	5.0	E	C	2	60,000	80,000	4	6	3,018	2,682	-335	0	0	Above	2	30%	9	3	Mexicali I	2	$7,607,700	$77	13	3	Advanced planning	2	Connects to a terminus facility	1	Yes	No	Yes	2	Medium	2	Medium	2	21	SIDUE
1040005	Mexicali	Gómez Morin Road	Improvement of the existing 6.5 km. roadway	4.0	E	C	2	90,000	130,000	4	6	5,571	5,364	-206	0	0	Above	2	35%	4	3	Mexicali II	2	$7,653,530	$47	9	3	Advanced planning	2	Connects to a terminus facility	1	Yes	No	Yes	2	High	3	High	3	23	SIDUE
1040006	Mexicali	Gómez Morin Road	Improvement of the existing 1.5 km. roadway	0.9	E	C	2	90,000	130,000	4	6	24,140	23,246	-894	0	0	Above	2	35%	5	3	Mexicali II	2	$1,019,250	$27	4	3	Advanced planning	2	Connects to a terminus facility	1	Yes	No	Yes	2	High	3	High	3	23	SIDUE
1040007	Mexicali	Beltway around eastern periphery	Construction of a 7.5 km primary roadway	4.7	E	F	0	0	70,000	0	4	--	3,755	3,755	25	1	Above	2	0%	--	0	Mexicali II	2	$4,628,780	$14	1	3	Conceptual planning	1	Connects to a terminus facility	1	No	No	Yes	1	High	3	High	3	17	SIDUE
1040008	Mexicali	Beltway around eastern periphery	Expansion of the existing 7 km roadway	4.3	D	B	1	10,000	60,000	2	4	1,150	3,449	2,299	34	1	Below	1	35%	3	3	Mexicali II	2	$8,917,510	$41	8	3	Advanced planning	2	Connects to a terminus facility	1	No	No	No	0	Medium	2	Medium	2	18	SIDUE
1060001	Tecate, Baja California	Defensores Blvd.	Construction of a .5 km. primary road segment and intersection with the Tecate-Tijuana freeway	0.3	D	B	1	0	35,000	0	4	--	28,164	28,164	3	2	Below	1	30%	8	3	Tecate	3	$384,970	$35	6	3	Advanced planning	2	Connects to a terminus facility	1	Yes	No	Yes	2	Medium	2	Medium	2	22	SIDUE
1060002	Tecate, Baja California	Tecate-Tijuana Freeway	A 3.0 km expansion of the Tecate-Tijuana freeway	1.9	E	C	2	9,485	16,000	2	4	2,544	2,146	-398	0	0	Above	2	40%	2	3	Tecate	3	$4,078,830	$336	25	3	Advanced planning	2	Connects to a terminus facility	1	No	No	No	0	Medium	2	High	3	21	SIDUE
1060003	Tecate, Baja California	Tecate-Mexicali Freeway	A 0.7 km expansion of a Tecate-Mexicali freeway segment	0.6	C	B	1	7,000	15,000	2	4	5,633	6,035	402	44	1	Above	2	40%	1	3	Tecate	3	$834,100	$168	17	3	Advanced planning	2	Connects to a terminus facility	1	No	No	No	0	Medium	2	High	3	21	SIDUE
1070003	Tijuana	Vehicular bridge over the channel of the Tijuana River	Construction of a single lane bridge and delineation of the adjacent existing bridge in the Tijuana River channel	0.1	F	B	2	0	30,000	0	1	--	321,869	321,869	1	3	Above	2	0%	--	0	Puerta México	3	$3,666,360	$1,311	51	2	Conceptual planning	1	Connects to a terminus facility	1	No	No	Yes	1	High	3	High	3	18	SIDUE
1070004	Tijuana	Vehicular bridge over the channel of the Tijuana River	Construction of a two lane (same direction) vehicular bridge over the Tijuana River channel in order to connect the "El Chaparral" border crossing to the City of Tijuana	0.1	F	B	2	0	50,000	0	2	--	268,225	268,225	1	3	Above	2	0%	--	0	Puerta México	3	$7,332,720	$1,573	54	2	Conceptual planning	1	Connects to a terminus facility	1	No	No	Yes	1	High	3	High	3	18	SIDUE
1070005	Tijuana	Expansion of the Via Rapida East Tijuana	Construction (expansion) of 2 lanes, 600 meters in length, in the via rapida east to connect the El Chaparral border crossing to the City of Tijuana	0.4	F	B	2	95,000	110,000	3	5	84,938	59,009	-25,928	0	0	Below	1	0%	--	0	Puerta México	3	$1,833,180	$328	24	3	Conceptual planning	1	Connects to a terminus facility	1	No	No	Yes	1	High	3	High	3	18	SIDUE
1070006	Tijuana	Ramp in eastern crest of the Tijuana River Channel	Construction of a ramp and retaining wall, 600 meters in length from slope to crest east of the Tijuana river channel, in order to connect the "Chaparral" border crossing to the City of Tijuana	0.4	F	B	2	30,000	40,000	3	5	26,822	21,458	-5,364	0	0	Above	2	0%	--	0	Puerta México	3	$2,291,480	$615	35	3	Conceptual planning	1	Connects to a terminus facility	1	No	No	Yes	1	High	3	High	3	19	SIDUE
1070007	Tijuana	Ramp on western crest of the Tijuana River channel.	Construction of a ramp and retaining wall 600 meters in length from slope to crest west of the Tijuana River channel, in order to connect the Chaparral border crossing with the City of Tijuana	0.4	F	B	2	0	40,000	0	2	--	53,645	53,645	1	3	Above	2	0%	--	0	Puerta México	3	$2,291,480	$154	16	3	Conceptual planning	1	Connects to a terminus facility	1	No	No	Yes	1	High	3	High	3	22	SIDUE
1070008	Tijuana	Ave. International East	Extension of 4-lane roadway for circulation and 500 meters of additional access to the Otay II border crossing	0.3	E	B	2	5,000	10,000	4	4	4,023	8,047	4,023	24	1	Below	1	90%	1	3	Mesa de Otay II	3	$1,833,180	$1,180	50	2	Conceptual planning	1	On a terminus facility	2	No	No	Yes	1	High	3	High	3	22	SIDUE
1070009	Tijuana	Double deck International Ave. West.	Construction of a double deck for International Ave. west with a length of 10 km. for access to the Chaparral border crossing	6.2	D	D	0	70,000	100,000	3	6	3,755	2,682	-1,073	0	0	Above	2	0%	--	0	El Chaparral	3	$146,654,450	$787	39	3	Conceptual planning	1	Connects to a terminus facility	1	Yes	No	Yes	2	High	3	High	3	18	SIDUE
1070010	Tijuana	Incorporation of International Ave. West to Vía Rápida	Construction of a .7 km roadway section to incorporate International Ave west to the Via Rapida	0.4	E	B	2	0	100,000	0	3	--	76,636	76,636	1	3	Above	2	20%	12	2	El Chaparral	3	$2,291,480	$53	11	3	Conceptual planning	1	Connects to a terminus facility	1	No	No	No	0	Medium	2	High	3	19	SIDUE
1070011	Tijuana	Las Torres Blvd.	Construction of a 2 km roadway with a 38 meter right of way	1.2	E	B	2	0	10,000	0	6	--	1,341	1,341	38	1	Below	1	0%	--	0	Mesa de Otay II	3	$2,749,770	$221	19	3	Conceptual planning	1	Connects to a terminus facility	1	Yes	No	Yes	2	High	3	High	3	20	SIDUE
1070012	Tijuana	International Otay II Blvd.	Construction of a 8 km roadway with 3 lanes in each direction for access to the Otay II border crossing	5.0	E	A	2	0	20,000	0	6	--	671	671	43	1	Above	2	0%	--	0	Mesa de Otay II	3	$8,249,300	$83	14	3	Conceptual planning	1	On a terminus facility	2	Yes	No	Yes	2	High	3	High	3	22	SIDUE
1070014	Tijuana	Industrial Blvd.	Improvement of the primary 6 km. roadway with access to the Otay I and II border crossings	3.7	E	D	2	70,000	100,000	6	6	3,129	4,470	1,341	37	1	Above	2	25%	10	2	Mesa de Otay	3	$1,833,180	$16	2	3	Advanced planning	2	Connects to a terminus facility	1	Yes	No	Yes	2	Medium	2	High	3	23	SIDUE
1070020	Tijuana	Alamar Via Rapida	Construction of the via Rapida Alamar with 3 lanes in both directions for 10 km. and side roads	6.2	E	B	2	0	100,000	0	6	--	2,682	2,682	30	1	Above	2	30%	7	3	Mesa de Otay	3	$36,663,610	$59	12	3	Advanced planning	2	Connects to a terminus facility	1	Yes	No	Yes	2	High	3	High	3	25	SIDUE
1070021	Tijuana	International Otay II Blvd.	Construction of 1.5 km arterial from Tijuana-Tecate Tollroad to Alamar	0.9	E	A	2	0	20,000	0	6	--	3,704	3,704	26	1	Above	2	0%	--	0	Mesa de Otay II	3	$916,590	$51	10	3	Conceptual planning	1	On a terminus facility	2	Yes	No	Yes	2	High	3	High	3	22	SIDUE

Notes:
Improvement in AADT/Lane-Mile is calculated as: (AADT 2030 / (Miles*2030 Lanes)) - (AADT 2005 / (Miles*2005 Lanes))
Cost Effectiveness calculated as: $Total Project Cost / ((AADT 2030-AADT 2005)*Length of Project)
Outliers: Where rankings are determined, outliers beyond two standard deviations from the mean are eliminated from that range/ranking scores
Negative and non-numerical values are not rewarded points

Data Ranges:

ADDT Improvement

Range of Values	Score	Frequency
18,811 - 28,164	3	2
9,457 - 18,810	2	1
104 - 9,456	1	48

Truck ADDT (% of Share)

Range of Values	Score	Frequency
29 - 40%	3	9
17 - 28%	2	5
4 - 16%	1	12

Cost Effectiveness

Range of Values	Score	Frequency
$16 - $809	3	39
$810 - $1,604	2	16
$1,605 - $2,400	1	8

