Transportation Concept Report

State Route 7
District 11
September 2015

Transportation Concept Report (TCR) Purpose

California's State Highway System needs long range planning documents to guide the logical development of transportation systems as required by CA Gov. Code §65086 and as necessitated by the public, stakeholders, and system users. The purpose of the TCR is to evaluate current and projected conditions along the route and communicate the vision for the development of each route in each Caltrans District during a 20-25 year planning horizon. The TCR is developed with the goals of increasing safety and health, providing excellent stewardship and efficiency, maintaining system performance, and meeting community and environmental needs of sustainability, livability and economy along the corridor through integrated management of the transportation network, including highway, transit, pedestrian, bicycle, freight, operational improvements and travel demand management components of the corridor.

California Department of Transportation

"Provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability"

Approvals:

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ABOUT THE TRANSPORTATION CONCEPT REPORT

System Planning is the long-range transportation planning process for the California Department of Transportation (Caltrans). The System Planning process fulfills the statutory responsibility of Caltrans as owner/operator of the State Highway System (SHS) by evaluating conditions and proposing enhancements to the SHS (Gov. Code §65086). Through System Planning, Caltrans focuses on developing an integrated multimodal transportation system that meets the Caltrans goals of safety and health, stewardship and efficiency, sustainability, livability and economy, system performance, and organizational excellence.

The System Planning process is primarily composed of four parts: the District System Management Plan (DSMP), the Transportation Concept Report (TCR), the Corridor System Management Plan (CSMP), and the DSMP Project List. The district-wide **DSMP** is a strategic policy and planning document that focuses on maintaining, operating, managing, and developing the transportation system. The **TCR** is a planning document that identifies the existing and future route conditions as well as future needs for each route on the SHS. The **CSMP** is a complex, multi-jurisdictional planning document that identifies future needs within corridors experiencing or expected to experience high levels of congestion. The CSMP serves as a TCR for segments covered by the CSMP. The **DSMP Project List** is a list of planned and partially programmed transportation projects used to recommend projects for funding. These System Planning products are also intended as resources for stakeholders, involving the public as well as regional and local agencies.

Disclaimer: The information and data contained in this document are for planning purposes only and should not be relied upon for final design of any project. Any information in this Transportation Concept Report (TCR) is subject to modification as conditions change and new information is obtained. Although planning information is dynamic and continually changing, the District 11 System Planning Division makes every effort to ensure the accuracy and timeliness of the information contained in the TCR. The information in the TCR does not constitute a standard, specification, or regulation, nor is it intended to address design policies and procedures.

STAKEHOLDER PARTICIPATION

As part of the development of this TCR, Caltrans District 11 has coordinated with the jurisdictions located along the State Route 7 (SR-7) corridor. The local stakeholders include the County of Imperial and the Imperial County Transportation Commission (ICTC). Obtaining internal and external input during the TCR development and reviewing the draft report are essential to validate data and the overall characterization of the route and obtain consensus on future needs and opportunities. Much of the TCR information came from internal Caltrans files and databases managed by the Divisions of Program and Project Management, Traffic Operations, Environmental Planning, and Transportation Planning (Travel Modeling and Forecasting Branch), in addition to our System Planning counterparts in Caltrans Headquarters and adjacent Caltrans Districts. Caltrans staff reviewed and considered partner agency documents such as City and County General Plans, Regional Transportation Plans, Bicycle Transportation Plans, Public Transit Plans, traffic studies, TCRs of adjoining Caltrans Districts, statewide planning tools (such as the Intermodal Transportation Management System - ITMS, the California Transportation Investment System - CTIS, California Transportation Improvement Program System - CTIPS, etc.) and other related documents.

EXECUTIVE SUMMARY

The California Department of Transportation (Caltrans) has prepared this Transportation Concept Report (TCR) for State Route 7 (SR-7). The TCR is a long term consensus-based vision intended to assist Caltrans, the Southern California Association of Governments (SCAG), the Imperial County Transportation Commission (ICTC), and other public agencies serving Imperial County in managing the route. The report includes an assessment of current and future operating conditions, and improvements that will be needed to meet operational goals on the route.

Concept Summary

SR-7 is a 6.8-mile north/south four-lane access controlled highway located in the southern portion of Imperial County. SR-7 begins at the Calexico East Port of Entry (POE) just north of the United States (U.S.)-Mexico international border and has its terminus at Interstate 8 (I-8). The primary purpose of SR-7 is to serve international passenger and commercial vehicle traffic between the U.S. and Mexico. Additionally, SR-7 serves local, recreational, and commuter traffic, and provides freight movement facility for agricultural goods in Imperial County, transporting agricultural products from the fields to consumer distributions centers throughout the U.S. SR-7 is part of a primary carrier route of trucks between the international border and the greater Los Angeles area via State Route 98 (SR-98), I-8, State Route 111 (SR-111), State Route 78 (SR-78), and State Route 86 (SR-86). SR-7 can be viewed in two major segments: From the Calexico East POE just north of the U.S.-Mexico international border to SR-98 (segment 1), and from SR-98 to its terminus at I-8 (segment 2).

SR-7 is a major transportation corridor and critical economic connection in Imperial County. SR-7 serves cross border traffic facilitating the movement of goods, services, and travelers between California and Mexico. SR-7 facilitates commuter and recreational trips, and agricultural goods movement in Imperial County. Equally important, SR-7 provides mobility and safe access for all travelers, bicyclists, pedestrians, and transit users.

Concept Rationale

The ICTC's *Imperial County Long Range Transportation Plan (LRTP) 2013 Update* does not recommend any capacity enhancing projects in the short or mid-term for SR-7. ICTC's 2013 LRTP only proposes one capacity enhancing project in its long-term (2025-2035) unconstrained strategic project list, the construction of a new interchange to accommodate future airport access at McCabe Road and SR-7. The Caltrans 2003 SR-7 Transportation Concept Report and Imperial County's *Gateway of the Americas Specific Plan* considered the construction of a grade separated interchange at SR-7 and SR-98 if future traffic growth shows a need for the project.

Table 1: SR-7 Concept Rationale

Segment	Segment Description	Existing Facility	Mid-term[1] Facility Concept	Long-term[2] (2025-2035) Facility Concept
1	Calexico East POE to SR-98	4E[3] and traffic signals at Menvielle Road and Maggio Road	4E and traffic signals at Menvielle Road and Maggio Road	4E and traffic signals at Menvielle Road and Maggio Road
1, 2	SR-7/SR-98 propose grade separated interchange project	SR-7/SR-98 at grade intersection with traffic signal	SR-7/SR-98 at grade intersection with traffic signal	SR-7/SR-98 grade separated interchange
2	SR-98 to I-8	4E	4E	4E, Interchange at McCabe Road

At the Calexico East POE, Caltrans, ICTC, U.S. Customs and Border Protection (CBP), and the U.S. General Services Administration (GSA) are working to identify low cost and high impact projects to expedite vehicular (passenger and commercial) traffic. The region is proposing to add three new northbound truck lanes to double the capacity of the POE to a total of six truck inspection lanes. The expansion project also proposes to add six new northbound auto lanes, for a total of 14 auto inspection lanes. To help fund the POE expansion project the region is discussing the possibility of using California Senate Bill (SB) 1501 authorization to impose tolls on SR-7 to accommodate additional commercial traffic resulting from the North American Free Trade Agreement (NAFTA, see Appendix B, Calexico East Port of Entry fact sheet).

[1] Mid-term projects (2015-2025) – LRTP Financially constrained projects
[2] Long-term projects (2025-2035) – LRTP Unconstrained strategic projects
[3] E (Expressway)

CORRIDOR OVERVIEW

ROUTE SEGMENTATION

SR-7 has two major segments: From the Calexico East POE just north of the U.S.-Mexico international border to SR-98 (segment 1) and from SR-98 to its terminus at I-8 (segment 2) (see Map 1 below).

Table 2: SR-7 Route Segmentation

Segment	Location Description	County Route Beginning Post Mile (PM)	County Route End Post Mile (PM)
1	Calexico East POE (north of international border) to SR-98	000.000	001.187
2	SR-98 to I-8	001.187	006.823

ROUTE DESCRIPTION

Route Location

SR-7 is a 6.8-mile north/south four-lane access controlled highway located in the southern portion of Imperial County. SR-7 begins at the Calexico East POE just north of the U.S.-Mexico international border and has its terminus at Interstate 8 (I-8). SR-7 intersects with Menvielle Road, Maggio Road, SR-98, Heber Road, and McCabe Road.