Appendix D-9: Roadway Project List

Project ID	Cty./ Jurisdic-tion	Project Name	Project Description	Limits of Project From	To	Begin Post (Mile or Km)	End Post (Mile or Km)	Existing Condition Current No. of Lanes	Current Facility Type	Condition after Project Completion (2030) Future No. of Lanes	Future Facility Type	For new roads, please provide name of parallel facility.	Level of Service LOS Before Project (2005)	LOS After Project (2030)	AADT Before Project (2005)	AADT After Project (2030)	Truck % Share of ADT (2005)	2005 Accident Rate: Below or Above statewide or citywide rate for similar facility	Current Phase of Project	Total Project Cost ($2006 $USD)	Funds Still Needed to Complete Project	Year Project Becomes Opera-tional	Multimodal Benefits - Does the project provide for alternative modes of transportation? Does the project provide for bicycle traffic?	Does the project include HOV/tran-sit lanes?	Does the project provide for pedestrian walkways?	Based on planning/engineering and environmental Environ-mental Benefit	Commu-nity/ Econo-mic Benefit	Identify the POE primarily served by this project.	Is the project on a "terminus facility" or does it connect to a "terminus facility"?	Explain how this project serves an Int'l POE.	Submitting Agency
1010001	Imperial Cty.	I-8	Add 2 general purpose lanes	Forrester Road.	SR 111	33.8	40.7	4	Freeway	6	Freeway	N/A	B	C	37500	66700	10%	Below	Conceptual planning	$188,700,000	$188,700,000	--	No	No	No	Medium	High	Calexico	Connects to a terminus facility	Improves capacity	Caltrans
1010005	Imperial Cty.	SR 111	Add 2 general purpose lanes and construc interchanges	I-8	SR 78	7.7	23.9	4	Express way	6	Freeway	N/A	C	D	16500	39500	24%	Below	Conceptual planning	$500,000,000	$500,000,000	--	N/A	No	No	Low	Medium	Calexico	Connects to a terminus facility	Improves capacity	Caltrans
1010008	Imperial Cty.	SR 115	Add to 2 general purpose lanes	Evan Hewes Highway	SR 78	3.3	21.1	2	Conventi onal	4	Expressway	N/A	B	C	2750	28000	32%	Below	Conceptual planning	$146,800,000	$146,800,000	--	N/A	No	No	Low	Medium	Calexico East	Connects to a terminus facility	Provides direct access to Calexico East from northeast part of county.	Caltrans
1010009	Imperial Cty.	Imperial Av. Mc-Cabe Rd. to I-8)	Improve and construct a 6-lane primary arterial	McCabe Rd.	I-8	0	1.5	0	Unconstr ucted	6	Arterial	Dogwood Ave.	F	F	0	69000	N/A	Above	Conceptual planning	$28,200,000		2016	N/A	No	Yes	N/A	N/A	Calexico	Neither	Imperial Avenue will relieve traffic from I-8, a facility that connects to a terminus facility.	Caltrans/ El Centro
1010011	Imperial Cty.	Dogwood	Improve to 5-lane primary arterial	SR 98	Mead Rd	0	19.0	2	Arterial	5	Arterial		F	F	17800	69000	N/A	Above	Conceptual planning	$182,400,000		2030					High	Calexico	Neither	Dogwood Avenue is a truck corridor. Truck traffic uses it to access I-8 and SR 98, both of which connect to SR 111 & SR 7 (terminus facilities)	Caltrans/ El Centro
1010015	Imperial Cty.	Imperial Ave.	Improve to 6-lane primary arterial	I-8	Aten Rd	0	3.5	4	Arterial	6	Arterial		N/A	F	27800	58000		Above	Conceptual planning	$26,200,000	$26,200,000	2030	No	No	Yes	N/A	High	Calexico	Neither	A portion of Imperial Avenue doubles as SR 86, a truck route. Truck traffic will use Imperial Avenue once 4th Street (SR 86) is relinquished to City. Imperial Avenue connects to I-8, the main access to SR 111, a terminus facility.	Caltrans/ El Centro
1010016	Imperial Cty.	8th St Overpass	Widen to 4 lanes	Wake Ave.	Centinela	0	0.5	2	Arterial	4	Arterial		N/A	N/A	8600	31800	N/A	Below	Advanced planning	$4,000,000	$4,000,000	2013	No	No	Yes	N/A	N/A	Calexico	Neither	I-8 and I-8 interchange projects provide interregional and interstate access to/from highways serving the Calexico and Calexico East POEs. In addition, 8th street is a North-South corridor that runs south to SR 98, which connects to the POE.	Caltrans/ El Centro
1010017	Imperial Cty.	SR 98 East	Widen from 2 to 4 lanes	SR 111	SR 7	32.3	39.6	2	Conven'l Hwy	4	Conven'l Hwy	N/A	E	D	25000	34000	13%	Below	Advanced planning	$150,000,000	$150,000,000	2016	Yes	No	Yes	Medium	High	Calexico	Connects to a terminus facility	Provides highway access to the Calexico and Calexico East POEs via SR 111 and SR 7	Caltrans
1010018	Imperial Cty.	SR 111	Upgrade 4 lane expressway to 6 lane freeway and interchanges at Jasper Rd, McCabe Rd, Heber Rd	SR 98	I-8	1.2	7.7	4	Express way	6	Freeway	N/A	B	C	38500	100500	8%	Below	Advanced planning	$456,000,000	$456,000,000	2015	No	No	No	Medium	High	Calexico	On a terminus facility	Provides highway access to the Calexico POE	Caltrans
1010019	Imperial Cty.	SR 98	At Grade Railroad Crossing at SR 98 and Cesar Chavez Blvd. widen from 2 to 4 lanes	SR 98	Cesar Chavez Blvd.	31.4	32.5	2	Conven'l Hwy	4	Conven'l Hwy	n/a	E	C	24000	29300	6%	Above	Conceptual planning	$50,000,000	$50,000,000	2016	Yes	No	Yes	Medium	High	Calexico	Connects to a terminus facility	Provides highway access to the Calexico and Calexico East POEs via SR 111 and SR 7	Caltrans
1020001	Chula Vista	Heritage Road Bridge	Bridge across Otay Valley	Main St.	South of Otay River	0	0.2	3	Wooden	6	concrete		A	A	11613	33000	--	Below	Conceptual planning	$40,446,000	$40,446,000	2023	Yes	No	Yes	Medium	High	Otay Mesa East	Connects to a terminus facility	Provides direct access to POE by way of the City of CV through City of San Diego by 6-lane prime arterial that is listed in City of CV's Circulation Element	City of CV
1020002	Chula Vista	Willow Street Bridge	Widen or replace bridge across Sweetwater River	Sweetwater Rd.	Bonita Road	0	0.1	2	Slab on piles	4	concrete		F	C	17490	22400	--	Below	Advanced planning	$17,052,000	$17,052,000	2013	Yes	No	Yes	Medium	Medium	Otay Mesa	Neither	Provides access to POE by way of the City of CV through City of San Diego by multiple arterials and is listed in City of CV's Circulation Element	City of CV
1020003	SD Cty.	I-5	Construct 2 HOV lanes	SR 905	SR 54	3.1	9.3	8	Freeway	10	8 Fwy + 2HOV	N/A	E	D	######	257000	4%	Below	Conceptual planning	$202,000,000	$202,000,000	2020	No	Yes	No	Medium	High	San Ysidro	On a terminus facility	Provides access to San Ysidro POE	Caltrans
1020004	SD Cty.	I-5	Construct 2 HOV lanes	SR 54	I-8	9.3	20.0	8	Freeway	10	8 Fwy + 2HOV	N/A	F	E	######	274000	4%	Below	Conceptual planning	$934,000,000	$934,000,000	2020	No	Yes	No	Medium	High	San Ysidro	On a terminus facility	Provides access to San Ysidro POE	Caltrans
1020005	SD Cty.	SR 11	Construct 4 Toll Lanes	SR 905	Mexico	0	2.5	0	Unconstr ucted	4	Toll Lanes	Otay Mesa Rd.	B	C	0	90000	8%	N/A	Advanced planning	$377,850,000	$290,850,000	2015	No	No	No	Medium	High	Otay Mesa East	On a terminus facility	Facility will connect future Otay Mesa East POE	Caltrans
1020007	SD Cty.	SR 125	Add 4 Toll lanes from Telegraph Cyn to San Miguel Rd.	Telegraph Cyn. Rd.	San Miguel Rd	4	6.5	4	Toll lanes	8	Toll Lanes	N/A	N/A	B	0	89000	4%	N/A	Conceptual planning	$130,000,000	$130,000,000	2030	No	No	No	Medium	Medium	Otay Mesa	Connects to a terminus facility	Provides access to Otay Mesa and Future Otay Mesa East POE	Caltrans
1020008	SD Cty.	SR 125	Add 4 Toll lanes from San Miguel Rd. to SR 54	San Miguel Rd.	SR 54	6.5	11.2	4	Toll lanes	8	Toll Lanes	N/A	N/A	B	0	89000	4%	N/A	Conceptual planning	$40,000,000	$40,000,000	2030	No	No	No	Medium	Medium	Otay Mesa	Connects to a terminus facility	Provides access to Otay Mesa and Future Otay Mesa East POE	Caltrans
1020009	SD Cty.	I-805	Construct 4 Managed Lanes from SR 905 to Palomar St.	SR 905	Palomar St	1.8	5.0	8	Freeway	12	8 Fwy + 4 ML	N/A	D	D	######	250000	7%	Below	Conceptual planning	$288,000,000	$288,000,000	2030	No	Yes	No	Medium	Medium	San Ysidro	On a terminus facility	Provides access to San Ysidro POE	Caltrans
1020010	SD Cty.	I-805	Construct 4 Managed Lanes from Palomar St. to SR 94	Palomar St.	SR 94	5	13.5	8	Freeway	12	8 Fwy + 4 ML	N/A	F	E	######	310000	7%	Below	Advanced planning	$884,000,000	$872,000,000	2030	No	Yes	Yes	Medium	High	San Ysidro	On a terminus facility	Provides access to San Ysidro POE	Caltrans
1020012	SD Cty.	SR 905	Add 2 general purpose lanes	I-805	Border	5.1	12.0	6	Freeway	8	Freeway	N/A	E	D	62000	170000	8%	Below	Conceptual planning	$200,000,000	$200,000,000	2030	No	No	No	Medium	High	Otay Mesa	On a terminus facility	Provides access to Otay Mesa and Future Otay Mesa East POE	Caltrans
1020013	SD Cty.	O-M Southbound Truck Route	Widening and Realignment	Britannia Blvd.	Otay Mesa POE	0	2.6	1	1-lane city street	2	2-lane city street	Otay Mesa Rd.	N/A	N/A	N/A	N/A	100%	N/A	Advanced planning	$23,000,000	$5,000,000	2014	N/A	N/A	N/A	Medium	High	Otay Mesa	On a terminus facility	Improves capacity	Caltrans
1020014	SD Cty.	Airway Road	Arterial from City of SD to Enrico Fermi Drive	City of SD	Enrico Fermi Dr.	0	0.5	2	Light Collector	4	Major	Otay Mesa Rd.	A	C	1700	16200	N/A	Below	Conceptual planning	$3,000,000	$3,000,000	2030	Yes	No	Yes	Medium	High	Otay Mesa East	Neither	Airway Rd. will provide parallel capacity to SR 11 & is one of the primary routes in the E. Otay Mesa area serving traffic movement to/from SR 11 and the int'l POE	Cty. of SD
1020015	SD Cty.	Airway Road	Arterial from Enrico Fermi Road to Alta Road from Enrico Fermi Road to Alta Road	Enrico Fermi Rd.	Alta Rd.	0	0.5			4	Major	Otay Mesa Rd.	C	A	0	6000	N/A	--	Conceptual planning	$6,000,000	$6,000,000	2030	Yes	No	Yes	Medium	High	Otay Mesa East	Neither	Airway Rd. will provide parallel capacity to SR 11 & is one of the primary routes in the E. Otay Mesa area serving traffic movement to/from SR 11 and the int'l POE	Cty. of SD
1020016	SD Cty.	Airway Road	Arterial from Alta Road to Loop Road	Alta Rd.	Loop Rd.	0	0.5			4	Major	Otay Mesa Rd.	C	A	0	6400	N/A	--	Conceptual planning	$6,000,000	$6,000,000	2030	Yes	No	Yes	Medium	High	Otay Mesa East	Neither	Airway Rd. will provide parallel capacity to SR 11 & is one of the primary routes in the E. Otay Mesa area serving traffic movement to/from SR 11 and the int'l POE	Cty. of SD
1020017	SD Cty.	Alta Rd.	Arterial from Old Otay Mesa Rd to Donovan State Prison	Old Otay Mesa Rd.	Donovan State Prison	0	0.8	2	Light Collector	4	Major	Enrico Fermi Rd.	C	B	5345	14900	N/A	--	Conceptual planning	$8,000,000	$8,000,000	2030	Yes	No	Yes	Medium	High	Otay Mesa East	Neither	Alta Rd. will be one of the primary routes in the East Otay Mesa area serving traffic movement to/from SR 11 and the int'l POE	Cty. of SD
1020018	SD Cty.	Alta Rd.	Arterial from Lone Star Road to Otay Mesa Road	Lone Star Rd.	Otay Mesa Rd.	0	0.5			4	Major	Enrico Fermi Rd.	C	A	0	5000	N/A	--	Conceptual planning	$6,000,000	$6,000,000	2030	Yes	No	Yes	Medium	High	Otay Mesa East	Neither	Alta Rd. will be one of the primary routes in the East Otay Mesa area serving traffic movement to/from SR 11 and the int'l POE	Cty. of SD

Project ID	Cty./ Jurisdic-tion	Project Name	Project Description	Limits of Project From	Limits of Project To	Begin Post (Mile or Km)	End Post (Mile or Km)	Existing Condition Current No. of Lanes	Existing Condition Current Facility Type	Condition after Project Completion (2030) Future No. of Lanes	Condition after Project Completion (2030) Future Facility Type	For new roads, please provide name of parallel facility.	Level of Service LOS Before Project (2005)	Level of Service LOS After Project (2030)	AADT Before Project (2005)	AADT After Project (2030)	Truck % Share of ADT (2005)	2005 Accident Rate: Below or Above statewide or citywide rate for similar facility	Current Phase of Project	Total Project Cost (2006 $USD)	Funds Still Needed to Complete Project	Year Project Becomes Opera-tional	Multimodal Benefits - Does the project provide for alternative modes of transportation? Does the project provide for bicycle traffic?	Does the project include HOV/tran-sit lanes?	Does the project provide for pedestrian walkways?	Based on planning/engineering and environmental Environ-mental Benefit	Commu-nity/ Econo-mic Benefit	Identify the POE primarily served by this project.	Is the project on a "terminus facility" or does it connect to a "terminus facility"?	Explain how this project serves an Int'l POE.	Submitting Agency
1020019	SD Cty.	Alta Rd.	Arterial from Otay Mesa Road to Airway Road	Otay Mesa Rd.	Airway Rd.	0	0.5			4	Major	Enrico Fermi Rd.	C	A	0	10400	N/A	--	Conceptual planning	$6,000,000	$6,000,000	2030	No	No	Yes	Medium	High	Otay Mesa East	Neither	Alta Rd. will be one of the primary routes in the East Otay Mesa area serving traffic movement to/from SR 11 and the int'l POE	Cty. of SD
1020020	SD Cty.	Alta Rd.	Arterial from Airway Road to Siempre Viva Road	Airway Rd.	Siempre Viva Rd.	0	0.5			4	Major	Enrico Fermi Rd.	C	A	0	5700	N/A	--	Conceptual planning	$6,000,000	$6,000,000	2030	No	No	Yes	Medium	High	Otay Mesa East	Neither	Alta Rd. will be one of the primary routes in the East Otay Mesa area serving traffic movement to/from SR 11 and the int'l POE	Cty. of SD
1020021	SD Cty.	Enrico Fermi Dr.	Arterial from Lone Star Road to Otay Mesa Road	Lone Star Rd.	Otay Mesa Rd.	0	0.5			4	Major	Alta Rd.	C	B	0	19900	N/A	--	Conceptual planning	$6,000,000	$6,000,000	2030	Yes	No	Yes	Medium	High	Otay Mesa East	Connects to a terminus facility	Enrico Fermi Rd. will be a future connection to a SR 11 ramp interchange	Cty. of SD
1020022	SD Cty.	Enrico Fermi Dr.	Enhanced Arterial from Otay Mesa Road to SR 11	Otay Mesa Rd.	SR 11	0	0.3			4	Major	Alta Rd.	C	D	0	36500	N/A	--	Conceptual planning	$7,000,000	$7,000,000	2030	Yes	No	Yes	Medium	High	Otay Mesa East	Connects to a terminus facility	Enrico Fermi Rd. will be a future connection to a SR 11 ramp interchange	Cty. of SD
1020023	SD Cty.	Enrico Fermi Dr.	Enhanced Arterial from SR 11 to Airway Road	SR 11	Airway Rd.	0	0.3			4	Major	Alta Rd.	C	B		17800	N/A	--	Conceptual planning	$7,000,000	$7,000,000	2030	Yes	No	Yes	Medium	High	Otay Mesa East	Connects to a terminus facility	Enrico Fermi Rd. will be a future connection to a SR 11 ramp interchange	Cty. of SD
1020024	SD Cty.	Enrico Fermi Dr.	Arterial from Airway Road to Siempre Viva Road	Airway Rd.	Siempre Viva Rd.	0	0.3	2	Light Collector	4	Major	Alta Rd.	A	A	10000	13500	N/A	--	Conceptual planning	$1,500,000	$1,500,000	2030	Yes	No	Yes	Medium	High	Otay Mesa East	Connects to a terminus facility	Enrico Fermi Rd. will be a future connection to a SR 11 ramp interchange	Cty. of SD
1020025	SD Cty.	Lone Star Rd.	Arterial from Piper Ranch to Sunroad Blvd	Piper Ranch	SunRd. Blvd	0	0.7			6	Prime	Otay Mesa Rd.	C	B	0	30900	N/A	--	Conceptual planning	$12,000,000	$12,000,000	2030	Yes	No	Yes	Medium	High	Otay Mesa East	Neither	Lone Star Rd. will provide parallel capacity to SR 11 and an arterial connection to SR 125	Cty. of SD
1020026	SD Cty.	Lone Star Rd.	Arterial from Sunroad Blvd to Vann Center Blvd	Sunroad Blvd.	Vann Center Blvd	0	0.3			4	Major	Otay Mesa Rd.	C	A	0	13800	N/A	--	Conceptual planning	$3,000,000	$3,000,000	2030	Yes	No	Yes	Medium	High	Otay Mesa East	Connects to a terminus facility	Lone Star Rd. will provide parallel capacity to SR 11 and an arterial connection to SR 125	Cty. of SD
1020027	SD Cty.	Lone Star Rd.	Arterial from Vann Center Blvd to Enrico Fermi Drive	Vann Center Blvd.	Enrico Fermi Drive	0	0.5			4	Major	Otay Mesa Rd.	C	A	0	13200	N/A	--	Conceptual planning	$6,000,000	$6,000,000	2030	Yes	No	Yes	Medium	High	Otay Mesa East	Connects to a terminus facility	Lone Star Rd. will provide parallel capacity to SR 11 and an arterial connection to SR 125	Cty. of SD
1020028	SD Cty.	Lone Star Rd.	Arterial from Enrico Fermi Road to Alta Road	Enrico Fermi Rd.	Alta Rd.	0	0.5			4	Major	Otay Mesa Rd.	C	C	0	27200	N/A	--	Conceptual planning	$6,000,000	$6,000,000	2030	No	No	Yes	Medium	High	Otay Mesa East	Connects to a terminus facility	Lone Star Rd. will provide parallel capacity to SR 11 and an arterial connection to SR 125	Cty. of SD
1020029	SD Cty.	Lone Star Rd.	Arterial from Otay Mesa Road to Siempre Viva Road	Otay Mesa Rd.	Siempre Viva Rd.	0	0.8			4	Collector		C	B	0	15300	N/A	--	Conceptual planning	$12,000,000	$12,000,000	2030	No	No	Yes	Medium	High	Otay Mesa East	Connects to a terminus facility	Lone Star Rd. will provide parallel capacity to SR 11 and an arterial connection to SR 125	Cty. of SD
1020030	SD Cty.	Otay Mesa Rd.	Arterial from Sanyo Rd to Enrico Fermi	Sanyo Rd.	Enrico Fermi	0	0.8	2	Light Collector	6	Prime		C	B	6275	23400	N/A	--	Conceptual planning	$9,000,000	$9,000,000	2030	No	No	Yes	Medium	High	Otay Mesa East	Neither	Otay Mesa Rd. will provide parallel capacity to SR 11 and an arterial connection to SR 125	Cty. of SD
1020031	SD Cty.	Otay Mesa Rd.	Arterial from Enrico Fermi Rd to Alta Road	Enrico Fermi Rd.	Alta Rd.	0	0.5	2	Light Collector	4	Major		C	A	5925	6600	N/A	--	Conceptual planning	$6,000,000	$6,000,000	2030	No	No	Yes	Medium	High	Otay Mesa East	Neither	Otay Mesa Rd. will provide parallel capacity to SR 11 and an arterial connection to SR 125	Cty. of SD
1020032	SD Cty.	Otay Mesa Rd.	Arterial from Alta Road to Loop Road	Alta Rd.	Loop Rd.	0	0.8			4	Major	SR 11	C	A	0	5500	N/A	--	Conceptual planning	$9,000,000	$9,000,000	2030	Yes	No	Yes	Medium	High	Otay Mesa East	Neither	Otay Mesa Rd. will provide parallel capacity to SR 11 and an arterial connection to SR 125	Cty. of SD
1020033	SD Cty.	Siempre Viva Rd.	Arterial from City of SD to Alta Road	City of SD	Alta Rd.	0	0.5			4	Major	Airway Rd.	C	C	0	26200	N/A	--	Conceptual planning	$6,000,000	$6,000,000	2030	Yes	No	Yes	Medium	High	Otay Mesa East	Connects to a terminus facility	Siempre Viva Rd. will provide parallel capacity to SR 11 & be one of the primary routes in the East Otay Mesa area serving traffic to/from SR 11 and the int'l POE	Cty. of SD
1020034	SD Cty.	Siempre Viva Rd.	Arterial from Alta Road to Loop Road	Alta Rd.	Loop Rd.	0	0.8			4	Major	Airway Rd.	C	B	0	21600	N/A	--	Conceptual planning	$9,000,000	$9,000,000	2030	Yes	No	Yes	Medium	High	Otay Mesa East	Connects to a terminus facility	Siempre Viva Rd. will provide parallel capacity to SR 11 & be one of the primary routes in the East Otay Mesa area serving traffic to/from SR 11 and the int'l POE	Cty. of SD
1020035	SD Cty.	Siempre Viva Rd.	Arterial from Loop Road to Roque Rd	Loop Rd.	Roque Rd	0	0.3			4	Collector		C	B	0	16800	N/A	--	Conceptual planning	$3,000,000	$3,000,000	2030	Yes	No	Yes	Medium	High	Otay Mesa East	Connects to a terminus facility	Siempre Viva Rd. will provide parallel capacity to SR 11 & be one of the primary routes in the East Otay Mesa area serving traffic to/from SR 11 and the int'l POE	Cty. of SD
1020038	SD Cty.	Via de la Amistad	Collector	City of SD/Enrico Fermi	Alta Rd.	0	0.5			2	Light Collector		C	C	0	6200	N/A	--	Conceptual planning	$3,000,000	$3,000,000	2030	Yes	No	Yes	Medium	High	Otay Mesa East	Neither	Via de la Amistad is an industrial/commercial collector and non-Circulation Element Specific Road	Cty. of SD
1040001	Mexicali	Colon Ave. West	Construction of a 4 km. primary roadway with 2 lanes in both directions	Leyes de Reforma Bridge	A proposed rdwy on the western	0	2.5	0	N/A	4		Independencia Rd./Sinaloa Ave.	D	B	0	80000	0%	Above	Conceptual planning	$3,849,680	$3,849,680	2014	Yes	No	Yes	High	High	Mexicali I	Connects to a terminus facility	Connection terminates with the Mexicali I POE	SIDUE
1040002	Mexicali	Western periphery	Construction of a 7 km. primary roadway	Intersection with the proposed	Tijuana Hwy.	0	4.3	0	Collector	8	Arterial	H.Colegio Militar St.	D	B	0	90000	20%	Above	Conceptual planning	$10,724,110	$10,724,110	2018	Yes	No	Yes	Medium	Medium	Mexicali I	Connects to a terminus facility	Connection to Mexicali I POE	SIDUE
1040003	Mexicali	Extension of the Central axis	Construction of a 3.5 km. primary roadway like the extension of the Rio Nuevo roadway	Lázaro Cárdenas Blvd.	Gómez Morin Rd.	0	2.2	0	N/A	4	Arterial	Anahuac Blvd.	E	C	0	65000	20%	Above	Advanced planning	$5,545,370	$5,545,370	2014	Yes	No	Yes	Medium	Medium	Mexicali I	Connects to a terminus facility	Connection to Mexicali I y Mexicali II POE's	SIDUE
1040004	Mexicali	Terán-Terán Blvd.	Improvement of the existing 8km roadway	San Felipe Highway	Tijuana Hwy.	0	5.0	4	Arterial	6	Freeway	N/A	E	C	60000	80000	30%	Above	Advanced planning	$7,607,700	$7,607,700	2013	Yes	No	Yes	Medium	Medium	Mexicali I	Connects to a terminus facility	Connection to Mexicali I y Mexicali II POE's	SIDUE
1040005	Mexicali	Gómez Morin Rd.	Improvement of the existing 6.5 km. roadway	Cetys Rd.	Mexicali-S.Felipe Hwy.	0	4.0	4	Arterial	6	Arterial	N/A	E	C	90000	130000	35%	Above	Advanced planning	$7,653,530	$7,653,530	2015	Yes	No	Yes	High	High	Mexicali II	Connects to a terminus facility	Connection to Mexicali II POE	SIDUE
1040006	Mexicali	Gómez Morin Road	Improvement of the existing 1.5 km. roadway	Capitan Carrillo Ave.	Rep. de Argentina St.	0	0.9	4	Arterial	6	Arterial	N/A	E	C	90000	130000	35%	Above	Advanced planning	$1,019,250	$1,019,250	2015	Yes	No	Yes	High	High	Mexicali II	Connects to a terminus facility	Connection to Mexicali II POE	SIDUE
1040007	Mexicali	Beltway around eastern periphery	Construction of a 7.5 km primary roadway	Lázaro Cárdenas Blvd.	San Felipe Hwy.	0	4.7	0	N/A	4	Arterial	Calle Novena	E	F	0	70000	0%	Above	Conceptual planning	$4,628,780	$4,628,780	2015	No	No	Yes	High	High	Mexicali II	Connects to a terminus facility	Connection to Mexicali II POE	SIDUE
1040008	Mexicali	Beltway around eastern periphery	Expansion of the existing 7 km roadway	Islas Agrarias Highway	Hwy. to the Airport	0	4.3	2	Highway	4	Freeway	N/A	D	B	10000	60000	35%	Below	Advanced planning	$8,917,510	$8,917,510	2015	No	No	No	Medium	Medium	Mexicali II	Connects to a terminus facility	Connection to Mexicali II POE	SIDUE
1060001	Tecate, BC	Defensores Blvd.	Construction of a .5 km. primary road segment and intersection with the Tecate-Tijuana freeway	Mixcoac St.	Tecate-Tijuana. Fwy.	0	0.3	0	N/A	4	Arterial	TKT-TIJ.Highway	D	B	0	35000	30%	Below	Advanced planning	$384,970	$384,970	2015	Yes	No	Yes	Medium	Medium	Tecate	Connects to a terminus facility	Connection to Tecate POE	SIDUE
1060002	Tecate, BC	Tecate-Tijuana Frwy.	A 3.0 km expansion of the Tecate-Tijuana freeway	Rancho La Puerta	Paso el Águila Node	0	1.9	2	Highway	4	Freeway	N/A	E	C	9485	16000	40%	Above	Advanced planning	$4,078,830	$4,078,830	2015	No	No	No	Medium	High	Tecate	Connects to a terminus facility	Connection to Tecate POE	SIDUE

Project ID	Cty./ Jurisdic-tion	Project Name	Project Description	Limits of Project				Existing Condition		Condition after Project Completion (2030)		For new roads, please provide name of parallel facility.	Level of Service		AADT Before Project (2005)	AADT After Project (2030)	Truck % Share of ADT (2005)	2005 Accident Rate: Below or Above statewide or citywide rate for similar facility	Current Phase of Project	Total Project Cost (2006 $USD)	Funds Still Needed to Complete Project	Year Project Becomes Opera-tional	Multimodal Benefits - Does the project provide for alternative modes of transportation?			Based on planning/engineering and environmental		Identify the POE primarily served by this project.	Is the project on a "terminus facility" or does it connect to a "terminus facility"?	Explain how this project serves an Int'l POE.	Submitting Agency
				From	To	Begin Post (Mile or Km)	End Post (Mile or Km)	Current No. of Lanes	Current Facility Type	Future No. of Lanes	Future Facility Type		LOS Before Project (2005)	LOS After Project (2030)									Does the project provide for bicycle traffic?	Does the project include HOV/tran-sit lanes?	Does the project provide for pedestrian walkways?	Environ-mental Benefit	Commu-nity/ Econo-mic Benefit				
1060003	Tecate, BC	Tecate-Mexicali Frwy.	A 0.7 km expansion of a Tecate-Mexicali freeway segment	Rancho Santa Lucia	San José	0	0.6	2	Highway	4	Highway	TKT MXL Fwy.	C	B	7000	15000	40%	Above	Advanced planning	$834,100	$834,100	2015	No	No	No	Medium	High	Tecate	Connects to a terminus facility	Connection to Tecate POE	SIDUE
1070003	Tijuana	Vehicular bridge over the channel of the Tijuana River	Construction of a single lane bridge and delineation of the adjacent existing bridge in the Tijuana River channel	vía Rápida East	vía rápida West	0	0.1	0	arterial	1	Arterial	Mexico Bridge	F	B	0	30000	0%	Above	Conceptual planning	$3,666,360	$3,666,360	2013	No	No	Yes	High	High	Puerta México	Connects to a terminus facility	Connection to the Chaparral (prop.) and Puerta México Ports of Entry	SIDUE
1070004	Tijuana	Vehicular bridge over the channel of the Tijuana River	Construction of a two lane (same direction) vehicular bridge over the Tijuana River channel in order to connect the "El Chaparral" border crossing to the City of Tijuana	vía Rápida East, at the same eleva-tion as calle Frontera	vía rápida West	0	0.1	0	N/A	2	Arterial	Mexico Bridge	F	B	0	50000	0%	Above	Conceptual planning	$7,332,720	$7,332,720	2013	No	No	Yes	High	High	Puerta México	Connects to a terminus facility	Connection to the Chaparral (prop.) and Puerta México Ports of Entry	SIDUE
1070005	Tijuana	Expansion of the Via Rapida East Tijuana	Construction (expansion) of 2 lanes, 600 meters in length, in the via rapida east to connect the El Chaparral border crossing to the City of Tijuana	Pedestrian Bridge	Bridge México	0	0.4	3	arterial	5	Freeway	N/A	F	B	95000	110000	0%	Below	Conceptual planning	$1,833,180	$1,833,180	2013	No	No	Yes	High	High	Puerta México	Connects to a terminus facility	Connection to the Chaparral (prop.) and Puerta México Ports of Entry	SIDUE
1070006	Tijuana	Ramp in eastern crest of the Tijuana River Channel	Construction of a ramp and retaining wall, 600 meters in length from slope to crest east of the Tijuana river channel, in order to connect the "Chaparral" border crossing to the City of Tijuana	Pedestrian Bridge	Bridge México	0	0.4	3	arterial	5	Freeway	N/A	F	B	30000	40000	0%	Above	Conceptual planning	$2,291,480	$2,291,480	2013	No	No	Yes	High	High	Puerta México	Connects to a terminus facility	Connection to the Chaparral (prop.) and Puerta México Ports of Entry	SIDUE
1070007	Tijuana	Ramp on western crest of the Tijuana River channel	Construction of a ramp and retaining wall 600 meters in length from slope to crest west of the Tijuana River channel, in order to connect the Chaparral border crossing with the City of Tijuana	Pedestrian Bridge	Bridge México	0	0.4	0	N/A	2	Arterial	Corona Oriente	F	B	0	40000	0%	Above	Conceptual planning	$2,291,480	$2,291,480	2013	No	No	Yes	High	High	Puerta México	Connects to a terminus facility	Connection to the Chaparral (prop.) and Puerta México Ports of Entry	SIDUE
1070008	Tijuana	Ave. Int'l. East	Extension of 4-lane roadway for circulation and 500 meters of additional access to the Otay II border crossing	Silvestre Revueltas St.	12 Norte Street	0	0.3	4	N/A	4	Roadway	N/A	E	B	5000	10000	90%	Below	Conceptual planning	$1,833,180	$1,833,180	2014	No	No	Yes	High	High	Mesa de Otay II	On a terminus facility	Connection terminates at Otay II (prop.)	SIDUE
1070009	Tijuana	Double deck Int'l. Ave. W	Construction of a double deck for Int'l. Ave west with a length of 10 km. for access to the Chaparral border crossing	Intersection of Via Rápida East	Access to Playas de Tijuana	0	6.2	3	arterial	6	Primary	N/A	D	D	70000	100000	0%	Above	Conceptual planning	$146,654,450	$146,654,450	2014	Yes	No	Yes	High	High	El Chaparral	Connects to a terminus facility	Connection terminates at puerto Chapparal (prop.) and connects with Puerta México	SIDUE
1070010	Tijuana	Incorporation of Int'l. Ave. West to Vía Rápida	Construction of a .7 km roadway section to incorporate International Ave west to the Via Rapida	International Blvd.	Centro de Gobierno - Civic Center	0	0.4	0	arterial	3	Roadway Connection	vía Rápida east	E	B	0	100000	20%	Above	Conceptual planning	$2,291,480	$2,291,480	2014	No	No	No	Medium	High	El Chaparral	Connects to a terminus facility	Connection to the Chaparral (prop.) and Puerta México Ports of Entry	SIDUE
1070011	Tijuana	Las Torres Blvd.	Construction of a 2 km roadway with a 38 meter right of way	Highway Tijuana - Tecate	Otay II Blvd.	0	1.2	0	N/A	6	Collector	Mariano Matamoros Route	E	B	0	10000	0%	Below	Conceptual planning	$2,749,770	$2,749,770	2014	Yes	No	Yes	High	High	Mesa de Otay II	Connects to a terminus facility	Connection to Otay I y Otay II (Prop.)	SIDUE
1070012	Tijuana	International Otay II Blvd.	Construction of a 8 km roadway with 3 lanes in each direction for access to the Otay II border crossing	Otay II	Tollroad from Tijuana to Tecate	0	5.0	0	N/A	6	Arterial	TIJ-TKT Tollroad	E	A	0	20000	0%	Above	Conceptual planning	$8,249,300	$8,249,300	2013	Yes	No	Yes	High	High	Mesa de Otay II	On a terminus facility	Connection terminates with the Otay II POE	SIDUE
1070014	Tijuana	Industrial Blvd.	Improvement of the primary 6 km. roadway with access to the Otay I and II border crossings	Airport access road	Terán Blvd.	0	3.7	6	Collector	6	Collector		E	D	70000	100000	25%	Above	Advanced planning	$1,833,180	$1,833,180	2014	Yes	No	Yes	Medium	High	Mesa de Otay	Connects to a terminus facility	Connection to Otay I y Otay II (Prop.)	SIDUE
1070020	Tijuana	Alamar Via Rapida	Construction of the via Rapida Alamar with 3 lanes in both directions for 10 km. and side roads	Central Bus Station	Tijuana-Rosarito 2000 Blvd.	0	6.2	0	N/A	6	Arterial	Industrial Blvd.	E	B	0	100000	30%	Above	Advanced planning	$36,663,610	$36,663,610	2013	Yes	No	Yes	High	High	Mesa de Otay	Connects to a terminus facility	Connection terminates with Mexicali I POE	SIDUE
1070021	Tijuana	International Otay II Blvd.	Construction of 1.5 km arterial from Tijuana-Tecate Tollroad to Alamar Blvd.	Tijuana-Tecate Tollroad	Alamar Blv.	0	0.9	0	N/A	6	Arterial	TIJ-TKT Tollroad	E	A	0	20000	0%	Above	Conceptual planning	$916,590	$916,590	2013	Yes	No	Yes	High	High	Mesa de Otay II	On a terminus facility	Connection terminates with the Otay II POE	SIDUE