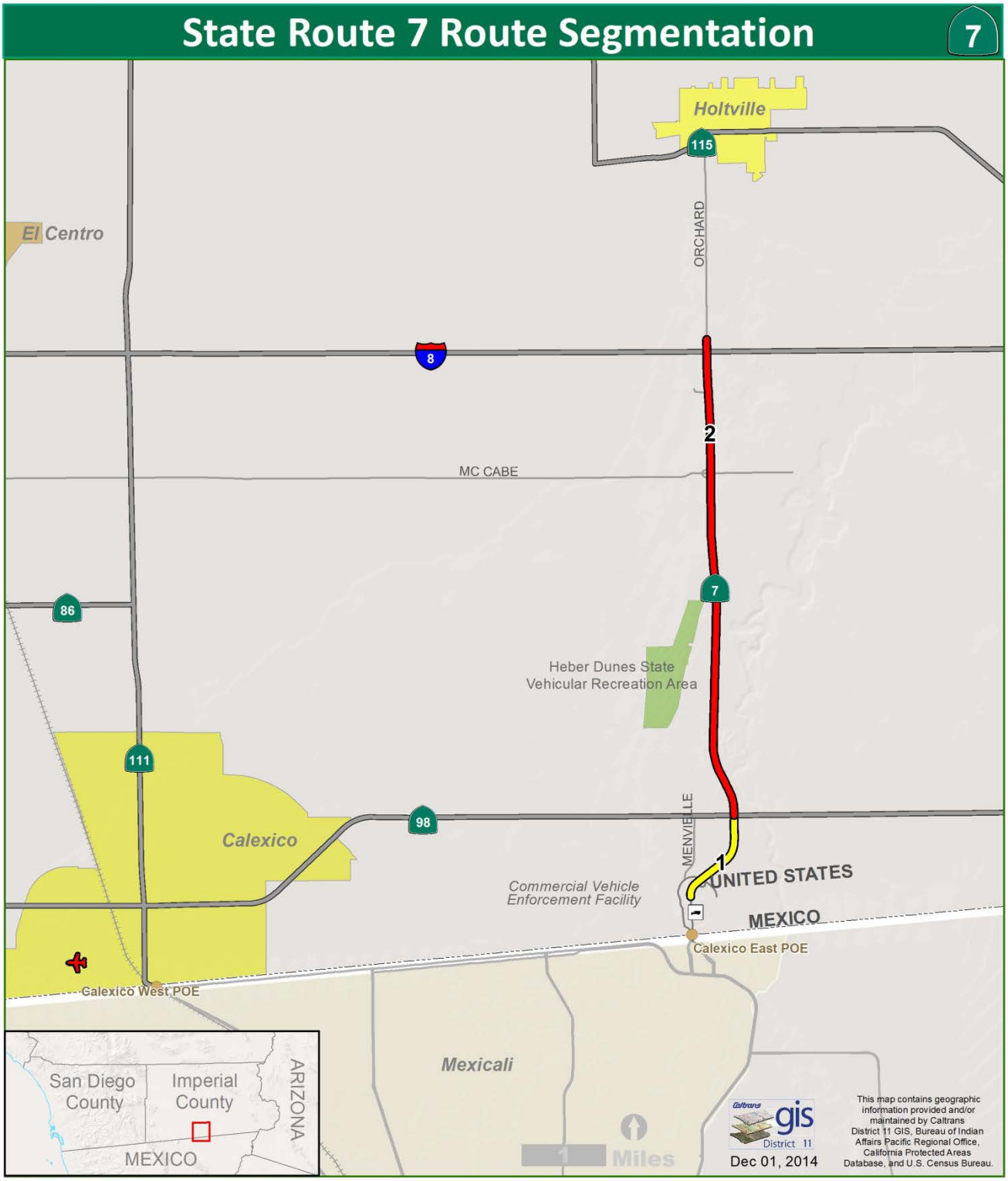
Route Purpose

The primary purpose of SR-7 is to serve international passenger and commercial vehicle traffic between the U.S. and Mexico. Additionally, SR-7 serves local, recreational, and commuter traffic, and provides freight movement for agricultural goods in Imperial County, transporting agricultural products from the fields to consumer distributions centers throughout the U.S. SR-7 is part of a primary carrier route of trucks between the international border to the Inland Empire and the greater Los Angeles area via SR-98, I-8, SR-111, SR-78, and SR-86.

California Assembly Bill (AB) 2785 (Katz) defined SR-7 as a new access road from the Calexico East POE to I-8. Segment 1 of SR-7 from the Calexico East POE to SR-98 was completed in March 1996. The remaining portion of SR-7 from SR-98 to I-8 was completed in June 2005.

Originally, the California 1996 Senate Bill (SB) 1501 (Kopp) authorized the California Transportation Commission (CTC) to impose tolls on SR-7 if transportation facilities were needed to accommodate commercial traffic resulting from the North American Free Trade Agreement (NAFTA), and if federal funds have not been made available to the State. SB 1501 authorized the CTC to issue revenue bonds secured by toll revenues. Toll revenues would be used to pay the principal and interest of those bonds and would be continuously appropriated to the CTC. Furthermore, SB 1501 required the CTC to allocate any remaining tolling funds to Caltrans for the purpose of constructing additional highways or making capacity enhancing improvements to existing highways to accommodate additional commercial traffic resulting from NAFTA. Since Caltrans was able to secure funding for the construction of SR-7, tolling was not needed.

Map 1: SR-7 Route Segmentation



Commercial Vehicle Enforcement Facility
Port of Entry (POE)
Calexico International Airport
Route Segmentation
Freight Rail

Segment	CO	Location Description	Route	Begin PM	End PM
1	IMP	Calexico East POE (north of international border) to SR-98	7	000.000	001.187
2	IMP	SR-98 to I-8	7	001.187	006.823

Major Route Features

The full length of SR-7 is part of the National Highway System (NHS). The NHS provides an integrated national highway system that serves both urban and rural America. It connects major population centers, international border crossings, ports, airports, public transportation facilities, and other major travel destinations, as well as meets national defense requirements and serves interstate and interregional travel.

The Federal Highway Administration (FHWA) has designated a national network of routes comprised primarily of Interstate Highways available to larger trucks. SR-7 is designated as a Terminal Access route as part of the Surface Transportation Assistance Act (STAA) Truck Network. The State of California subsequently added Terminal Access routes to this network. Terminal Access routes are State or local roads that allow STAA trucks to travel between national network routes or reach truck operating facilities or freight terminals. Certain categories of large tractor-semitrailer combinations are restricted to this system.

The U.S Department of Transportation and the FHWA are in the process of developing a National Freight Network (NFN). According to Moving Ahead for Progress in the 21st Century (Map 21) the future NFN will consist of the Primary Freight Network (PFN), portions of the Interstate System not designated as part of the PFN, and Critical Rural Freight Corridors (CRFC).[4] The purpose of the NFN is "*to assist States in strategically directing resources toward improved system performance for efficient movement of freight on the highway portion of the Nation's freight transportation system*".[5] Caltrans is proposing that SR-7 should be included as part of the PFN and the NFN.

SR-7 is also included in the Intermodal Corridors of Economic Significance (ICES) system from the U.S.-Mexico international border to I-8. The ICES system emphasizes corridors that are most essential to the California economy in terms of national and international trade, and was developed by Caltrans. To be included in the ICES system, a route must provide access between major freight intermodal facilities and serve freight traffic destined for Canada and Mexico, as well as the Pacific Rim, and other U.S. trade markets.

SR-7 is part of the California Interregional Road System (IRRS). The IRRS is a subset of the State Highway System; these routes provide connectivity among all of California's regions. The IRRS was conceived as part of the larger effort to address critical interregional transportation system funding and development needs. SR-7 is also one of the 34 IRRS High-Emphasis routes. These routes have high interregional importance from a statewide perspective. This makes them a priority to be programmed and constructed to at least the minimum facility-concept standard. Additionally, SR-7 is one of ten routes in California that are part of the IRRS Focus Routes. Focus Routes are a subset of the High-Emphasis Routes. Focus Routes have the highest priority for completion to minimum facility standards within 20 years. These facilities will ensure that a statewide core system will be in place for higher volume interregional mobility (see Map 2 below).[6]

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[4] http://www.fhwa.dot.gov/map21/factsheets/freight.cfm
[5] http://ops.fhwa.dot.gov/freight/infrastructure/nfn/index.htm
[6] California Department of Transportation (2013). *Interregional Transportation Strategic Plan.* http://www.dot.ca.gov/hq/transprog/ocip/te/itsp.pdf

To facilitate the movement of goods, services, and information between California and Mexico, and to accommodate recent and anticipated growth in cross-border travel, California identified a North American Free Trade Agreement transportation network (NAFTA-NET). Routes on this system are critical transportation corridors that serve trade and travel through the land POEs between California and Mexico. SR-7 is included in NAFTA-NET and is an important part of the high level expressway connection between the U.S.-Mexico international border and Interstate 10 (I-10) in Riverside County, "NAFTA Farm-To-Market Highway." For Imperial County, this system consists of the SR-7 expressway, the SR-111 expressway, the SR-78 Brawley Bypass expressway, and the SR-86 expressway north of Brawley. The system facilitates interregional travel throughout the Imperial and Coachella Valleys, improves intercity and international travel between Baja California, Mexico and the Los Angeles metropolitan area, and provides an improved facility for the movement of goods throughout the region.

In addition, SR-7 is part of the interregional Calexico-Coachella Cargo Corridor (C-4), a major goods movement corridor providing movement for interregional, intraregional, and international trips. The C-4 is a regional transportation freight corridor that links the movement of goods from Mexico to Southern California and the rest of the State. The C-4 corridor starts with SR-7 at the Calexico East POE, continues on I-8 near El Centro. After heading north onto SR-111, the C-4 corridor heads west on SR-78, continues on SR-86 then connects with I-10 in the Coachella Valley.

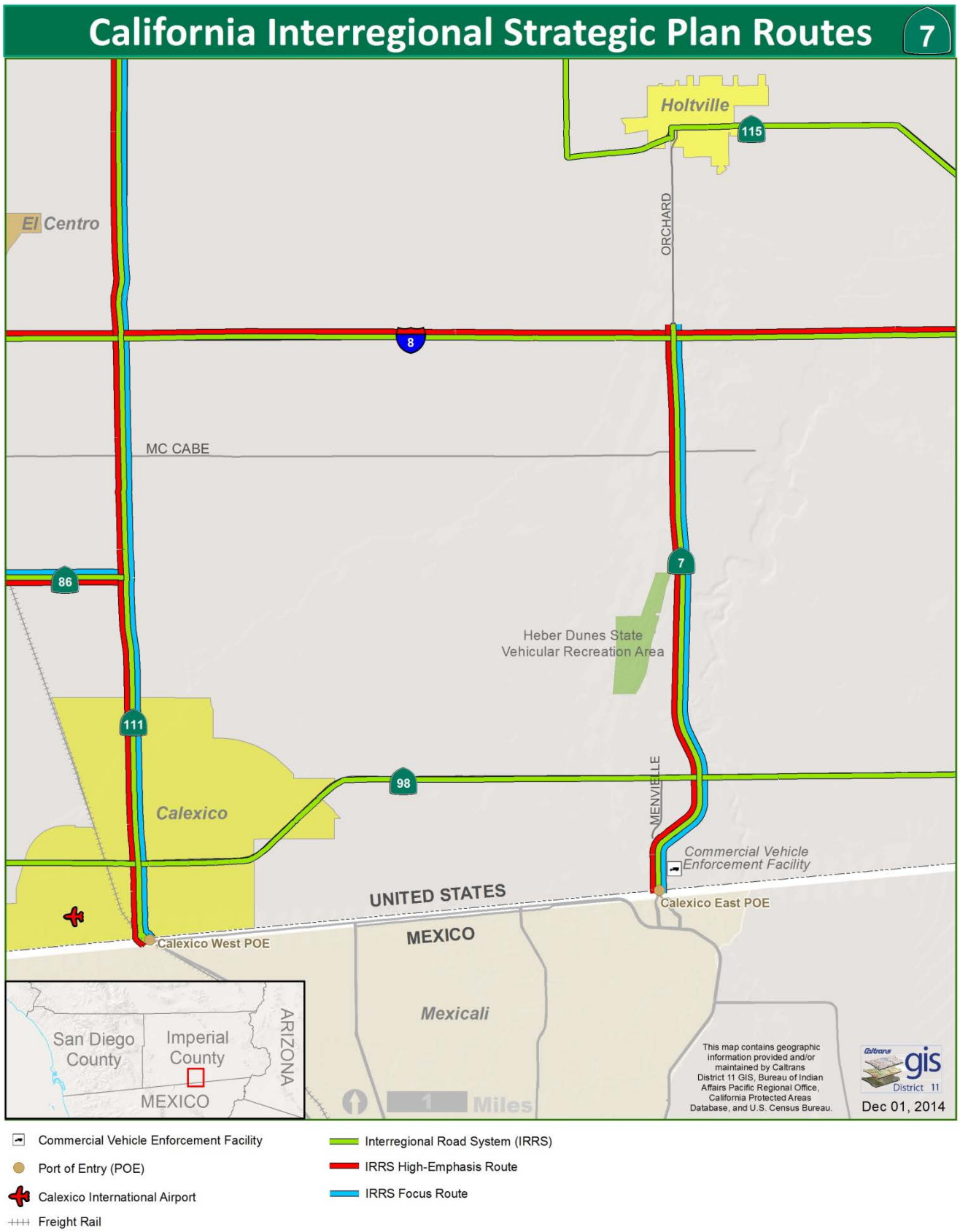
SR-7 is neither a designated State Scenic Highway, part of the Strategic Highway Network (STRAHNET), nor on the Blue Star Memorial Network. STRAHNET routes provide defense access, continuity, and emergency capabilities for movement of personnel and equipment in both peace and war. The Blue Star Memorial Network system was developed after World War II to pay tribute to the nation's armed forces.

Table 3: Route Designations and Characteristics

	Segment 1	Segment 2
Freeway or Expressway	Expressway	Expressway
National Highway System	Yes	Yes
Strategic Highway Network	No	No
Scenic Highway	No	No
Interregional Road System (IRRS)	Yes	Yes
IRRS High-Emphasis Route	Yes	Yes
IRRS Focus Route	Yes	Yes
Federal Functional Classification	Other Principal Arterial	Other Principal Arterial
Goods Movement Route	Yes	Yes
Truck Designation	Terminal Access (STAA)[7]	Terminal Access (STAA)
Rural/Urban/Urbanized	Rural	Rural
Metropolitan Planning Organization	SCAG[8]	SCAG
Regional Transportation Planning Agency	ICTC[9]	ICTC
County Transportation Commission	ICTC	ICTC
Regional Transit Agency	ICTC	ICTC
Local Agency	County of Imperial	County of Imperial
Tribes	None	None
Air District	Imperial County Air Pollution Control District	Imperial County Air Pollution Control District
Terrain[10]	Flat	Flat

[7] STAA (Surface Transportation Assistance Act)
[8] SCAG (Southern California Association of Governments)
[9] ICTC (Imperial County Transportation Commission)
[10] D11 Traffic Operations website

Map 2: California Interregional Strategic (IRRS) Plan Routes



SYSTEM CHARACTERISTICS

SR-7 is an access controlled four-lane highway which begins at the Calexico East POE. The 6.8 mile route follows a north/south alignment. SR-7 has two major segments: from the Calexico East POE just north of the U.S.-Mexico international border to SR- 98 (segment 1) and from SR-98 to its terminus at I-8 (segment 2).

At the south end of segment 1, SR-7 divides into two separate facilities (see Map 3 below). A 0.5 mile four-lane spur accommodates passenger vehicles, and the main four-lane highway alignment is used for commercial vehicle traffic. The two roadways merge at Post Mile 000.264 and the route continues as a divided four-lane expressway. Other major features include signalized intersections at Menvielle Road, Maggio Road, SR-98, and an interchange with I-8.

Map 3: SR-7 near the Calexico East POE

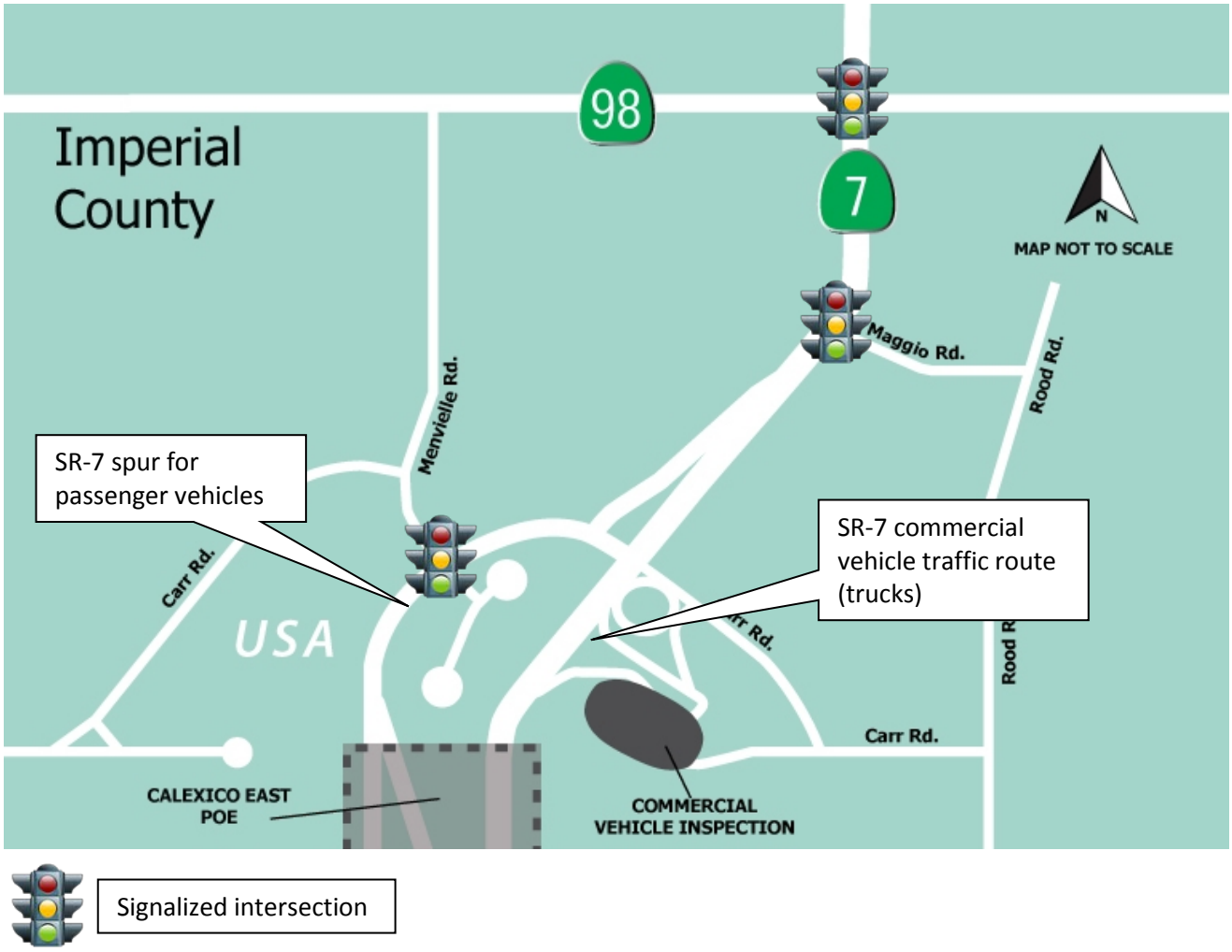


Table 4: SR-7 System Characteristics

2222 67676766666

		Segment 1	Segment 2
Existing Facility			
Facility Type		Expressway	Expressway
General Purpose Lanes		4 (4 lane spur)[11]	4
Lane Miles		4.8 (2.1 spur)	22
Centerline Miles		1.2 (0.5 spur)	5.5
Median Characteristics		Divided unpaved	Divided unpaved
Passing Lanes		0	0
Truck Climbing Lanes		0	0
Distressed Pavement[12]		0 .130	0
Concept Facility[13]			
Facility Type		Expressway	Expressway
General Purpose Lanes		4	4
Lane Miles		4.8 (2.1 spur)	22
Centerline Miles		1.2 (0.5 spur)	5.5
Passing Lanes		0	0
Truck Climbing Lanes		0	0
Post 25 Year Facility			
Facility Type		Expressway	Expressway
General Purpose Lanes		4	4
Lane Miles		4.8 (2.1 spur)	22
Centerline Miles		1.2 (0.5 spur)	5.5
Transportation Management System (TMS) Elements[14]			
TMS Elements (BY)[15]		Signalized intersections	
TMS Elements (HY)[16]		Signalized intersections	

[11] From the POE to Carr Road, SR-7 has a 0.5 mile four lane spur that serves as an extended on/off ramp for passenger vehicles
[12] 2009, D-11Traffic Operations. The 2013 Ten-Year State Highway Operation and Protection Plan includes an overlay pavement project from the Mexican border to SR-98.
[13] Concept Facility in 2035
[14] For an inventory of signalized intersections locations see Appendix C "SR-7 Signalized Intersections"
[15] BY (Base Year, 2010)
[16] HY (Horizon Year, 2035)

COMMUNITY CHARACTERISTICS

Imperial County is a desert region with high temperatures and a low average rainfall of 2.92 inches per year.[17] The Imperial County economy is primarily based on irrigated agriculture, supplied wholly from the Colorado River via the All-American Canal and cross-border trade and travel.

The U.S. Census Bureau estimated the population of Imperial County to be 176,584 in 2013, an increase of 1.4 per cent from the 2010 census population data.[18] The majority of Imperial County residents, 81.8 percent (144,486) are of Hispanic origin[19] (see Chart 1 following page).

The racial and ethnic makeup of Imperial County in 2013 was:

Total Population	176,584	100.00%
Hispanic or Latino (of any race)	144,486	81.82%
Not Hispanic or Latino	32,098	18.18%
White alone	22,388	12.68%
Black or African American alone	4,496	2.55%
American Indian and Alaska Native alone	1,370	0.78%
Asian alone	2,243	1.27%
Native Hawaiian and Other Pacific Islander alone	81	0.05%
Some other race alone	209	0.12%
Two or more races	1,311	0.74%

According to the 2013 U.S. Census American Community Survey, the median income for a household[20] in the County was $43,310, and the median income for a family[21] was $47,116 (see Chart 2 following page).[22] About 22.1 percent of the population lives below the poverty line, including 29.1 percent of those under age 18 and 17.7 percent of those age 65 or over.[23] Imperial County has the lowest per capita income, $16,107, of any county in Southern California and is among the lowest five counties in the State.[24]

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[17] http://www.co.imperial.ca.us/
[18] U.S. Department of Commerce, http://quickfacts.census.gov/qfd/states/06/06025.html
[19] American Community Survey, https://www.census.gov/acs/www/data_documentation/data_main/
[20] A household consists of all the people who occupy a housing unit. A household includes the related family members and all the unrelated people, if any, such as lodgers, foster children, wards, or employees who share the housing unit. A person living alone in a housing unit, or a group of unrelated people sharing a housing unit such as partners or roomers, is also counted as a household. The count of households excludes group quarters. Two major categories of households are "family" and "nonfamily" (U.S. Census)
[21] A family is a group of two people or more (one of whom is the householder) related by birth, marriage, or adoption and residing together; all such people (including related subfamily members) are considered as members of one family. The number of families is equal to the number of family households. However, the count of family members differs from the count of family household members because family household members include any non-relatives living in the household (U.S. Census)
[22] American Community Survey, https://www.census.gov/acs/www/data_documentation/data_main/
[23] American Community Survey, https://www.census.gov/acs/www/data_documentation/data_main/
[24] American Community Survey, https://www.census.gov/acs/www/data_documentation/data_main/