Appendix D-10: Interchange Weighted Project Rankings

					Congestion / Capacity (39%)					Cost Eff. (33%)	Project Readiness (28%)						
Project Key	Jurisdiction	Project Name	Project Description	Year Open to Traffic	1. LOS Improvement	2. AADT Improvement	3. Accident Rate	4. Truck Pct. Share of AADT	5. POE Congestion	6. Cost Effectiveness	7. Current Phase of Project	8. POE Connection	9. Multimodal Benefits	10. Environmental Benefits	11. Community and Economic Benefit	Weighted Score	Project Rank
Maximum Possible Score					6	9	6	9	9	33	6	4	6	6	6	**100**	--
2070002	Tijuana	Airport Node -Bellas Artes	Construction of Airport - Bellas Artes Node with access to the Otay I border crossing.	2018	6	3	6	6	9	33	2	2	6	6	6	**85**	1
2070005	Tijuana	Industrial Avenue - Terán Terán Node	Optimization of Industrial Ave. Intersection -Terán Terán, access to Otay I and II border crossing	2013	6	3	3	9	9	33	2	2	6	4	4	**81**	2
2070003	Tijuana	Cuauhtemoc-Padre Kino Node	Construction of the Cuauhtemoc-Padre Kino Node	2018	6	6	3	3	9	33	2	2	6	6	4	**80**	3
2070001	Tijuana	Bridge and node over the tollroad from Tijuana - Tecate with access to Blvd de las Torres	Construction of 40 meter bridge with a 200 meter intersection over the tollroad from Tijuana - Tecate with access to the Blvd de las Torres.	2014	6	3	3	0	9	33	2	4	6	6	6	**78**	4
2060001	Tecate, Baja California	Tecate-Mexicali Freeway and Las Torres Blvd. Highway Node	Tecate-Mexicali and Las Torres Blvd. Highway Node	2015	3	3	3	9	9	33	2	2	4	4	6	**78**	4
2060002	Tecate, Baja California	Freeway Node and the Tecate-Tijuana tollroad	Completion of the roadway intersection	2013	3	3	3	9	9	33	4	2	2	4	6	**78**	4
2020003	San Diego County	I-805 - Main Street/ Auto Park Drive Undercrossing	Revise Interchange	2015	0	9	3	3	9	33	2	4	6	2	4	**75**	7
2070006	Tijuana	International Otay II Blvd - Tijuana-Tecate Tollroad Node	Construction of interchange to connect Otay II POE	2014	6	3	3	0	9	33	2	4	6	4	4	**74**	8
2020002	San Diego County	I-805 / Palm Ave Overcrossing	Revise Interchange	2014	0	6	3	3	9	33	4	4	6	2	4	**74**	8
2070007	Tijuana	International Otay II Blvd - Alamar Node	Construction of interchange at International Otay II Blvd and Alamar	2014	6	3	3	0	9	33	2	2	6	4	4	**72**	10
2010004	Imperial County	Jasper Rd/SR 111	Construct new freeway interchange	2015	0	9	3	3	6	33	4	4	0	4	6	**72**	10
2010001	Imperial County	Austin Rd/I-8 Interchange	Construct Interchange at Austin Road/I-8 (LRTP No. 9)	N/A	0	3	6	3	6	33	2	2	0	2	4	**61**	12
2010002	Imperial County	Bowker Road/I-8 Interchange	Construct interchange at Bowker Road/I-8 (LRTP No. 19)	N/A	0	3	3	3	6	33	2	2	0	2	4	**58**	13
2070004	Tijuana	Bellas Artes- Magisterial Node	Construction of the Bellas Artes-Magisterial node, access to the Otay II border crossing	2014	3	0	6	9	9	0	2	4	6	4	4	**47**	14
2020001	San Diego County	I-5 From North of SR 54 to J Street Overcrossing	Interchange Improvements, Local Road Improvements & New Structures	N/A	0	6	3	3	9	11	2	2	0	0	0	**36**	15
2020006	San Diego County	SR 905/Heritage Rd Interchange (Phase 4)	Construct Heritage Rd Interchange	2018	0	0	0	0	9	0	2	4	0	4	6	**25**	16

Appendix D-11: Interchange Scoresheet

Project Key	Jurisdiction	Project Name	Project Description	1. Level of Service: 2005	1. Level of Service: 2030	1. SCORE	2. AADT 2005	2. AADT 2030	2. AADT Improvement	2. Rank	2. SCORE	3. Accident Rate	3. SCORE	4. Truck AADT (% share)	4. Rank	4. SCORE	5. POE Served (Congestion)	5. SCORE	6. Cost (in 2006 $)	6. Cost/Improvement in AADT	6. Rank	6. SCORE	7. Current Phase of Project	7. SCORE	8. POE Connection	8. SCORE	9. Bike Path (Y or N)?	9. HOV Lane (Y or N)?	9. Pedestrian Walkway (Y or N)?	9. SCORE	10. Environmental Benefit	10. SCORE	11. Community/Economic Benefit	11. SCORE	TOTAL INDEX SCORE	Submitting Agency
2010001	Imperial County	Austin Rd/I-8 Interchange	Construct Interchange at Austin Road/I-8 (LRTP No. 9)	N/A	N/A	0	0	34,600	34,600	6	1	Above	2	10%	7	1	Calexico	2	$30,000,000	$867	8	3	Conceptual planning	1	Connects to a terminus facility	1	N/A	N/A	N/A	0	Lo	1	Med	2	14	Caltrans
2010002	Imperial County	Bowker Road/I-8 Interchange	Construct interchange at Bowker Road/I-8 (LRTP No. 19)	N/A	N/A	0	16,600	49,200	32,600	7	1	Below	1	10%	8	1	Calexico	2	$30,000,000	$920	10	3	Conceptual planning	1	Connects to a terminus facility	1	N/A	N/A	N/A	0	Lo	1	Med	2	13	Caltrans
2010004	Imperial County	Jasper Rd/SR 111	Construct new freeway interchange	N/A	N/A	0	0	93,000	93,000	2	3	Below	1	8%	9	1	Calexico	2	$43,000,000	$462	4	3	Advanced planning	2	On a terminus facility	2	No	No	No	0	Med	2	Hi	3	19	Caltrans
2020001	San Diego County	I-5 From North of SR 54 to J Street Overcrossing	Interchange Improvements, Local Road Improvements & New Structures	N/A	N/A	0	174,000	225,000	51,000	5	2	Below	1	4%	12	1	San Ysidro	3	$375,000,000	$7,353	14	1	Conceptual planning	1	Connects to a terminus facility	1	N/A	N/A	N/A	0	N/A	0	N/A	0	10	Caltrans
2020002	San Diego County	I-805 / Palm Ave Overcrossing	Revise Interchange	N/A	N/A	0	164,000	230,000	66,000	3	2	Below	1	7%	11	1	San Ysidro	3	$60,000,000	$909	9	3	Advanced planning	2	On a terminus facility	2	Yes	Yes	Yes	3	Lo	1	Med	2	20	Caltrans
2020003	San Diego County	I-805 - Main Street/ Auto Park Drive Undercrossing	Revise Interchange	N/A	N/A	0	161,000	270,000	109,000	1	3	Below	1	7%	10	1	San Ysidro	3	$20,000,000	$183	2	3	Conceptual planning	1	On a terminus facility	2	Yes	Yes	Yes	3	Lo	1	Med	2	20	Caltrans
2020006	San Diego County	SR 905/Heritage Rd Interchange (Phase 4)	Construct Heritage Rd Interchange	N/A	N/A	0	N/A	N/A	--	0	0	N/A	0	N/A	--	0	Otay Mesa	3	$54,300,000	--	--	0	Conceptual planning	1	On a terminus facility	2	No	No	No	0	Med	2	Hi	3	11	Caltrans
2060001	Tecate, Baja California	Tecate-Mexicali Freeway and Las Torres Blvd. Highway Node	Tecate-Mexicali and Las Torres Blvd. Highway Node	C	B	1	7,000	15,000	8,000	10	1	Below	1	40%	3	3	Tecate	3	$3,574,700	$447	3	3	Conceptual planning	1	Connects to a terminus facility	1	Yes	No	Yes	2	Med	2	Hi	3	21	SIDUE
2060002	Tecate, Baja California	Freeway Node and the Tecate-Tijuana tollroad	Completion of the roadway intersection	C	B	1	7,000	15,000	8,000	11	1	Below	1	40%	4	3	Mesa de Otay II	3	$3,809,523	$476	5	3	Advanced planning	2	Connects to a terminus facility	1	No	No	Yes	1	Med	2	Hi	3	21	SIDUE
2070001	Tijuana	Bridge and node over the tollroad from Tijuana - Tecate with access to Blvd de las Torres	Construction of 40 meter bridge with a 200 meter intersection over the tollroad from Tijuana - Tecate with access to the Blvd de las Torres.	E	B	2	0	5,000	5,000	13	1	Below	1	0%	--	0	Mesa de Otay II	3	$7,332,720	$1,467	13	3	Conceptual planning	1	On a terminus facility	2	Yes	Yes	Yes	3	Hi	3	Hi	3	22	SIDUE
2070002	Tijuana	Airport Node -Bellas Artes	Construction of Airport - Bellas Artes Node with access to the Otay I border crossing.	E	B	2	10,000	15,000	5,000	14	1	Above	2	25%	5	2	Mesa de Otay	3	$5,499,540	$1,100	11	3	Conceptual planning	1	Connects to a terminus facility	1	Yes	Yes	Yes	3	Hi	3	Hi	3	24	SIDUE
2070003	Tijuana	Cuauhtemoc-Padre Kino Node	Construction of the Cuauhtemoc-Padre Kino Node	F	B	2	80,000	140,000	60,000	4	2	Below	1	15%	6	1	Puerta México	3	$4,582,950	$76	1	3	Conceptual planning	1	Connects to a terminus facility	1	Yes	Yes	Yes	3	Hi	3	Med	2	22	SIDUE
2070004	Tijuana	Bellas Artes- Magisterial Node	Construction of the Bellas Artes- Magisterial node, access to the Otay II border crossing	D	B	1	9,600	9,600	0	0	0	Above	2	60%	1	3	Mesa de Otay	3	$7,332,720	--	--	0	Conceptual planning	1	On a terminus facility	2	Yes	Yes	Yes	3	Med	2	Med	2	19	SIDUE
2070005	Tijuana	Industrial Avenue - Terán Terán Node	Optimization of Industrial Ave. Intersection -Terán Terán, access to Otay I and II border crossing	E	B	2	9,485	16,000	6,515	12	1	Below	1	50%	2	3	Mesa de Otay	3	$7,332,720	$1,126	12	3	Conceptual planning	1	Connects to a terminus facility	1	Yes	Yes	Yes	3	Med	2	Med	2	22	SIDUE
2070006	Tijuana	International Otay II Blvd - Tijuana-Tecate Tollroad Node	Construction of interchange to connect Otay II POE	E	B	2	0	15,000	15,000	8	1	Below	1	0%	--	0	Mesa de Otay II	3	$7,332,720	$489	6	3	Conceptual planning	1	On a terminus facility	2	Yes	Yes	Yes	3	Med	2	Med	2	20	SIDUE
2070007	Tijuana	International Otay II Blvd - Alamar Node	Construction of interchange at International Otay II Blvd and Alamar	E	B	2	0	10,000	10,000	9	1	Below	1	0%	--	0	Mesa de Otay II	3	$7,332,720	$733	7	3	Conceptual planning	1	Connects to a terminus facility	1	Yes	Yes	Yes	3	Med	2	Med	2	19	SIDUE

Notes:
Improvement in Capacity is calculated as: AADT 2030-AADT 2005
Cost Effectiveness calculated as: $Total Project Cost /Improvement in Capacity
Outliers do not exist in data sets that are 20 cases or smaller
Negative and non-numerical values are not rewarded points