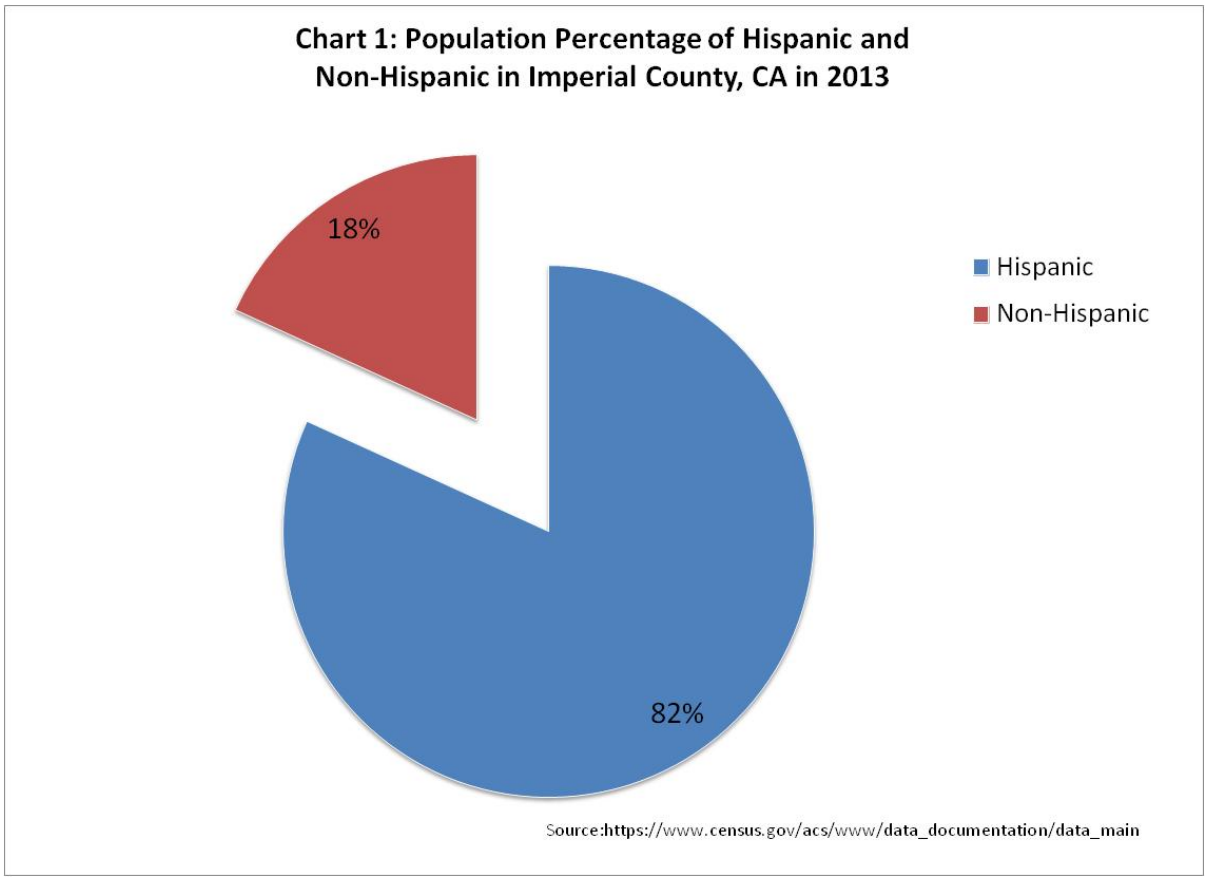


Chart 1: Population Percentage of Hispanic and Non-Hispanic in Imperial County, CA in 2013
18%
82%
Hispanic
Non-Hispanic
Source:https://www.census.gov/acs/www/data_documentation/data_main

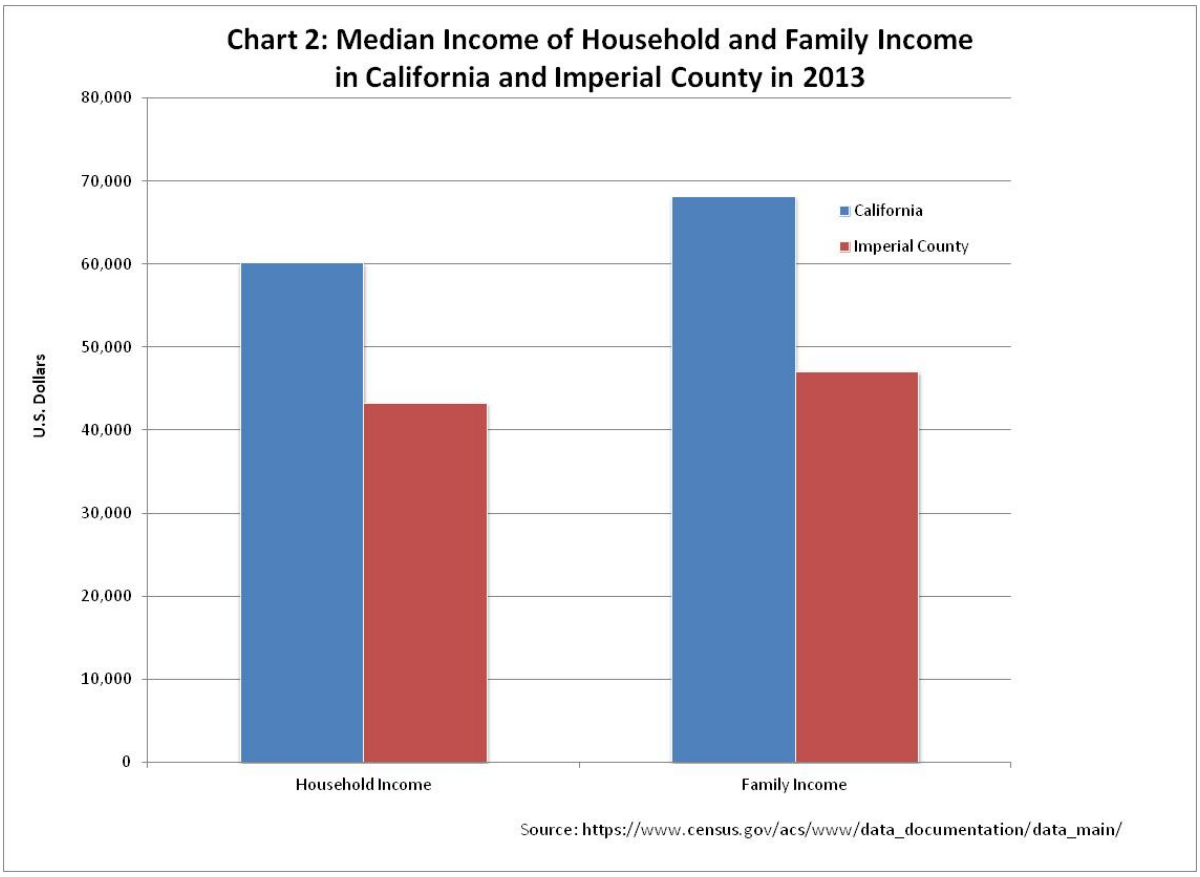


Chart 2: Median Income of Household and Family Income in California and Imperial County in 2013
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
0
U.S. Dollars
California
Imperial County
Household Income
Family Income
Source: https://www.census.gov/acs/www/data_documentation/data_main/

LAND USE

According to the Imperial County General Plan, the County land use will continue to be predominantly agricultural. Approximately one-fifth of the nearly three million acres of the County is irrigated for agriculture. The majority of SR-7 is surrounded by farmlands, which includes lands designated as Prime Farmland, Farmlands of Statewide Importance, and of Local Importance.

Figure 1: Agriculture is the predominant land use in Imperial County

Approximately 1.46 million acres,[25] fifty percent of Imperial County lands, are largely undeveloped and under federal ownership under the U.S. Department of the Interior Bureau of Land Management (BLM), and U.S. military. The developed area where incorporated cities, unincorporated communities, and supporting facilities are located comprises less than one percent of the County. BLM allows open recreational uses in several areas in the County.[26] The Heber Dunes State Vehicular Recreation Area (SVRA) is located adjacent to SR-7 primarily for off-road recreation. The park is for day use only, and no camping is allowed.[27] In 2011, the Off-Highway Motor Vehicle Recreation Commission approved the Heber Dunes SVRA General Plan (see Figure 3 below).[28]

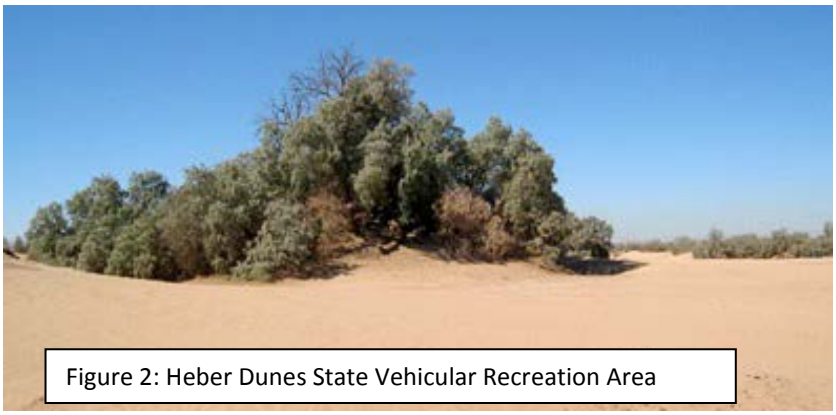


Figure 2: Heber Dunes State Vehicular Recreation Area

[25] Imperial County General Plan (1993). http://www.icpds.com/?pid=571
[26] http://www.blm.gov/ca/st/en/fo/elcentro/recreation.html
[27] http://www.ohv.parks.ca.gov/?page_id=25642
[28] http://www.ohv.parks.ca.gov/?page_id=26033

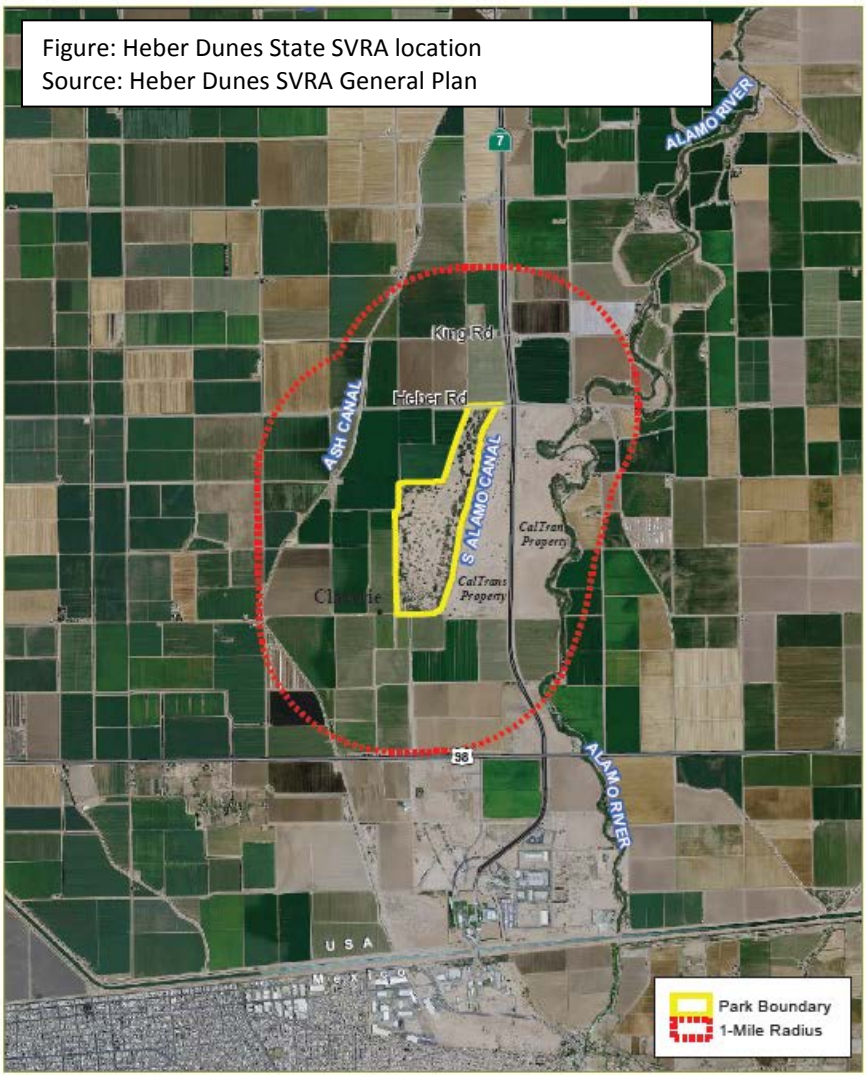


Figure: Heber Dunes State SVRA location
Source: Heber Dunes SVRA General Plan

In 1997, Imperial County adopted the *Gateway of the Americas Specific Plan* (Plan) (see Figure 4 below) for the area surrounding the Calexico East POE. The purpose of the Plan is to support and maximize the economic benefits associated with the POE and the international commerce that is promoted by the POE. The "Gateway" area has many advantages due to the location adjacent to the international border, direct access to Mexico, and an abundance of large tracts of readily developable land. The "Gateway" is designed as a master-planned industrial and commercial complex consisting of 1,570 gross developable acres in private ownership. The Plan is intended to provide a full range of industrial uses, emphasizing base sector manufacturing, wholesaling and distribution, assembly operations, transportation infrastructure, and related support services, including retail commercial.

The "Gateway" area and SR-7 are also part of the 597-acre Foreign Trade Zone (FTZ) Number 257.[29] A FTZ is an area where foreign and domestic merchandise is considered by the U.S. government not to be within U.S. Customs jurisdiction. Merchandise can be brought into the FTZ without a formal customs entry and payment of duty or excise tax. The imposition of quotas and most other import restrictions are also postponed. Merchandise may be manufactured or processed in the FTZ, and the importer may

[29] https://www.federalregister.gov/articles/2012/04/17/2012-9236/foreign-trade-zone-257-imperial-county-ca-site-renumbering-notice

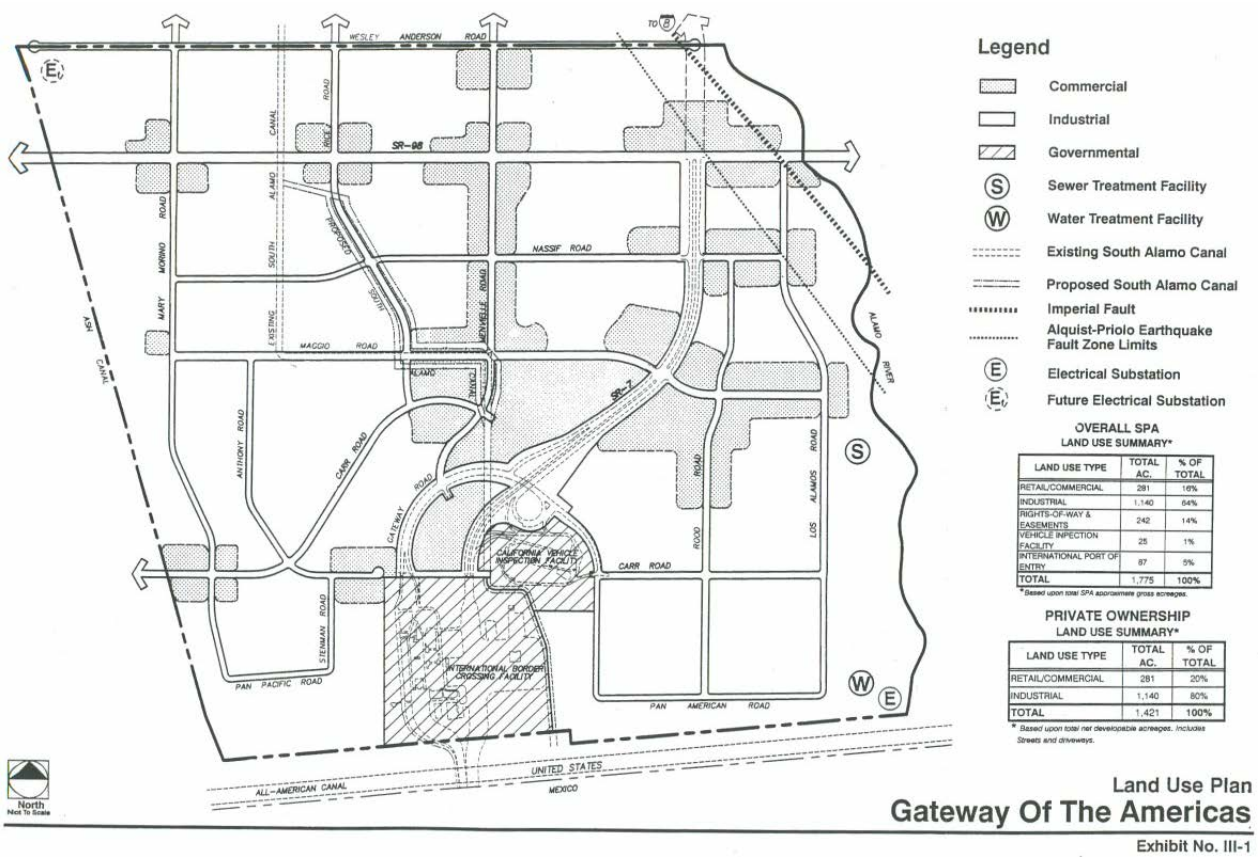
choose either to pay the duty rate for the classification of the material when admitted to the FTZ, or the classification of the foreign product removed from the FTZ, whichever is lowest. Other advantages, including potential savings on State and local taxes exist.

The Caltrans District 11 Planning Division, Development Review/Intergovernmental Review (IGR) Branch, reviews proposed land development projects to assess any potential impacts to the State Highway System. In recent years numerous renewable energy projects, including wind, solar, hydro, geothermal, and other renewable energy sources were built in Imperial County. Renewable Energy projects may have potential impacts on State facilities, such as traffic impacts, access, and utility encroachments. If any work is performed within Caltrans' Right-of-Way, an Encroachment Permit is required.

Two projects could potentially impact SR-7 within the "Gateway" area: The proposed Procalamos residential project and a private detention center facility. The Procalamos project is bisected by SR-7 and would provide residential housing to the area. The detention center is a 65,000 square foot facility with access off of SR-98.

There is a considerable amount of Caltrans excess Right-of-Way along SR-7. The Caltrans District 11 Real Property Retention Review Committee (RPRRC) is evaluating the possibility of selling 588 acres of excess land adjacent to SR-7 (segment 2).

Figure 4: Gateway of the Americas, source http://www.co.imperial.ca.us/



CALIFORNIA-BAJA CALIFORNIA INTERNATIONAL BORDER

California and Mexico share over 130 miles of international border. International trade is a key contributor to local, State, and national economic growth. Cross border commerce is important to the continued success of California and Mexico's economies. The 1994 North American Free Trade Agreement (NAFTA) tremendously boosted cross border trade, economic growth, and jobs. According to the U.S. Chamber of Commerce,[30] U.S. trade in goods and services with Canada and Mexico rose from $337 billion in 1993 to $1.182 trillion in 2011. Mexico and Canada are the two largest markets for U.S. exports, purchasing nearly one-third of U.S. merchandise. Trade with Mexico contributes to six million U.S. jobs. Furthermore, Mexican exports to the U.S. include 40 percent[31] American content, far exceeding any other foreign import.[32] In 2012, California reached an all time high total trade value with Mexico of over $62.3 billion, making Mexico California's largest export market. California's exports to Mexico are driven primarily by computers and electronic products, accounting for 31 percent of all California exports to Mexico.[33]

Imperial County has three international land Ports of Entry (POEs) with Mexico: Calexico West/Mexicali, Calexico East/Mexicali II, and Andrade/Algodones. The Calexico West POE is within the City of Calexico, while the other two ports of entry are located within the unincorporated area of the County. Two of the ports provide entry to Mexicali, Mexico. A large majority of personal trips are for work, shopping, social, or recreational purposes, and generate revenues on both sides of the border. A substantial number of trips are made regularly for commuting to jobs on both sides of the border.[34]

California's border region faces significant challenges and demands. POE facilities and border transportation routes are severely congested, resulting in significant delays for trucks, passenger vehicles, and pedestrians waiting to cross the international border. In addition, federal, State, and regional planning agencies project significant future increases in truck traffic. Freight flows through the San Diego-Imperial/Baja California region are forecast to grow by 2.1 percent annually in volume, and 4.0 percent in value.[35] Cross border delays discourage trips across the border and inhibit potential growth in business income, hindering trade in the long term. Border delays affect the economy in different ways, such as shipments not being delivered on time. Congestion delays at the U.S.-Mexico border also hinder California from attracting new investment, as well as maintaining existing investments, since the uncertainty over wait times acts as a tariff-like barrier to the import and export of goods. According to a 2012 study,[36] approximately 4,844 jobs were lost in California due to northbound delays for both freight flows and personal trips at the Calexico West and East POEs. Impacts of delay were also significant on the other side of the border with approximately 4,552 jobs

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[30] U.S. Chamber of Commerce, *20 Years, NAFTA Triumphant, Assessing Two Decades in Trade, Growth, and Jobs*, 2012 http://www.uschamber.com/sites/default/files/reports/1112_INTL_NAFTA_20Years.pdf

[31] Production sharing, sometimes called vertical specialization, occurs when two or more countries are involved in producing a product. With production sharing, especially between the U.S. and Mexico, the same components will cross the border several times as a product is assembled

[32] Wilson Center, Mexico Institute, *et al*, *The State of the Border Report – A Comprehensive Analysis of the U.S.-Mexico Border*, May 2013.