Data Ranges for Ranked Criteria

ADDT Improvement

Range	Score	Frequency
74,345-109,000	3	2
39,668-74,344	2	3
5,000-39,6667	1	9

ADDT Truck % Share

Range	Score	Frequency
42-60%	3	7
24-41%	2	1
4-23%	1	4

Cost-Effectivenss

Range	Score	Frequency
$76-$2,500	3	13
$2,501-$4,927	2	0
$4,928-$7,353	1	1

Appendix D-12: Interchange Project List

Project ID	County/ Jurisdiction	Project Name	Project Description	Ramp	Existing Condition by Ramp (2005) No. of Lanes	Condition after Project Completion (2030) No. of Lanes	For new interchanges, please provide name of nearest interchange.	Level of Service LOS Before Project (2005)	Level of Service LOS After Project (2030)	AADT Before Project (2005)	AADT After Project (2030)	Truck Percent Share ADT (2005)	Current (2005) Accident Rate: Below or Above statewide or citywide rate for similar facility	Current Phase of Project	Total Project Cost (2006 $USD)	Funds Still Needed to Complete Project	Year Project Becomes Operational	Multimodal Benefits - Does the project provide for alternative modes of transportation? Does the project provide for bicycle traffic?	Does the project include HOV/transit lanes?	Does the project provide for pedestrian walkways?	Based on planning/engineering and environmental documents, assess the benefits of the project. Environmental Benefit	Community/ Economic Benefit	Identify the POE primarily served by this project.	Is project on a "terminus facility" or does it connect to a "terminus facility"?	Explain how this project serves a POE.	Submitting Agency
2020001	San Diego County	I-5 From North of SR 54 to J Street Overcrossing	Interchange Improvements, Local Road Improvements & New Structures	N/A	N/A	N/A	N/A	N/A	N/A	174,000	225,000	0.04	Below	Conceptual planning	$375,000,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	San Ysidro	Connects to a terminus facility	Improves capacity	Caltrans
2020002	San Diego County	I-805 / Palm Ave Overcrossing	Revise Interchange	SB/NB Off and SB/NB On	4	8	N/A	N/A	N/A	164,000	230,000	0.07	Below	Advanced planning	$60,000,000	Locally funded	2014	Yes	Yes	Yes	Lo	Med	San Ysidro	On a terminus facility	Improves capacity	Caltrans
2020003	San Diego County	I-805 - Main Street/ Auto Park Drive Undercrossing	Revise Interchange	SB/NB Off and SB/NB On	7	8	N/A	N/A	N/A	161,000	270,000	0.07	Below	Conceptual planning	$20,000,000	Locally funded	2015	Yes	Yes	Yes	Lo	Med	San Ysidro	On a terminus facility	Improves capacity	Caltrans
2020006	San Diego County	SR 905/Heritage Rd Interchange (Phase 4)	Construct Heritage Rd Interchange	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Conceptual planning	$54,300,000	$54,300,000	2018	No	No	No	Med	Hi	Otay Mesa	On a terminus facility	Improves capacity	Caltrans
2010001	Imperial County	Austin Rd/I-8 Interchange	Construct Interchange at Austin Road/I-8 (LRTP No. 9)	new facility	N/A	4	Forrester Rd.	N/A	N/A	0	34,600	0.1	Above	Conceptual planning	$30,000,000	$30,000,000	N/A	N/A	N/A	N/A	Lo	Med	Calexico	Connects to a terminus	Could serve a future POE near Forrester	Caltrans
2010002	Imperial County	Bowker Road/I-8 Interchange	Construct interchange at Bowker Road/I-8 (LRTP No. 19)	N/A	2	4	N/A	N/A	N/A	16,600	49,200	0.1	Below	Conceptual planning	$30,000,000	$30,000,000	N/A	N/A	N/A	N/A	Lo	Med	Calexico	Connects to a terminus facility	Could serve as alternate to SR 7 & Calexico East	Caltrans
2010004	Imperial County	Jasper Rd/SR 111	Construct new freeway interchange	All	0	4	I-8/SR 111	N/A	N/A	0	93,000	0.08	Below	Advanced planning	$43,000,000	$43,000,000	2015	No	No	No	Med	Hi	Calexico	On a terminus facility	Provides highway access to the Calexico POE via SR 111	Caltrans
2070001	Tijuana	Bridge and node over the tollroad from Tijuana - Tecate with access to Blvd de las Torres	Construction of 40 meter bridge with a 200 meter intersection over the tollroad from Tijuana - Tecate with access to the Blvd de las Torres.		0	4	Industrial Avenue-Teran Teran node	E	B	0	5,000	0.00	Below	Conceptual planning	$7,332,720	$7,332,720	2014	Yes	Yes	Yes	Hi	Hi	Mesa de Otay II	On a terminus facility	Connection to Otay I y Otay II (Prop.)	SIDUE
2070002	Tijuana	Airport Node -Bellas Artes	Construction of Airport - Bellas Artes Node with access to the Otay I border crossing.		3	4	N/A	E	B	10,000	15,000	0.25	Above	Conceptual planning	$5,499,540	$5,499,540	2018	Yes	Yes	Yes	Hi	Hi	Mesa de Otay	Connects to a terminus facility	Connection to Otay I y Otay II (Prop.)	SIDUE
2070003	Tijuana	Cuauhtemoc-Padre Kino Node	Construction of the Cuauhtemoc-Padre Kino Node		3	4	N/A	F	B	80,000	140,000	0.15	Below	Conceptual planning	$4,582,950	$4,582,950	2018	Yes	Yes	Yes	Hi	Med	Puerta Mexico	Connects to a terminus facility	Connection to the Chaparral (prop.) and Puerta México Ports of Entry	SIDUE
2070004	Tijuana	Bellas Artes- Magisterial Node	Construction of the Bellas Artes- Magisterial node, access to the Otay II border crossing		3	6	N/A	D	B	9,600	9,600	0.60	Above	Conceptual planning	$7,332,720	$7,332,720	2014	Yes	Yes	Yes	Med	Med	Mesa de Otay	On a terminus facility	Connection to Otay I y Otay II (Prop.)	SIDUE
2070005	Tijuana	Industrial Avenue - Terán Terán Node	Optimization of Industrial Ave. Intersection -Terán Terán, access to Otay I and II border crossing		6	6	N/A	E	B	9,485	16,000	0.50	Below	Conceptual planning	$7,332,720	$7,332,720	2013	Yes	Yes	Yes	Med	Med	Mesa de Otay	Connects to a terminus facility	Connection to Otay I y Otay II (Prop.)	SIDUE
2070006	Tijuana	International Otay II Blvd - Tijuana-Tecate Tollroad Node	Construction of node connecting Otay II POE to Tijuana-Tecate Tollroad		0	4	Tijuana-Mexicali toll road node	E	B	0	15,000	0.00	Below	Conceptual planning	$7,332,720	$7,332,720	2014	Yes	Yes	Yes	Med	Med	Mesa de Otay II	On a terminus facility	Connection to Mesa de Otay II	SIDUE
2070007	Tijuana	International Otay II Blvd and Alamar Node	Construction of node at International Otay II Blvd. and Alamar		0	4	Tijuana-Mexicali toll road node	E	B	0	10,000	0.00	Below	Conceptual planning	$7,332,720	$7,332,720	2014	Yes	Yes	Yes	Med	Med	Mesa de Otay II	Connects to a terminus facility	Connection to Otay I and Otay II	SIDUE
2060001	Tecate, Baja Calif	Tecate-Mexicali Freeway and Las Torres Blvd. Highway Node	Tecate-Mexicali and Las Torres Blvd. Highway Node		2	4	N/A	C	B	7,000	15,000	0.40	Below	Conceptual planning	$3,574,700	$3,574,700	2015	Yes	No	Yes	Med	Hi	Tecate	Connects to a terminus facility	Connection to Tecate POE	SIDUE
2060002	Tecate, Baja Calif	Freeway Node and the Tecate-Tijuana tollroad	Completion of the roadway intersection		2	4	N/A	C	B	7,000	15,000	0.40	Below	Advanced planning	$3,809,523	$3,809,523	2013	No	No	Yes	Med	Hi	Mesa de Otay II	Connects to a terminus facility	Connection to Otay II and Tecate POE	SIDUE

Appendix D-13: Rail Weighted Project Rankings

						Congestion / Capacity (42%)			Cost Eff. (36%)	Project Readiness (22%)					
Project Key	Jurisdiction	Project Name	Limits	Project Description	Year Open to Traffic	1. Capacity Improvement	2. POE Congestion	3. Local Circulation Congestion	4.Cost Effectiveness	5. Current Phase of Project	6. POE Connection	7. Environmental Benefits	8. Community and Economic Benefit	Weighted Score	Project Rank
Maximum Possible Score						18	18	6	36	6	4	6	6	**100**	--
3020002	San Diego County	Otay Mesa to Sorrento Mesa BRT	Otay Mesa to Sorrento Mesa	BRT service from Otay Mesa to Sorrento Mesa via I-805/I-15/SR 52 (Rt. 680)	2014	18	18	6	36	2	4	6	6	**96**	1
3020018	San Diego County	Blue Line Trolley Service	San Ysidro to Downtown San Diego	Increase in Blue Line Trolley Service (headways: peak 7.5, off-peak 7.5 mins.)	2014	6	18	6	36	2	4	6	6	**84**	2
3020001	San Diego County	South Line	International Border to Broadway	Sidings, Passing, Mexico Connectivity, Coronado Line Rehab	2015	18	18	6	12	4	4	4	6	**72**	3
3020004	San Diego County	Desert Line	Division to Plaster City	Basic Service	--	0	18	0	0	2	4	4	4	**32**	4
3020005	San Diego County	Desert Line	Division to Plaster City	Modernization	--	0	18	0	0	2	4	2	2	**28**	5
3020017	San Diego County	Desert Line	Division to Plaster City	Double Tracking	--	0	18	0	0	2	4	2	2	**28**	5
3020003	San Diego County	Amtrak Intercity Rail Yard	San Diego	Construction of maintenance facility	--	0	18	0	0	2	4	2	2	**28**	5
3010083	Imperial County	McCabe Dogwood Grade Separation	Intersection McCabe and Dogwood	Grade Separation of R.R intersection with McCabe Rd and Dogwood Avenue	2020	0	12	6	0	2	4	0	0	**24**	8
3010084	Imperial County	City of El Centro Grade Separations	City of El Centro	Grade Separations at various locations	2030	0	12	6	0	2	4	0	0	**24**	8

Appendix D-14: Rail Scoresheet

Project Key	Jurisdiction	Project Name	Project Description	From	To	Annual Total Number of Rail Cars 2005	Projected Annual Total Number of Rail Cars (2030)	Total Number of Passengers	Projected Number of Passengers (2030)	1. Numerical Increase in Capacity	1. Percentage of Capacity Increase	1. Rank	1. SCORE	2. POE Served (Congestion)	2. SCORE	3. Local Circulation Congestion	3. SCORE	Total Project Cost	4. Cost Effectiveness	4. Rank	4. SCORE	5. Current Project Phase	5. SCORE	6. POE Connection	6. SCORE	7. Environmental Benefit	7. SCORE	8. Community/Economic Benefit	8. SCORE	TOTAL INDEX SCORE	Submitting Agency
3010083	Imperial County	McCabe Dogwood Grade Separation	Grade Separation of R.R intersection with McCabe Rd and Dogwood Avenue	Inter-section McCabe and Dogwood	N/A	--	--	N/A	N/A	--	0%		0	Calexico	2	Yes	1	$45,000,000	--		0	Conceptual planning	1	Rail line has a terminus at the border	2	--	0	--	0	6	City of El Centro
3010084	Imperial County	City of El Centro Grade Separations	Grade Separations at various locations	City of El Centro	N/A	--	--	N/A	N/A	--	0%		0	Calexico	2	Yes	1	$160,000,000	--		0	Conceptual planning	1	Rail line has a terminus at the border	2	--	0	--	0	6	City of El Centro
3020001	San Diego County	South Line	Sidings, Passing, Mexico Connectivity, Coronado Line Rehab	Int'l. Border	Broadway	10,000	19,600	N/A	N/A	9,600	96%	2	3	San Ysidro	3	Yes	1	$92,187,500	$9,603	3	1	Advanced planning	2	Rail line has a terminus at the border	2	Medium	2	High	3	17	SANDAG
3020002	San Diego County	Otay Mesa to Sorrento Mesa BRT	BRT service from Otay Mesa to Sorrento Mesa via I-805/I-15/SR 52 (Rt. 680)	Otay Mesa	Sorrento Mesa	N/A	N/A	0	739,840	739,840	100%	1	3	Otay Mesa	3	Yes	1	$65,274,100	$88	2	3	Conceptual planning	1	Rail line has a terminus at the border	2	High	3	High	3	19	SANDAG
3020003	San Diego County	Amtrak Intercity Rail Yard	Construction of maintenance facility	San Diego	N/A	--	--	--	--	--	--		0	San Ysidro	3	--	0	$33,000,000	--		0	Conceptual planning	1	Rail line has a terminus at the border	2	Low	1	Low	1	8	Caltrans
3020004	San Diego County	Desert Line	Basic Service	Division	Plaster City	260	N/A	N/A	N/A	--	--		0	San Ysidro	3	--	0	$15,800,000	--		0	Conceptual planning	1	Rail line has a terminus at the border	2	Medium	2	Medium	2	10	Caltrans
3020005	San Diego County	Desert Line	Modernization	Division	Plaster City	260	N/A	N/A	N/A	--	--		0	Tecate	3	--	0	$166,100,000	--		0	Conceptual planning	1	Rail line has a terminus at the border	2	Low	1	Low	1	8	Caltrans
3020017	San Diego County	Desert Line	Double Tracking	Division	Plaster City	260	N/A	N/A	N/A	--	--		0	Tecate	3	--	0	$2,130,000,000	--		0	Conceptual planning	1	Rail line has a terminus at the border	2	Low	1	Low	1	8	Caltrans
3020018	San Diego County	Blue Line Trolley Service	Increase in Blue Line Trolley Service (headways: peak 7.5, off-peak 7.5 mins.)	San Ysidro	Downtown San Diego	N/A	N/A	5,558,720	7,726,720	2,168,000	39%	3	1	San Ysidro	3	Yes	1	$165,625,000	$76	1	3	Conceptual planning	1	Rail line has a terminus at the border	2	High	3	High	3	17	SANDAG

Notes:
Improvement in Capacity is calculated as: Percentage increase over 2005 capacity
Cost Effectiveness calculated as: $Total Project Cost / Numerical Improvement in Capacity
Outliers do not exist in data sets that are 20 cases or smaller
Negative and non-numerical values are not rewarded points

Data Ranges:
Capacity Improvement

Range of Values	*Score*	*Frequency*
39-59%	1	1
60-80%	2	0
81-100%	3	2

Cost Effectiveness

Range of Values	*Score*	*Frequency*
$76-$3,252	3	2
$3,253-$6,428	2	0
$6,429-$9,603	1	1