[33] http://www.calchamber.com/international/trade/pages/tradestatistics.aspx

[34] U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, based on data from the Department of Homeland Security, U.S. Customs and Border Protection, Office of Field Operations

[35] San Diego Association of Governments, 2010. *Comprehensive Freight Gateway Study*. Prepared by HDR Decisions Economics.

[36] *SCAG, Goods Movement Border Crossing Study and Analysis*. http://www.freightworks.org/DocumentLibrary/Goods-Movement-Border-Crossing-Study-and-Analysis_Final_6-06-12(1).pdf

lost in Mexico. The Imperial County annual loss was $384 million in business output and 4,479 jobs (for additional information on the U.S.-Mexico international border please refer to Appendix B).

The 2010 population in the State of Baja California was 3,155,070. Almost a third of Baja California population lives south of SR-7 in the Municipality of Mexicali. In 2010, Mexicali had a population of 936,826.[37] The labor force in Baja California is concentrated primarily in the Maquiladora industry. Maquiladoras are assembly factories that manufacture imported inputs into different products for export. The booming of the Maquiladora industry was aided by Baja California's strategic border location, the region's low labor costs, the comparatively higher education levels and skilled workers compared to other regions in Mexico, in addition to the supportive Government institutions. According to a 2010 SANDAG study, the expected growth in population and economic activity in Baja California will increase cross-border travel demand and continue to add pressure to the POE facilities and connecting roads. [38]

Caltrans is also interested in improving active transportation to and at the POEs. Caltrans funded and has partnered with the Imperial County Transportation Commission (ICTC) and the San Diego Association of Governments (SANDAG) to develop a *Pedestrian and Bicycle Study for the California-Mexico Ports of Entry*. The Study focuses on the California border region, specifically the six Ports of Entry. The Study will describe existing conditions for pedestrians and bicyclists at these Ports of Entry, identify opportunities to improve conditions for non-motorized users, and propose future infrastructure improvements based on current Caltrans policies, such as Complete Streets. The Study is anticipated to be completed by February 2015.

[37] INEGI http://sc.inegi.org.mx/sistemas/cobdem/resultados.jsp?w=52&Backidhecho=508&Backconstem=507&constembd=177
[38] San Diego Association of Governments, 2010. *Comprehensive Freight Gateway Study*. Prepared by HDR Decisions Economics.

FREIGHT

Trade is a key contributor to local, State, and national economic growth. Land POEs have a critical role in maintaining this growth. The expected growth rate at the Calexico East POE is 2.1 percent in volume and 4.0 percent in value every year between 2007 and 2050.[39] The major north-south corridors that handle goods movements in Imperial County are SR-7 from the Calexico East POE, SR-111, SR-86, and Forrester Road. The two major east-west corridors that also contribute to the handling of north-south goods movement in Imperial County are I-8, which originates in San Diego County to the west and continues into Arizona to the east, as well as SR-98, which parallels I-8 for a good portion of the County.

Figure 5: Traffic queues at the Calexico East POE (looking into Mexico)

The Calexico East POE (see Figure 5) is the only POE in Imperial County that processes freight. The Calexico East POE serves nearly all of the international truck traffic crossings in Imperial County with a total trade value of over $13 billion in 2013. Freight movement is not allowed at the Calexico West POE. The Andrade POE does not carry significant volumes of truck traffic and mostly serves local trips. SR-7 serves the Calexico East/Mexicali II POE. The POE connects Imperial County, California and Mexicali, Baja California. The POE is a multimodal facility that serves nearly all of the international truck traffic crossings in Imperial County. The POE has a full range of cargo-processing functions, including inspections, entry, collections, and verification. In 2013, the Calexico East POE handled 325,690 trucks.[40]

The region is working together to identify low cost, high impact, expedited implementation of vehicular (passenger and commercial) capacity enhancing projects. The Imperial Valley regional stakeholders are undertaking a "Binational Toll Pilot Project" to finance and complete improvements at Calexico East POE. A current project proposal includes adding three new northbound truck lanes to double the capacity for a total of six truck inspection lanes. The project also proposes to add six new northbound auto lanes for a total of 14 auto inspection lanes. Canopies, concrete paving, and related security/administration building improvements will also be added. The project concept also proposes to widen the bridge over the All American Canal to reduce delays caused by the current bottleneck. To assure SR-7 efficient and secure movement of goods and people, Caltrans needs to coordinate

[39] San Diego Association of Governments, 2010. *Comprehensive Freight Gateway Study*. Prepared by HDR Decisions Economics.
[40] U.S. Department of Transportation, *Research and Innovative Technology*, http://transborder.bts.gov/programs/international/transborder/TBDR_BC/TBDR_BCQ.html

throughout the development of this project proposal with federal, State, and local government agencies and community stakeholders from the U.S. and Mexico.

A binational conveyor belt is located east of the Calexico East POE and adjacent to Mexicali, Baja California, Mexico (see Figure 6 below). The conveyor belt is almost one quarter of a mile long and transports aggregate materials (size-segregated rock and sand) across the U.S.-Mexico international border to Aggregate Products Inc. facilities in the Gateway of the Americas Specific Plan Area in Imperial County, California. The conveyor belt addresses environmental concerns by reducing emissions associated with traditional truck transport, and encourages cross border trade by reducing truck cross border delays.

Figure 6: Binational conveyor belt (source: http://www.structuremag.org)

The availability of water from the Colorado River and the extended growing season supports an active agriculture industry in the County. Imperial County has sustained agricultural production ranging in value from $1.02 billion in 1990 to $2.15 billion in 2013. In 2013, Imperial County farmers produced 1.7 million tons of hay, including alfalfa, Bermuda grass, Sudan grass, and Klein grass hays, making the region a vital producer of food for the State's vast dairy industry. Imperial Valley is one of California's top five producers of spinach, potatoes, cauliflower, sweet corn, broccoli and onions. The county is also home to California's only cheese processing plant producing Swiss and Muenster cheeses. Imperial County is California's second producer of aquaculture, and is home to one of the largest catfish farms west of the Mississippi.[41]

Imperial County is served by rail connections to and from Riverside County, Baja California, and Arizona. Commodity flow volumes by rail account for about 3 percent of the total commodity flow volumes in the county. Union Pacific Railroad (UPRR) owns and operates the rail line coming south from Riverside County (Sunset Line route), as well as the line running north from the Calexico West border crossing, that extends north to El Centro, and connects with the UPRR Sunset Line at Niland. UPRR also owns and operates the east-west line between Plaster City and El Centro. A spur serves the mining operations north of Plaster City (see Table 5 and Map 4).

The line between Division and Plaster City (Desert Line) is currently leased by the Pacific Imperial Railroad (PIR) and is owned by the San Diego Metropolitan Transit System.[42] This line is currently out of service due to bridge damage. PIR is evaluating various alternatives for bridge, track, and tunnel inspection. The section between Tijuana and Tecate is owned by the Mexican government.

[41] Imperial County Farm Bureau, http://www.icfb.net/countyag.html
[42] Federal Register 160:49863, August 17, 2012

The Calexico International Airport (CLX) is a small airport located seven miles east of SR-7. CLX provides customs clearance to aircraft arriving from international locations. CLX has a functional designation as a community airport. There are 21 aircraft and 3 helicopters based at CLX. In the 12 month period ending November 30, 2013, there were a total of 5,062 operations at CLX. In addition to customs clearance, other airport services include: aircraft and jet fuel sales, and rental car and taxi services. The airport also serves corporate, business, and agricultural users.

Goods movement at SR-7 and the Calexico East POE face significant challenges:

- The Calexico East POE facilities are inefficient and severely congested, with truck cross border wait times up to several hours.
- Federal, State, and regional planning agencies project significant future increases in truck traffic. Freight flows through the San Diego-Imperial/Baja California region are forecast to grow by 2.1 percent annually in volume, and 4.0 percent annually in value between 2007 and 2050. The expected growth rate is even higher at the Calexico East POE, with expected growth rates of 3.4 percent annually in volume, and 5.4 percent annually in value during the same period.[43]
- Cross border delays discourage trips across the border and inhibit potential growth in business income, hindering trade in the long term.
- Truck cross border wait times and long queues are impacted by several factors such as limited hours of operations at the POE, inadequate transportation and POE infrastructure facilities, and insufficient customs staffing levels on both the U.S. and Mexican sides.
- Heavy-duty diesel trucks are contributors to Greenhouse Gas (GHG) emissions and National Ambient Air Quality Standard criteria pollutants.
- The current federal transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21), folded the border financing program into a larger program, leaving border projects to compete for funding with other regional projects.
- Congestion delays are not limited to northbound traffic. Southbound trucks and passenger vehicles destined for Mexico also queue up on SR-7.
- A great number of customs brokerage warehouses continue to be located within the City of Calexico and have not moved to the Gateway of the Americas Specific Plan area, resulting in truck and passenger vehicle conflicts.

[43] San Diego Association of Governments, 2010. *Comprehensive Freight Gateway Study*. Prepared by HDR Decisions Economics.

Table 5: SR-7 Freight System

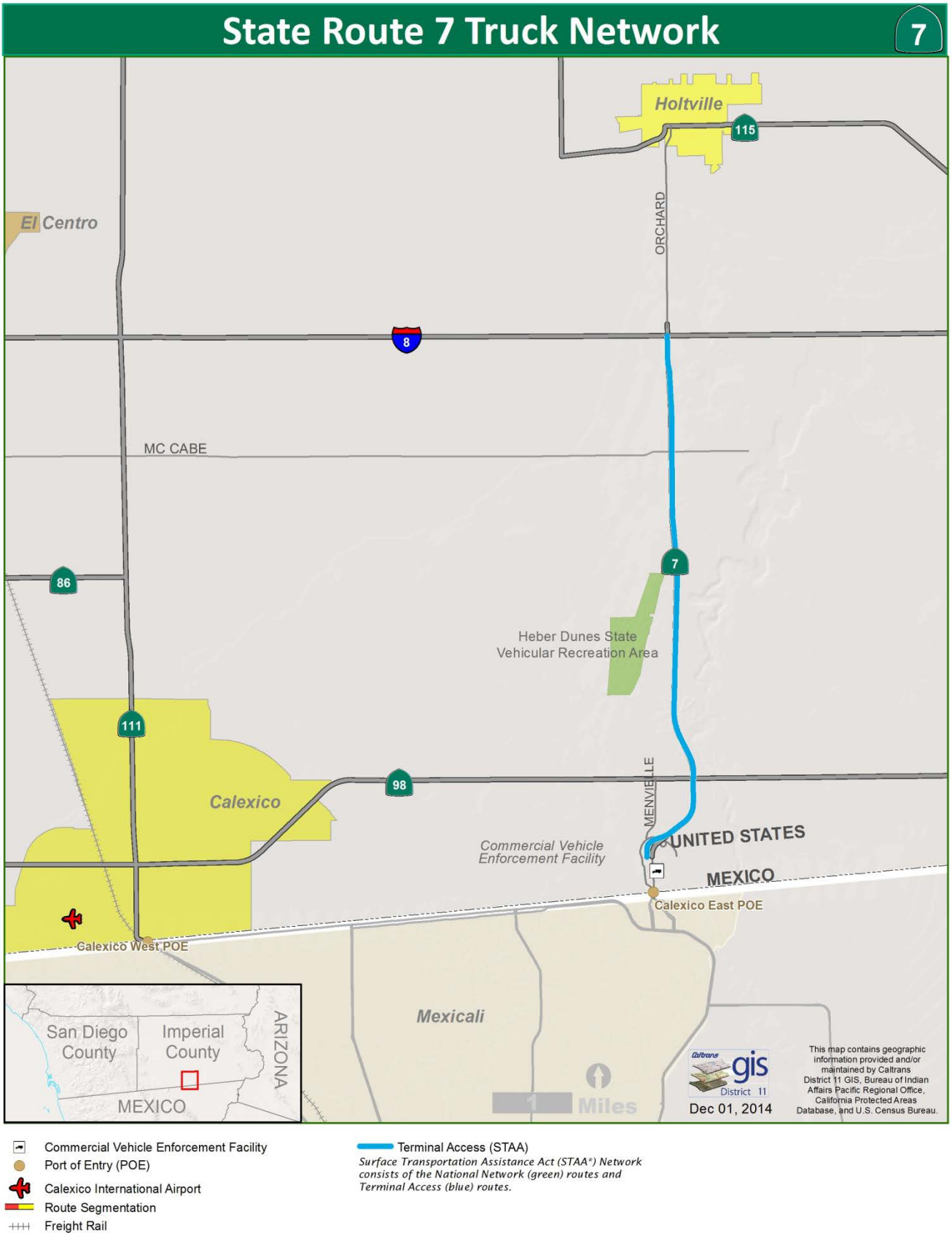
Facility Type/ Freight Generator	Location	Mode	Name	Major Commodity/ Industry	Comments/ Issues
Land Port of Entry	Calexico	Rail,[44] Auto, Pedestrian	Calexico West POE	Agriculture	- Non-motorized users connectivity - Congestion - Border wait time delays -Lack of funding of POE expansion project
Land Port of Entry	Calexico	Truck, Auto, Pedestrian, Bus	Calexico East POE	Electronics, Manufactured Products, Agriculture	- Non-motorized users connectivity - Congestion - Border wait time delays -Lack of funding of POE expansion project
Land Port of Entry	Andrade	Auto, Pedestrian	Andrade POE	Rural Port with high volume of pedestrian traffic	Non-motorized users connectivity
Intermodal Freight Facility	Imperial County	Truck, Rail	Mesquite Regional Landfill	Waste	The proposed Mesquite Regional Landfill will be Southern California's first operating landfill that is permitted to receive waste by rail
Rail Yard	Plaster City	Rail	Plaster City Rail Yard	Construction products	
Rail Line	Imperial County	Rail	Union Pacific Railroad (UPRR) (Class I)[45]	Commodity, bulk, and mixed cargo	
Rail Line	Imperial County	Rail	Pacific Imperial Railroad (PIR) (Short Line)[46]	Construction products, Barley	- Upgrades to desert line - Restore service between San Diego and Imperial Counties
Air Cargo Airport	Calexico	Airplane	Calexico International Airport (CXL)	Corporate Business	CXL facilitates access of corporate businesses throughout the United States to the Maquiladora Industry in Mexicali, Mexico
Highway	Imperial County	Truck	SR-7 (Terminal Access Route to the National Network)	Electronics, Manufactured Goods, Agriculture	Bottleneck at Calexico East POE
Freight Generator	Imperial County	Truck	Imperial County	Agriculture	- One of the most productive farming regions in California with an annual crop production of $2.15 billion. - Agriculture is the largest industry in the Imperial Valley and accounts for 48% of all employment
Freight Generator	Imperial County/ City of Calexico	Truck	Brokerage houses at Calexico	International trade	- Trucks cross through the Calexico East POE - Truck traffic is generated by drivers trying to reach brokerage houses located in downtown Calexico

[44] Rail tracks are physically located in the Calexico West POE. However, data are reported at the Calexico East POE.

[45] UPRR serves the Imperial Valley region near Plaster City, moving commodity, bulk, and mixed cargo eastward to Chicago, Kansas City, New Orleans, and Saint Louis on the former Southern Pacific Sunset Route, a primary California freight rail corridor.

[46] Pacific Imperial Railroad (PIR) operates more than 100 miles of freight lines in California and Mexico. PIR connects to UP and BNSF at Plaster City (Imperial County) and at San Ysidro and Tecate Ports of Entry. Forty-four miles are in Mexico between Tijuana and Tecate, Baja California (operated by the State of Baja California). Liquefied petroleum gas (LPG), construction products, and barley are the main commodities.

Map 4: SR-7 Route Truck Network



PEDESTRIAN AND BICYCLE TRANSPORTATION

The Federal and California governments recognize the importance of non-motorized transportation. The U.S. Department of Transportation's Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations (PSBPARR) states that, "Increased commitment to and investment in bicycle facilities and walking networks can help meet goals for cleaner, healthier air; less congested roadways; and more livable, safe, cost-efficient communities. Walking and bicycling provide low-cost mobility options that place fewer demands on local roads and highways."[47] The PSBPARR also states that the success of non-motorized transportation options depends heavily on state Departments of Transportation embracing the policy.

In California, bicyclists and pedestrians have the legal right to use almost all of Caltrans' conventional highways[48] and expressways[49] and 25 per cent of the freeway[50] system. SR-7 is included in this network. Because bicycles and pedestrians are allowed on SR-7, with the exception of south of Carr Road (see Map 5 below), it is vital to provide for their use and safety on the route. Increasing and improving bicycle and pedestrian facilities along SR-7 and at the Calexico East POE will help make the POE a viable border crossing for non-motorized travel. It may also indirectly alleviate the overcrowded conditions for bicyclists and pedestrians at the Calexico West POE and improve circulation at that location.

Caltrans Active Transportation Policies

A "Complete Street" is defined as a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility. Caltrans "Complete Streets" policy, Deputy Directive 64-R1, guides Caltrans to provide for travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State Highway System (SHS).

Implementing "Complete Streets" supports local agencies' efforts required by the California Complete Streets Act of 2008 (Assembly Bill 1358). The "Complete Streets" policy also supports the goal of reducing greenhouse gas emissions, laid out in the California Global Warming Solutions Act of 2006 (Assembly Bill 32) and Senate Bill 375, which requires development of Sustainable Communities Strategies (SCS). The SCS integrate land use, housing, and transportation planning to provide a regional policy foundation that local governments may build upon to create a more sustainable Southern California.

Caltrans views all transportation improvements (new and retrofit) as opportunities to improve safety, access, and mobility for all travelers and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system. It is Caltrans policy to address the mobility needs of bicyclists,

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[47] FHWA, 2010, *U.S. Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations*, Retrieved from: http://www.fhwa.dot.gov/environment/bicycle_pedestrian/overview/policy_accom.cfm

[48] A Highway is defined as "a general term denoting a public way for the transportation of people, materials, goods, and services but primarily for vehicular travel. Includes the entire area within the right of way"

[49] An Expressway is defined as "An arterial highway for through traffic which may have partial control of access, but which may or may not be divided or have grade separations at intersections"

[50] A Freeway is defined as "A divided arterial highway with full control of access and with grade separations at intersections"

pedestrians, and transit users in all projects, regardless of funding.[51] Caltrans strives to integrate multimodal projects in balance with community goals, plans, and values.

Caltrans Role in Non-Motorized Transportation

State and federal laws require Caltrans and local agencies to promote and facilitate increased bicycling and walking. California Vehicle Code (CVC) (Sections 21200-21212), and Streets and Highways Code (Sections 890–894.2) identify the rights of bicyclists and pedestrians, and establish legislative intent that people of all ages using all types of mobility devices are able to travel on roads. The Caltrans Highway Design Manual states that: "The needs of non motorized transportation are an essential part of all highway projects. Mobility for all travel modes is recognized as an integral element of the transportation system."[52]

Caltrans, through the Division of Local Assistance, administers the Active Transportation Program (ATP), among other programs. The ATP is the consolidation of the Transportation Enhancements Program, Bicycle Transportation Account, and the State Safe Routes to School program. The goals of the ATP are to increase the proportion of trips accomplished by biking and walking, increase the safety of non-motorized users, advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals, enhance public health, combat childhood obesity, ensure that disadvantaged communities fully share in the benefits of the program, and provide a broad spectrum of projects to benefit many types of active transportation.[53]

Existing Conditions for Pedestrians and Bicyclists on SR-7

Pedestrians

In 2013, nearly 720,000 pedestrians entered the U.S. through the Calexico East POE.[54] The number of northbound pedestrian crossings at the POE in past years has increased significantly (see Chart 3 below). These pedestrians must walk 0.7 miles north from the POE along a paved sidewalk that is separated from the road by a chain link fence with no shade to the nearest gas station where they can be picked up by private vehicles or otherwise it is nearly 8 miles to Calexico. This is in addition to the distance they have already walked in Mexico to reach the POE.