Appendix D-15: Rail Project List

Project ID	County/ Jurisdiction	Project Name	Project Description	Limits of Project				Freight Projects		Passenger Projects		Will project include grade separation to alleviate local congestion?	Current Phase of Project	Project Costs		Year Project Becomes Operational	Based on planning/engineering and environmental documents, assess the benefits of the project.		Identify the POE primarily served by this project.	Is project on a rail line that terminates at the international border or connects to a rail line that terminates at the international border?	Explain how this project serves a POE.	Submitting Agency
				From	To*	Begin Post (Mile or Km)	End Post (Mile or Km)	Annual Total Number of Rail Cars (2005)	Projected Annual Total Number of Rail Cars (2030)	Annual Total Number of Passengers (2005)	Projected Annual Total Number of Passengers (2030)			Total Project Cost (2006 $USD)	Funds Still Needed to Complete Project		Environ-mental Benefit	Community/ Economic Benefit				
3020001	San Diego County	South Line	Sidings, Passing, Mexico Connectivity, Coronado Line Rehab	International Border	Broadway	0	10	10,000	19,600	N/A	N/A	Yes	Advanced planning	$92,187,500	$86,750,000	2015	Medium	High	San Ysidro	Rail line has a terminus at the border	Improve freight capacity/efficiency to absorb existing and future business volume and trade demand with Mexico.	SANDAG
3020002	San Diego County	Otay Mesa to Sorrento Mesa BRT	BRT service from Otay Mesa to Sorrento Mesa via I-805/I-15/SR 52 (Rt. 680)	Otay Mesa	Sorrento Mesa	0	10	N/A	N/A	0	739,840	Yes	Conceptual planning	$65,274,100	$27,937,300	2014	High	High	Otay Mesa	Rail line has a terminus at the border	Route will terminate with a station at the POE.	SANDAG
3020004	San Diego County	Desert Line	Basic Service	Division	Plaster City	60	130	260	N/A	N/A	N/A	--	Conceptual planning	$15,800,000	--	--	Medium	Medium	San Ysidro	Rail line has a terminus at the border		Caltrans
3020005	San Diego County	Desert Line	Modernization	Division	Plaster City	60	130	260	N/A	N/A	N/A	--	Conceptual planning	$166,100,000	--	--	Low	Low	Tecate	Rail line has a terminus at the border		Caltrans
3020017	San Diego County	Desert Line	Double Tracking	Division	Plaster City	60	130	260	N/A	N/A	N/A	--	Conceptual planning	$2,130,000,000	--	--	Low	Low	Tecate	Rail line has a terminus at the border		Caltrans
3020018	San Diego County	Blue Line Trolley Service	Increase in Blue Line Trolley Service (headways: peak 7.5, off-peak 7.5 mins.)	San Ysidro	Downtown San Diego	0	10	N/A	N/A	5,558,720	7,726,720	Yes	Conceptual planning	$165,625,000	$82,812,500	2014	High	High	San Ysidro	Rail line has a terminus at the border	Route terminates with a station at the POE.	SANDAG
3010083	Imperial County	McCabe Dogwood Grade Separation	Grade Separation of R.R intersection with McCabe Rd and Dogwood Avenue	Intersection McCabe and Dogwood	N/A			--	--	N/A	N/A	Yes	Conceptual planning	$45,000,000	$45,000,000	2020	--	--	Calexico	Rail line has a terminus at the border	Rail line terminates at POE, in addition, both McCabe Rd and Dogwood Avenue are used to access the POE. The intersection of the R.R. Dogwood Avenue, and McCabe Avenue create traffic conflicts. McCabe Rd. connects to SR-111, a terminus facility, and Dogwood Avenue connects to SR-98, another Terminus facility.	City of El Centro
3010084	Imperial County	City of El Centro Grade Separations	Grade Separations at various locations	City of El Centro	N/A			--	--	N/A	N/A	Yes	Conceptual planning	$160,000,000	$160,000,000	2030	--	--	Calexico	Rail line has a terminus at the border	The main rail line serving Mexico traverses the City of El Centro through it's center, crossing many of our arterial streets. Relieving traffic congestion from the rail line would improve rail operations	City of El Centro
3020003	San Diego County	Amtrak Intercity Rail Yard	Construction of maintenance facility	San Diego	N/A			--	--	--	--	--	Conceptual planning	$33,000,000	--	--	Low	Low	San Ysidro	Rail line has a terminus at the border	Freight Rail could use facility for maintenance as well as Intercity rail	Caltrans

Appendix D-16: Project Inventory List

Project Key	Jurisdiction	Project Name	Limits	Project Description	Project Type
-	San Diego	Canon Moctezuma	Tijuana River Estuary		POE
-	San Diego	Otay Mesa Conveyor Belt	Otay Mesa		POE
-	San Diego	Cross-Border Terminal	Otay Mesa		POE
-	San Diego	Valle Redondo	Valle Redondo		POE
-	San Diego	Jacumba - Jacume	Jacumba		POE
-	Imperial	Silicon Border	Calexico		POE
1020037	San Diego	Auxiliary Truck Routes	East Otay Mesa POE To CHP CVEF	Auxiliary Truck Routes (new 2030 road)	Roadway
1010012	Imperial Cty	McCabe Rd	Austin Rd to SR 111	Improve to 6 lane primary arterial	Roadway
1010010	Imperial Cty	Forrester Rd	SR 98 to SR78/86	Improve/construct north-south corridor	Roadway
1010014	Imperial Cty	Austin Rd	McCabe Rd to SR 86	Improve to 6 lane primary arterial	Roadway
2020008	San Diego Cty	SR 11	-	Full Diamond interchange at Enrico Fermi	Interchange
2020009	San Diego Cty	SR 11	-	Full Diamond interchange at Siempre Viva/Loop Rd	Interchange
2020007	San Diego Cty	SR 125	-	Full Diamond Interchange at Lone Star Rd	Interchange
2010003	Imperial Cty	Airport Interchange	-	Construct New Interchange	Interchange
3020007	San Diego Cty	Regional Rail Grade Separations	-	Various locations, including w/in study area	Rail
3020009	San Diego Cty	Otay Mesa East	-	Rail Crossing	Rail
3020010	San Diego Cty	Logistics Center	-	Maquilla Area	Rail
3020011	San Diego Cty	Logistics Center	-	South County	Rail
3020012	San Diego Cty	Logistics Center	-	Southeast County, Otay Mesa (2x)	Rail
3020015	San Diego Cty	South Line	-	Otay Mesa Rail Spur/Inland Port	Rail
3020016	San Diego Cty	High Speed Rail/Inland	-	South County	Rail
3020019	San Diego Cty	Potential Inland Rail Line	-	Otay Mesa East POE to SR 54 (Note: the full length of the project is from Otay Mesa East POE to the Riverside County Border)	Rail
3010001	Imperial Cty	SR-98	-	Grade Improvements: Calexico	Rail
3010002	Imperial Cty	Cole Rd. (Pruett)	-	Grade Improvements: Calexico	Rail
3010003	Imperial Cty	Pruett Rd.	-	Grade Improvements: Calexico	Rail
3010004	Imperial Cty	5th St.	-	Grade Improvements: Calexico	Rail
3010005	Imperial Cty	Cole Rd.	-	Grade Improvements: Calexico	Rail
3010006	Imperial Cty	Grant St.	-	Grade Improvements: Calexico	Rail
3010007	Imperial Cty	Olive & Lincoln St.	-	Grade Improvements: Calexico	Rail
3010008	Imperial Cty	Imperial Ave.	-	Grade Improvements: Calexico	Rail
3010009	Imperial Cty	Paulin Ave.	-	Grade Improvements: Calexico	Rail
3010010	Imperial Cty	2nd St.	-	Grade Improvements: Calexico	Rail
3010011	Imperial Cty	Xover N. to S. Ln.	-	Grade Improvements: Calexico	Rail
3010012	Imperial Cty	2nd St.	-	Grade Improvements: El Centro	Rail
3010013	Imperial Cty	2nd St. (secondary)	-	Grade Improvements: El Centro	Rail
3010014	Imperial Cty	Brighton Ave	-	Grade Improvements: El Centro	Rail
3010015	Imperial Cty	1st St.	-	Grade Improvements: El Centro	Rail
3010016	Imperial Cty	1st St. (secondary)	-	Grade Improvements: El Centro	Rail
3010017	Imperial Cty	Broadway	-	Grade Improvements: El Centro	Rail
3010018	Imperial Cty	Euclid Ave.	-	Grade Improvements: El Centro	Rail
3010019	Imperial Cty	Commercial Ave.	-	Grade Improvements: El Centro	Rail
3010020	Imperial Cty	Orange. Ave	-	Grade Improvements: El Centro	Rail
3010021	Imperial Cty	Main St.	-	Grade Improvements: El Centro	Rail
3010022	Imperial Cty	Main St. (secondary)	-	Grade Improvements: El Centro	Rail
3010023	Imperial Cty	3rd St.	-	Grade Improvements: El Centro	Rail
3010024	Imperial Cty	1st St. (terciary)	-	Grade Improvements: El Centro	Rail
3010025	Imperial Cty	Ross Ave.	-	Grade Improvements: El Centro	Rail
3010026	Imperial Cty	Danenberg Ave.	-	Grade Improvements: El Centro	Rail
3010027	Imperial Cty	Correll Rd.	-	Grade Improvements: Heber	Rail
3010028	Imperial Cty	SR-86	-	Grade Improvements: Heber	Rail
3010029	Imperial Cty	Jasper Rd.	-	Grade Improvements: Heber	Rail
3010030	Imperial Cty	Dogwood Rd.	-	Grade Improvements: Heber	Rail
3010031	Imperial Cty	Fawcett Rd.	-	Grade Improvements: Heber	Rail
3010032	Imperial Cty	Forrester Rd.	-	Grade Improvements: El Centro	Rail
3010033	Imperial Cty	Bennett Rd.	-	Grade Improvements: El Centro	Rail
3010034	Imperial Cty	Nichols Rd.	-	Grade Improvements: El Centro	Rail
3010035	Imperial Cty	6th St.	-	Grade Improvements: El Centro	Rail
3010036	Imperial Cty	8th St.	-	Grade Improvements: El Centro	Rail
3010037	Imperial Cty	Austin Rd.	-	Grade Improvements: El Centro	Rail
3010038	Imperial Cty	SR-86	-	Grade Improvements: El Centro	Rail
3010039	Imperial Cty	La Brucherie Rd.	-	Grade Improvements: El Centro	Rail
3010040	Imperial Cty	12th St.	-	Grade Improvements: El Centro	Rail
3010041	Imperial Cty	Dunaway Rd.	-	Grade Improvements: Plaster City	Rail
3010042	Imperial Cty	Drew Rd.	-	Grade Improvements: Seeley	Rail
3010043	Imperial Cty	Jessup Rd.	-	Grade Improvements: Seeley	Rail

Project Key	Jurisdiction	Project Name	Limits	Project Description	Project Type
3010044	Imperial Cty	Low Rd.	-	Grade Improvements: Seeley	Rail
3010045	Imperial Cty	Derrick Rd.	-	Grade Improvements: Seeley	Rail
3010046	Imperial Cty	Westside Rd.	-	Grade Improvements: Seeley	Rail
3010047	Imperial Cty	Westmoreland Rd.	-	Grade Improvements: Seeley	Rail
3010048	Imperial Cty	Evan Hewes Hwy.	-	Grade Improvements: Seeley	Rail
3010049	Imperial Cty	Jeffrey Rd.	-	Grade Improvements: Seeley	Rail
3010050	Imperial Cty	Silsbee Rd.	-	Grade Improvements: Seeley	Rail
3010051	Imperial Cty	Dogwood Rd.	-	Grade Improvements: El Centro	Rail
3010052	Imperial Cty	3rd. St.	-	Grade Improvements: El Centro	Rail
3010053	Imperial Cty	Bell Rd.	-	Grade Improvements: El Centro	Rail
3010054	Imperial Cty	Meloland Rd.	-	Grade Improvements: El Centro	Rail
3010055	Imperial Cty	James Rd.	-	Grade Improvements: El Centro	Rail
3010056	Imperial Cty	Parker Rd.	-	Grade Improvements: El Centro	Rail
3010057	Imperial Cty	Bowker Rd.	-	Grade Improvements: El Centro	Rail
3010058	Imperial Cty	McConnell Rd.	-	Grade Improvements: El Centro	Rail
3010059	Imperial Cty	SR-111	-	Grade Improvements: El Centro	Rail
3010060	Imperial Cty	Cannon Rd.	-	Grade Improvements: El Centro	Rail
3010061	Imperial Cty	Holton Rd.	-	Grade Improvements: El Centro	Rail
3010062	Imperial Cty	Cooley Rd.	-	Grade Improvements: El Centro	Rail
3010063	Imperial Cty	SR-115	-	Grade Improvements: Holtville	Rail
3010064	Imperial Cty	Zenos Rd.	-	Grade Improvements: Holtville	Rail
3010065	Imperial Cty	O St. (SR-115)	-	Grade Improvements: Holtville	Rail
3010066	Imperial Cty	Orchard Rd.	-	Grade Improvements: Holtville	Rail
3010067	Imperial Cty	Pine & Hartshorn	-	Grade Improvements: Holtville	Rail
3010068	Imperial Cty	Alamo Rd.	-	Grade Improvements: Holtville	Rail
3010069	Imperial Cty	Kamm Rd.	-	Grade Improvements: Holtville	Rail
3010070	Imperial Cty	Thiesen Rd.	-	Grade Improvements: Holtville	Rail
3010071	Imperial Cty	5th St.	-	Grade Improvements: Holtville	Rail
3010072	Imperial Cty	Maple Ave.	-	Grade Improvements: Holtville	Rail
3010073	Imperial Cty	Walnut Ave.	-	Grade Improvements: Holtville	Rail
3010074	Imperial Cty	Holt Ave.	-	Grade Improvements: Holtville	Rail
3010075	Imperial Cty	Pine Ave.	-	Grade Improvements: Holtville	Rail
3010076	Imperial Cty	Palm Ave.	-	Grade Improvements: Holtville	Rail
3010077	Imperial Cty	Barbara Worth Rd.	-	Grade Improvements: Holtville	Rail
3010078	Imperial Cty	Anderholt Rd.	-	Grade Improvements: Holtville	Rail
3010079	Imperial Cty	Cedar Ave.	-	Grade Improvements: Holtville	Rail
3010080	Imperial Cty	Sidewinder Rd.	-	Grade Improvements: Andrade	Rail
3010081	Imperial Cty	Ogilby Rd.	-	Grade Improvements: Winterhaven	Rail
3010082	Imperial Cty	SR 98 at CEsar Chavez Blvd	-	Grade Improvements: Calexico east of Caesar Chavez Blvd.	Rail
301008	Imperial Cty	Cesar Chavez Blvd near POE	-	Grade Improvements at Calexico POE	Rail

Project Key	Jurisdiction	Project Name	Limits	Project Description	Project Type
3010044	Imperial Cty	Low Rd.	-	Grade Improvements: Seeley	Rail
3010045	Imperial Cty	Derrick Rd.	-	Grade Improvements: Seeley	Rail
3010046	Imperial Cty	Westside Rd.	-	Grade Improvements: Seeley	Rail
3010047	Imperial Cty	Westmoreland Rd.	-	Grade Improvements: Seeley	Rail
3010048	Imperial Cty	Evan Hewes Hwy.	-	Grade Improvements: Seeley	Rail
3010049	Imperial Cty	Jeffrey Rd.	-	Grade Improvements: Seeley	Rail
3010050	Imperial Cty	Silsbee Rd.	-	Grade Improvements: Seeley	Rail
3010051	Imperial Cty	Dogwood Rd.	-	Grade Improvements: El Centro	Rail
3010052	Imperial Cty	3rd. St.	-	Grade Improvements: El Centro	Rail
3010053	Imperial Cty	Bell Rd.	-	Grade Improvements: El Centro	Rail
3010054	Imperial Cty	Meloland Rd.	-	Grade Improvements: El Centro	Rail
3010055	Imperial Cty	James Rd.	-	Grade Improvements: El Centro	Rail
3010056	Imperial Cty	Parker Rd.	-	Grade Improvements: El Centro	Rail
3010057	Imperial Cty	Bowker Rd.	-	Grade Improvements: El Centro	Rail
3010058	Imperial Cty	McConnell Rd.	-	Grade Improvements: El Centro	Rail
3010059	Imperial Cty	SR-111	-	Grade Improvements: El Centro	Rail
3010060	Imperial Cty	Cannon Rd.	-	Grade Improvements: El Centro	Rail
3010061	Imperial Cty	Holton Rd.	-	Grade Improvements: El Centro	Rail
3010062	Imperial Cty	Cooley Rd.	-	Grade Improvements: El Centro	Rail
3010063	Imperial Cty	SR-115	-	Grade Improvements: Holtville	Rail
3010064	Imperial Cty	Zenos Rd.	-	Grade Improvements: Holtville	Rail
3010065	Imperial Cty	O St. (SR-115)	-	Grade Improvements: Holtville	Rail
3010066	Imperial Cty	Orchard Rd.	-	Grade Improvements: Holtville	Rail
3010067	Imperial Cty	Pine & Hartshorn	-	Grade Improvements: Holtville	Rail
3010068	Imperial Cty	Alamo Rd.	-	Grade Improvements: Holtville	Rail
3010069	Imperial Cty	Kamm Rd.	-	Grade Improvements: Holtville	Rail
3010070	Imperial Cty	Thiesen Rd.	-	Grade Improvements: Holtville	Rail
3010071	Imperial Cty	5th St.	-	Grade Improvements: Holtville	Rail
3010072	Imperial Cty	Maple Ave.	-	Grade Improvements: Holtville	Rail
3010073	Imperial Cty	Walnut Ave.	-	Grade Improvements: Holtville	Rail
3010074	Imperial Cty	Holt Ave.	-	Grade Improvements: Holtville	Rail
3010075	Imperial Cty	Pine Ave.	-	Grade Improvements: Holtville	Rail
3010076	Imperial Cty	Palm Ave.	-	Grade Improvements: Holtville	Rail
3010077	Imperial Cty	Barbara Worth Rd.	-	Grade Improvements: Holtville	Rail
3010078	Imperial Cty	Anderholt Rd.	-	Grade Improvements: Holtville	Rail
3010079	Imperial Cty	Cedar Ave.	-	Grade Improvements: Holtville	Rail
3010080	Imperial Cty	Sidewinder Rd.	-	Grade Improvements: Andrade	Rail
3010081	Imperial Cty	Ogilby Rd.	-	Grade Improvements: Winterhaven	Rail
3010082	Imperial Cty	SR 98 at CEsar Chavez Blvd	-	Grade Improvements: Calexico east of Caesar Chavez Blvd.	Rail
301008	Imperial Cty	Cesar Chavez Blvd near POE	-	Grade Improvements at Calexico POE	Rail

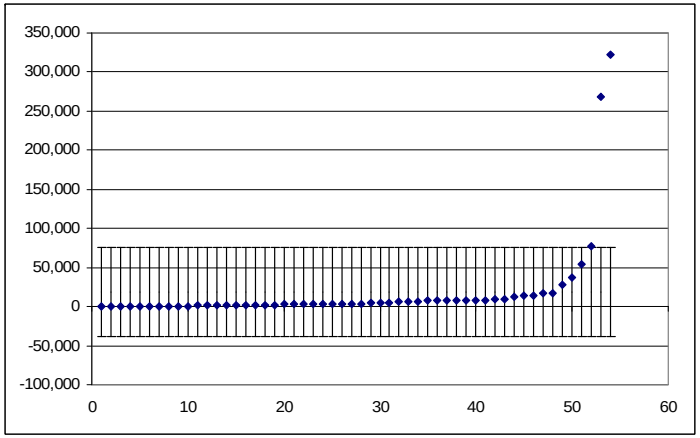
Appendix D-17: Score Methodology

To create the score ranges for the measures of cost effectiveness, truck percentage share, and Average Annual Daily Traffic (AADT) improvement , the following methodology was utilized to develop a set of data ranges that correlate with a score distribution of 1 to 3 or 1 to 5 points, for POE cost effectiveness:

1. The data was arranged sequentially from x1 (best) score, to xn (worst) score.
2. Where the sample size was greater than n=20, the data was plotted and the mean of the set determined.
3. Due to the small size of most data sets, data that was significantly different than the mean was eliminated from the range and scoring determination. Significant difference was defined as more than one standard deviation from the mean of the data set among sets where n was greater than 20.
4. Scoring ranges of all sets were determined by dividing the range of the data set (xn- x1) into three approximately equal parts, rounding to the nearest whole number, where applicable.
5. Scores were assigned to each scoring range, based upon performance indicator type. (e.g. high performance and low cost received more points)
6. Data that were found to be significantly different from the data set were assigned the score of the nearest scoring range, but not included in the “frequency” tally reported.

Data submitted for the remaining quantitative evaluation criteria elements did not show significant difference from the mean and all data was in included in the scoring ranges.

Chart D-17a: Roadway-- Improvement in AADT per lane-mile data points and standard deviation plot



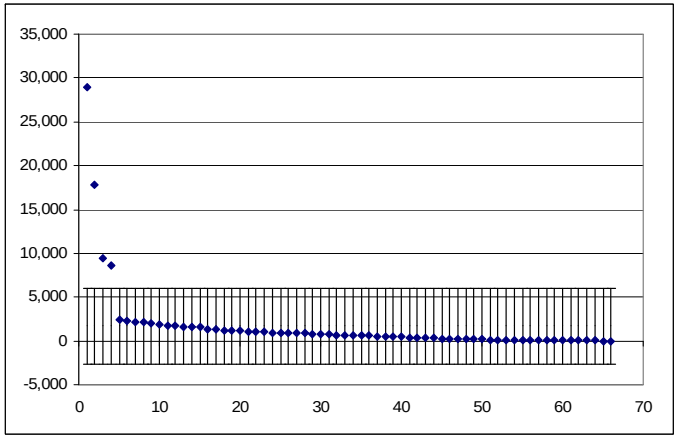


Chart D-17b: Roadway-- Cost Effectiveness data points and standard deviation plot

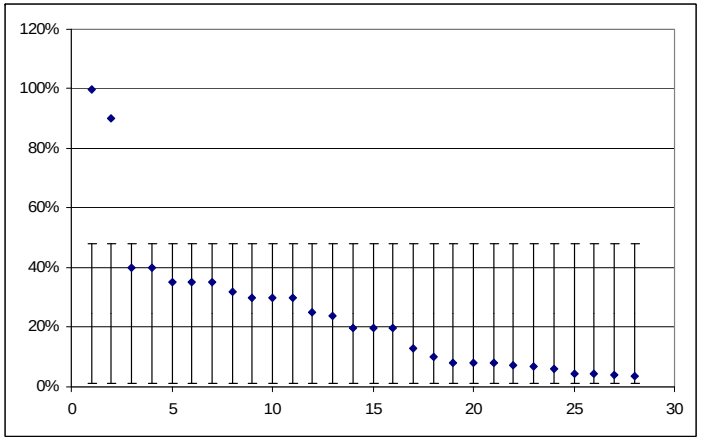


Chart D-17c: Roadway-- Truck AADT- Percentage of Total data points and standard deviation plot

Appendix E
Comments and Responses

No.	Date	Name/ Agency	Ref.	Comment	Response
1	7/21/08	SIDUE	Ch. 4	SIDUE submitted several observations on Border Wait Times presented in Table 4-3.	This issue was resolved in subsequent discussions among SIDUE, Caltrans and the Service Bureau. To address this comment, a paragraph will be added as follows: "Congestion and delays for freight movements and crossborder personal travel at the California-Baja California POEs have increased and have become more unpredictable. The San Diego Association of Governments (SANDAG); Imperial Valley Association of Governments (IVAG); and California Department of Transportation (Caltrans) conducted studies to estimate the economic impacts of border wait times. Table 4-4 illustrates the 2007 total estimated economic losses due to border wait times and constrained border infrastructure. Current delays at the border were estimated to cost the California-Baja California economies nearly $6.78 billion in lost output and a loss of more than 62,400 jobs in 2007. At the national level, for the U.S.-Mexico economies, the output losses were estimated at $8.63 billion and nearly 73,900 jobs in 2007. Both output and job losses are projected to more than double in the next ten years if steps are not taken to improve border crossing and transportation infrastructure and management." A table showing economic impacts by geographic area will also be added to Chapter 4.
2	7/23/08	IVAG	Page 2	STUDY AREA: Add language on expansion/renovation of Calexico/Mexicali POE such as in page 80.	The intention of this section on page 2 is to list the existing POEs in the study area and note new POEs under development (i.e. Otay Mesa East) . Complete descriptions of POE projects are found later in the Executive Summary and in Chapter 6.
3	7/23/08	IVAG	Page 10	Calexico East-Mexicali II POE: Since the distribution of the report, Caltrans District 11 and IVAG have put together a Comprehensive Report on future expansion of the POE that includes the number of proposed lanes, costs, anticipated reduction of wait times, etc.	Comment noted. Future technical updates of the Border Master Plan will allow for submissions of additional information. To address this comment, a footnote will be added in the Executive Summary and in Chapter 6 as follows: "Since the technical analysis conducted for the California-Baja California Border Master Plan was completed, Caltrans/IVAG released a comprehensive report on the future expansion of this POE. New information can be incorporated in future updates."

No.	Date	Name/ Agency	Ref.	Comment	Response
4	7/23/08	IVAG	Page 10	Andrade -Los Algodones POE: "Plans for this POE are to divert passenger-vehicle and truck traffic to the Arizona POE and make the Andrade-Algodones POE a pedestrian-only crossing." Does U.S. GSA concur with the statement? Are all regions surrounding the POE confirming this proposal? Add information on the said.	Caltrans submitted the project to move vehicle lanes to Arizona border (by 2030 only two pedestrian lanes remain). The Service Bureau did not receive any communication from GSA about the language used in the report. The report will be reworded to reflect the wording used by Caltrans. In Chapter 6, Service Bureau will clarify that the project was submitted by Caltrans.
5	7/23/08	IVAG	Page 22 - Table 1-1	Table 1-1 / Participating Agencies and Roles: The Imperial Valley Association of Governments, better known as IVAG, is an association of city, county, and local governments created to address regional transportation issues. Its Member Agencies include the County of Imperial, the seven incorporated cities (Cities of Brawley, Calexico, Calipatria, El Centro, Holtville, Imperial, Westmoreland), and the Imperial Irrigation District within the Imperial Valley. IVAG Regional Council is comprised of one elected official from each of the seven incorporated cities in Imperial County, two Imperial County Supervisors and one Imperial Irrigation District Board of Director. Monthly board meetings provide the public a forum for discussion and collaborative decision-making on significant issues of regional transportation and mobility. Meetings are held on the fourth Wednesday of each month. As the state-designated Regional Transportation Planning Agency (RTPA) for Imperial County, IVAG is responsible for developing and updating variety of transportation plans and for allocating federal and state funds to implement them.	IVAG's response is appreciated. However, based on Caltrans direction, Table 1-1 will not be included in the final report.
6	7/23/08	IVAG	Page 34	Integration of Plans: "SANDAG and SCAG work in concert with Caltrans to select transportation projects and plan for the long term." Replace SCAG with IVAG.	Change will be made.
7	7/23/08	IVAG	Page 37	"North Association of Counties" should read National Association of Counties (NACo)	The correction will be made.

No.	Date	Name/ Agency	Ref.	Comment	Response
8	7/23/08	IVAG	Page 50	"Passenger inspections at Calexico East and Andrade take place between 6:00a.m. and 10:00p.m. and would keep the same hours in 2030," Calexico East should state, "Passenger inspections at Calexico East take place between 4:00a.m. and 10:00p.m" adjusted during the Fall and Winter Seasons adjusting to the agriculture and crop season. The Calexico East facility is planned to become a twenty-four hour facility. In addition, CPB is in the advanced planning stages of permitting three (3) Commercial inspection lanes to serve Passenger Vehicles during weekends. The Municipal and Baja California agencies are reviewing the plans to further assist and advance the project. The passenger inspections at Andrade take place between 6:00a.m. and 10:00p.m. and is anticipated to keep the same hours in the near future. "	We will add information to explain the hours are adjusted during the Fall and Winter seasons. Future technical updates of the California-Baja California Border Master Plan will allow for submissions of additional information and project details.
9	7/23/08	IVAG	Page 51	"Delays at Calexico East also are 50 percent lower than at Calexico and at Andrade they are about one-fourth the delays at the Calexico POE." Fifty percent is not a constant percent, rather varies from 20 to 50, depending on peak periods.	This statement is only intended to describe the relative **average** daily wait times for 2005 provided by CBP. Using CBP's estimates, Calexico East (average daily northbound wait time of 15 minutes) is 50 percent less that the average wait time at Calexico of 30 minutes.
10	7/23/08	IVAG	Page 55	Northbound Truck Crossings: "No truck projections are available for the Andrade POE." Please provide information as to why CPB has not projections.	We will reword to state that "No truck projections were provided for the Andrade POE." We are unable to elaborate as CBP did not explain why they did not provide data for Andrade POE.
11	7/23/08	IVAG	Page 61	Goods Movement from Mexico to the United States: "Data for the Andrade POE was not provided." Please provide information as to why no data.	Comment noted. We are unable to elaborate as CBP did not explain why they did not provide data for Andrade POE.

No.	Date	Name/ Agency	Ref.	Comment	Response
12	7/23/08	IVAG	Page 64	Average Wait Times: "Regular passenger vehicles wait an overage of 30 minutes in Mexicali and 20 minutes in both Mexicali Oriente and Algodones POEs." The sentence should be clarified to include: "...an average of 30 minutes in Mexicali during late afternoon peak times when residents of Mexicali that work in the U.S. drive back... " In addition, upon reflection in relying on data from Aduanas is not completely reliable. Aduanas does not have any control over the traffic backed up in the City of Calexico, rather it is the City of Calexico, Police Department. It is recommended that further contact with local jurisdictions that directly have on impact and a managed traffic system be requested of such information. The 20 minutes for Mexicali Oriente and Algodones, we have no data to reflect that there is any wait time for southbound passenger vehicles for both off and during peak hours.	The table on southbound border wait times from Aduanas will be removed from the final report as we were not able to verify data accuracy for all POEs.
13	7/23/08	IVAG	Page 74	"The segment 011-8 between Imperial Avenue and SR 86 accommodated 32,000 daily vehicles at LOS A in the p.m. peak." An LOS of A does not seem correct. Within this segment there is plenty of intraregional activity. Please check LOS with Caltrans District 11.	The data on the transportation facility including the LOS and AADT data were provided by Caltrans.
14	7/23/08	IVAG	Page 116	Calexico east -Mexicali II Port of Entry: Same comment as on page 64.	The table on southbound border wait times from Aduanas will be removed from the report as we were not able to verify data accuracy for all POEs.
15	7/24/08	City of Chula Vista	Executive Summary	On page 3, the City of Chula Vista is missing as a participant.	We apologize for the oversight. The City of Chula will be added to the participant list.

No.	Date	Name/ Agency	Ref.	Comment	Response
16	7/24/08	City of Chula Vista	Chapter 1	The following should be included as Chula Vista's role for Table 1-1. “The City of Chula Vista is pleased to participate in the Border Master Planning process and supports the binational cooperation between the communities located in Southern California and our neighbors to the south in Baja California, Mexico. The city supports the purpose and objectives of the plan and further proclaims that it will institute internal policies and procedures to provide for the recommendations as stated in report.”	The City of Chula Vista's response is appreciated. However, based on Caltrans direction, Table 1-1 will not be included in the final report.
17	7/24/08	City of Chula Vista	Chapter 5	Page 91 of the document states that “Future updates of the Border Master Plan can incorporate additional data for these projects as more information becomes available from planning and implementation activities”. In reviewing the document, it’s important to remember, when the document refers to Corridor improvements in Chula Vista, such as those shown for I-5 and the I-805 that the conclusions from future corridor studies can be added to future BMP updates.	Comment noted.
18	7/24/08	City of Chula Vista	Chapter 6	Page 102, last paragraph, states that the improvements on I-805 shall be completed by 2030. The report may also wish to add a statement that the first phase of the ultimate improvements along I-805 include adding one HOV lane out of a total of two lanes in each direction, and is scheduled for early finish by 2012.	A sentence will be added as follows: "However, the first phase of this project will add one HOV lane in each direction and is scheduled to be completed in 2012."

No.	Date	Name/ Agency	Ref.	Comment	Response
19	7/24/08	City of Chula Vista	Chapter 6	The report is silent on the La Media Road crossing of the Otay River Basin. The TWG discussed the bridge and the potential for its completion by the BMP's study horizon year of 2030. The La Media Road Bridge is in the City of Chula Vista's Circulation Element and typically, all circulation roads are in the city's Eastern Transportation Development Impact Fee (TDIF) program, but this bridge is not. The TWG and City of Chula Vista staff determined that its completion would probably occur after the BMP's study horizon year of 2030 and should be excluded from discussion in the draft BMP report. But it may be confusing to readers who are familiar with Chula Vista's circulation element that the La Media Road Bridge is not listed as one of the transportation projects in the report. Therefore, due to its current exclusion from the TDIF, and its assumed completion date subsequent to 2030, a comment should be added to the current report that an updated future BMP will include discussion of the bridge, as set forth on page 91, and as stated above. This should be included as an attachment/appendix to the BMP report or these discussion points be added to final report.	Future updates of the California-Baja California Border Master Plan will allow for submissions of additional projects. In Chapter 6, the following footnote will be added to address this comment: "The City of Chula Vista did not submit the La Media Road Bridge for evaluation because its completion would likely occur after 2030. The La Media Road Bridge is included in the City of Chula Vista's Circulation Element."
20	7/28/08	SANDAG	General	SANDAG submitted editorial comments regarding spelling and grammar.	SANDAG's comments will be addressed in final document.
21	7/30/08	County of San Diego	General	The County supports the annual updates that would consider moving projects from the Inventory list to the ranked list projects or adding projects to the Inventory list. The County's East Otay Mesa area is a very dynamic area and new information regarding proposed land use and roadway network projects continually becomes available. Potential changes to the project ranking evaluation criteria should only be considered as part of the comprehensive Master Plan update that would occur every 3-4 years.	Comment noted.

No.	Date	Name/ Agency	Ref.	Comment	Response
22	7/30/08	County of San Diego	Chapter 6	On page 97, the Plan report states in reference to future/planned County roads that virtually all of these roads are scheduled for completion in 2030. We would prefer that report state that these future County roads are planned to be constructed by 2030. The completion of the SR-11 tollway and the new Otay Mesa East POE would likely result in accelerating the rate of land use and roadway development within the East Otay Mesa area. Many of the County's planned Circulation Element/Specific Plan roads could be built prior to the year 2030.	The report will be revised to read as follows: "Virtually all of these local roads are planned to be constructed by 2030."
23	7/30/08	County of San Diego	Appendix A	Please revise the mailing address for Nick Ortiz on page 6 of the Appendix report (A-2). The correct mailing address is 5469 Kearny Villa Road, Suite 201, San Diego, CA 92123-1159. Megan Jones' mailing address is correct.	The revision will be made to the contact list included in Appendix A.
24	7/30/08	County of San Diego	Appendix D	It might be useful for the Appendix to include the "inventory list" so that we are reminded that these projects need the extra data to be included and ranked. Also it would serve as the placeholders for the next steps to complete the entire roadway system. This would likely be a Caltrans initiated inclusion, but important to our PAC member and road network.	The inventory list is included in Appendix D-16.
25	7/30/08	County of San Diego	Appendix D	We noticed a gap along Lone Star Road in the page 14 map. Nor is this Lone Star Road segment in the Roadway Project List Appendix D-9. It appears that we did not include the section of Lone Star Road from Alta Road to Otay Mesa Road in our project submittal. Please add this segment of Lone Star Road to the inventory list.	Unfortunately, no additional projects can be added to the California-Baja California Border Master Plan at this time. Additional projects submitted by the stakeholder agencies will be added in future updates.

No.	Date	Name/ Agency	Ref.	Comment	Response
26	7/30/08	County of San Diego	Chapter 1	Large portions of the unincorporated area are located along the California/Baja California border. The County's East Otay Mesa area is an area with immense business technology and industrial development potential. The County's role in the development of Master Plan is to support SANDAG's and Caltrans' efforts to develop a coordinated planning approach for the key United States and Mexico governmental agencies and provide information/data regarding planned land use and roadway network developments within the unincorporated area.	The County of San Diego's response is appreciated. However, based on Caltrans direction, Table 1-1 will not be included in the final report.
27	8/1/08	SCAG	Chapter 2	On Page 26 Paragraph 2 under Transportation Planning Process: Please include Transportation Commissions as participants to the RTP process in the SCAG region.	The revision will be made in Chapter 2.
28	8/1/08	SCAG	Chapter 2	Page 31, under Public Participation and Interagency Coordination, please include a sentence stating that SCAG also adopted a Public Participation Plan in October of 2007 as mandated by SAFETEA-LU.	The following sentence will be added: " In October 2007, SCAG adopted a Public Participation Plan as mandated by SAFETEA-LU."
29	8/4/08	FHWA	General	FHWA submitted editorial comments regarding spelling, grammar, and wording and requested several language clarifications. They identified areas of inconsistency and requested the Service Bureau to rectify.	FHWA's comments will be incorporated into the final document.
30	8/4/08	FHWA	Executive Summary	Page 2 – Study Area - Since we discuss Virginia Ave/El Chaparral throughout the rest of the document, would it not be prudent to say there are 3 active POEs and one closed one? Also you use Calexico East – Mexicali II throughout the rest of the document, so perhaps we should use that here too (instead of Mexicali Oriente)	A footnote will be added the first time we mention the San Ysidro-Puerta México/Virginia Avenue-El Chaparral POE as follows: "The Virginia Avenue-El Chaparral gate is currently closed. However, projects for its reuse were submitted for evaluation in this California-Baja California Border Master Plan." All references will be changed from Mexicali Oriente to Mexicali II.

No.	Date	Name/ Agency	Ref.	Comment	Response
31	8/4/08	FHWA	Executive Summary	Bullet 2 – “Two projects were proposed to alleviate current congestion” then you only discuss one. I suggest you combine this bullet and the next bullet. Also in this bullet you refer to SENTRI without defining what it is. Please define.	The bullets will be reordered to clarify that there are two projects at the POE. A footnote will be added as follows: "SENTRI or Secure Electronic Network for Travelers Rapid Inspection is a land border-crossing program that provides expedited Customers and Border Protection processing for pre-approved low-risk travelers."
32	8/4/08	FHWA	Executive Summary	Page 13 Footnote 2 contains the entire text of the next two paragraphs. Is there a reason why it is repeated?	The paragraphs and footnote will be rewritten to eliminate the duplicate information.
33	8/4/08	FHWA	Executive Summary	Bullet 4 “Includes professionals from both California and Baja California” I’m not sure what you mean by professionals? Planners and engineers? Consultants?	The paragraph will be reworded to clarify that "professional" includes consultants.
34	8/4/08	FHWA	Chapter 1	Table 1-1 – FHWA - Role “serves as the JWC co-chair, cooperates on land transportation planning and promotes the facilitation of safe, efficient and economical movement of people and goods across the international border”	FHWA's response is appreciated. However, based on Caltrans direction, Table 1-1 will not be included in the final report.
35	8/4/08	FHWA	Chapter 2	Page 34 – Paragraph 2 - The FHWA International Border Program participates both by providing information and technical assistance from dedicated border staff, and also, in its role as co-chair for the U.S./Mexico JWC, develops tools so that agencies involved can make informed decisions. This participation further extends to funding and overseeing various studies….efforts.” Paragraph 5 – second sentence “As CBP’s capital planning process matures, one hopes it will strengthen…? “Or matures, linkages to regional, state and other federal planning processes will be strengthened.” I prefer the latter. Paragraph 6 – since the planning tools were discussed at length earlier, perhaps “Using the RTP/RTIP/IIP (whatever they may be) Caltrans works in concert with SANDAG and SCAG to select regional transportation projects for the long term.” And eliminating the first sentence. Or alternatively discuss what the “several planning documents” are…	Paragraph 2: Language revision as requested will be made in final report. Paragraph 5: The sentence will be reworded as follows: "As CBP’s capital planning process matures, linkages to regional, state, and other federal planning processes are anticipated to be strengthened." Paragraph 6: The sentence will be reworded as follows: "SANDAG and IVAG work in concert with Caltrans to select transportation projects and plan for the long term, using the statewide transportation plan as well as the RTPs and RTIPs as a basis." First sentence will be deleted.

No.	Date	Name/ Agency	Ref.	Comment	Response
36	8/4/08	FHWA	Chapter 4	Pg. 49 Since we discuss Virginia Ave/El Chaparral throughout the rest of the document, would it not be prudent to say there are 3 active POEs and one closed one? Also you use Calexico East – Mexicali II throughout the rest of the document, so perhaps we should use that here too (instead of Mexicali Oriente). Also can we use POE instead of border station? In the 3rd paragraph. Also “Table 4-1 shows the existing and projected lane configuration by POE”	A footnote will be added as follows: "The Virginia Avenue-El Chaparral gate, located west of the San Ysidro-Puerta México POE, is currently closed; however, plans exist to reopen this gate to southbound passenger vehicle traffic. Subsequent sections of the report refer to the POE as the San Ysidro-Puerta México/Virginia Avenue-El Chaparral POE." The reference to the POE will be Mexicali II rather than Mexicali Oriente in the final report. This reference will be changed from border station to POE; however, other references to border stations will remain. We will rename the table as follows: "Table 4-1, Current and Projected Number of Northbound Lanes, 2005-2030, California POEs." Table 4-8 will be renamed in a similar manner.
37	8/4/08	FHWA	Chapter 4	Page 54- second paragraph – “The largest expansion would take place at the San Ysidro POE with an increase of 14 northbound passenger vehicle lanes” This does not match info for project on pg. 7 (30 total lanes) an increase of 6 lanes, and a doubling of booths to 58. Please reconcile, and also convert this to number of booths. Paragraph 4 – northbound pedestrian lanes are to be expanded at San Ysidro as well (as referenced on pg. 7) Paragraph 5 – a few thousand annually?	Data presented in Table 4-1 reflect CBP's conceptual estimates of projected 2030 lane configurations. More refined projections of lane configurations were provided with project descriptions. A footnote will be added as follows: "According to CBP, 2030 lane projections displayed in Table 4-1 were calculated for planning purposes by evaluating port size, location, and general capacity ratios. As projects move forward, exact lane needs are reevaluated." The sentence in paragraph 5 (page 55) will be rewritten as follows: "A few thousand trucks cross annually at the Andrade POE."
38	8/4/08	FHWA	Chapter 4	Several pages have Otay II--others Mesa de Otay II. Please use same reference everywhere.	We will use Mesa de Otay II POE throughout report.
39	8/4/08	FHWA	Chapter 4	Pg 82 and 83 – it is impossible to read the text. Can we have these on 11x17 folded pages?	We will work with Caltrans to prepare separate maps for each area and to list the legend separately.
40	8/4/08	FHWA	Chapter 6	Pg 122 and 123 – it is impossible to read the text. Can we have these on 11x17 folded pages?	We will work with Caltrans to prepare separate maps for each area and to list the legend separately.

No.	Date	Name/ Agency	Ref.	Comment	Response
41	8/4/08	FHWA	Chapter 7	Page 126 – last sentence “development of a borderwide U.S.-Mexico Border Master Plan” can this instead read “development of a borderwide compendium of regional U.S.-Mexico Border Master Plans”’	The sentence will be reworded as follows: "Federal agencies also expressed an interest in the development of a borderwide compendium of regional U.S.-Mexico Border Master Plans."

Appendix F
Glossary

California-Baja California Border Master Plan
Appendix F-1 - Glossary

	Acronym	Definition
A	AADT	average annual daily traffic
	AAGR	average annual growth rate
	ADT	average daily traffic
	Aduanas	Mexico's Customs Administration
B	BINS	Binational Infrastructure Needs Assessment
	BRT	bus rapid transit
	BTTAC	Bi-State Transportation Technical Advisory Committee
C	Caltrans	California Department of Transporation
	CBP	U.S. Customs and Border Protection
	CEQA	California Environmental Quality Act
	COPLADE	Comité de Planeación de Desarrollo del Estado
	CTC	California Transportation Commission
	CVEF	commercial vehicle enforcement facility
D-E	DOS	U.S. Department of State
	DOT	U.S. Department of Transportation
F	FDA	Food and Drug Administration
	Ferromex	Ferrocarril Mexicano, S.A. de C.V. (Rail Line)
	FHWA	U.S. Federal Highway Administration
	FMCSA	Federal Motor Carrier Safety Administration
	FSTIP	Federal State Transportation Improvement Program
G-I	GSA	U.S. General Services Administration
	HOV	high occupancy vehicle
	IIP	Interregional Improvement Program
	IMIP	Instituto Municipal de Planeación de Mexicali
	IMPLAN	Instituto Municipal de Planeación de Tijuana
	INDAABIN	Instituto de Administración y Avalúos de Bienes Nacionales
	IVAG	Imperial Valley Association of Governments
J-L	JWC	joint working committee
	LOS	level of service
M-N	MDP	millones de pesos

	Acronym	Definition
	ML	managed lanes
	MPO	metropolitan planning organization
	NEPA	National Environmental Policy Act
O-Q	OMB	Office of Management and Budget
	PAC	policy advisory committee
	PIB	producto interno bruto
	PND	Plan Nacional de Desarrollo
	POE	port of entry
R	RTIP	Regional Transportation Improvement Program
	RTP	Regional Transportation Plan
S	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
	SANDAG	San Diego Association of Governments
	SCAG	Southern California Association of Governments
	SCT	Secretaría de Comunicaciones y Transportes
	SD&AE	San Diego and Arizona Eastern (Railway)
	SEDESOL	Secretaría de Desarrollo Social
	SENTRI	secure electronic network for travelers rapid inspection
	SIDUE	State of Baja California Secretariat of Infrastructure and Urban Development
	SIDUE	Secretaría de Infraestructura y Desarrollo Uranbo del Estado
	SRA	strategic resource assessment
	SRE	Secretaría de Relaciones Exteriores
	STIP	State Transportation Improvement Program
T-Z	TWG	technical working group
	UP	Union Pacific (Railroad)
	USDA	U.S. Department of Agriculture