There are no public restroom facilities near the POE and only one private facility. Additionally, there are no transit stops near the POE or along SR-7 for pedestrian access. The closest transit stops are located in Calexico. Pedestrians are subjected to unhealthy air quality from passenger and commercial vehicles idling while waiting to cross the border because the POE has outgrown its original capacity.[55]

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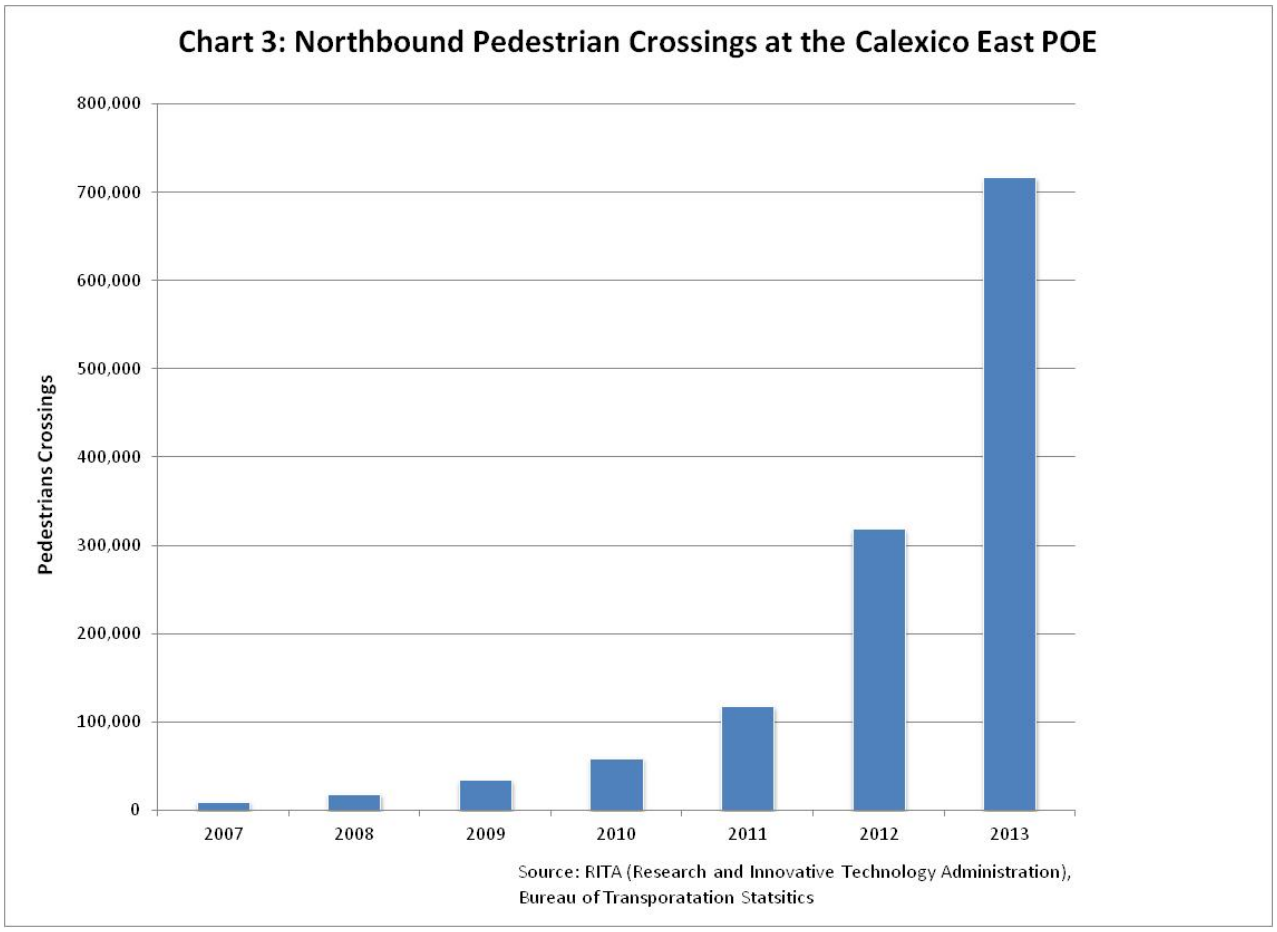
[51] Caltrans Deputy Directive 64-R1, *Complete Streets - Integrating the Transportation System*
[52] Caltrans Highway Design Manual, *Bicycle Transportation Design*, 1000-1
[53] Caltrans, *Active Transportation Program*, http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html
[54] U.S. Department of Transportation, *Research and Innovative Technology*, http://transborder.bts.gov/programs/international/transborder/TBDR_BC/TBDR_BCQ.html
[55] ICTC, *Calexico East Land Port of Entry Fact Sheet,* 2014



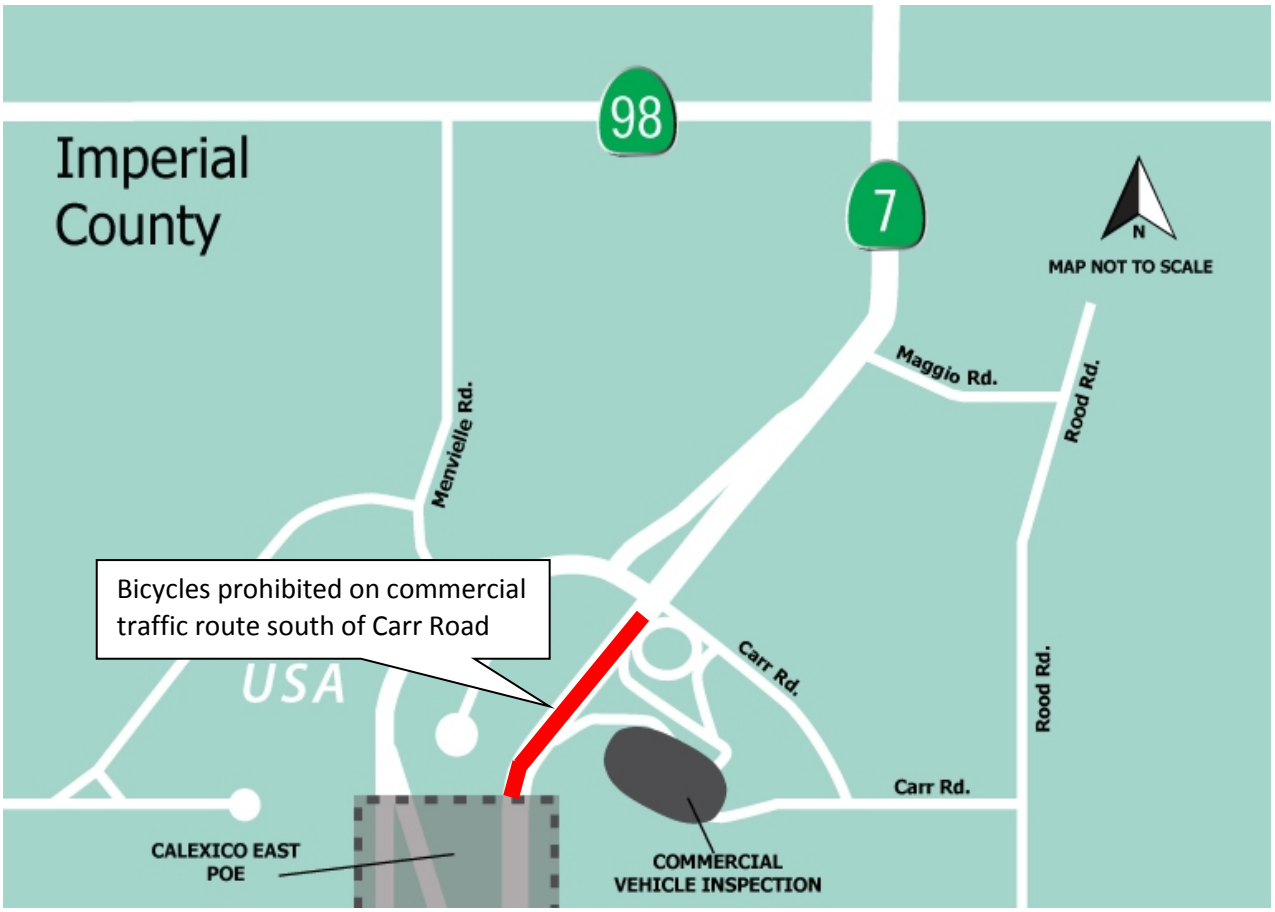
Bicycles

The existing bicycle network in Imperial County is fragmented and lacks supportive end of trip facilities.[56] However, there are ample opportunities for strengthening crucial elements of the bicycle system. The County of Imperial is predominantly an agricultural community consisting of flat terrain. Dry and temperate weather conditions prevail throughout the year, with the exception of the extremely hot months of May through September. The County transportation network offers miles of paved roadways with relatively level terrain, limited cross traffic, low traffic volumes, and wide expanses of open land that are ideal for recreational bicycling.

There are no dedicated bicycle facilities along SR-7. However, bicyclists are allowed to operate on paved shoulders of SR-7, except for the commercial traffic route south of Carr Road (see Map 5 below). Neither Imperial County's Bicycle Master Plan nor SCAG's Regional Transportation Plan include any planned or recommended dedicated bicycle infrastructure for SR-7. If development patterns, density, and traffic conditions along the corridor change, a dedicated non-motorized path parallel to SR-7 from the Calexico East POE to the City of Holtville may be studied in the future. All Imperial County public transportation buses are equipped with bicycle racks; however, bicyclists crossing the border must pedal 8 miles to Calexico to reach the nearest transit connection.[57]

[56] Imperial County, *Imperial County Bicycle Master Plan,* 2011
[57] Imperial Valley Transit, http://www.ivtransit.com

Map 5: Bicycle prohibition on SR-7



Bicycles are allowed on most of SR-7 with the exception of the commercial traffic route shown in red.

ENVIRONMENTAL CONSIDERATIONS

The purpose of this environmental section is to conduct high level identification of environmental factors that may need future analysis in the project development process. This information does not represent all possible environmental considerations that may exist within the area surrounding the route. The environmental factors have been categorized based on a scale of high-medium-low probability of environmental resource issues established by district staff. Environmental factors included in this section are as follows:

Recreational and Protected Land (Section 4(f)):[58] SR-7 is adjacent to the Heber Dunes State Vehicular Recreation Area, just south of the City of Holtville and east of Calexico.

Farmlands: Agriculture is the main commodity in Imperial County. Aside from the few developed areas along SR-7, a majority of the route is surrounded by farmlands. This includes lands designated as Prime Farmland, Farmlands of Statewide Importance, and of Local Importance. Conversion of prime farmland should be considered as these lands are developed.

Environmental Justice: There are significant minority and low income populations located within close proximity of SR-7. Due to the agricultural nature of the surrounding area, seasonal agriculture workers can also be found within the area. Efforts should be made to include minority and low income populations during public outreach to allow for their participation in transportation planning efforts within the corridor.

Cultural Resources: Cultural resources are best assessed on a case-by-case basis, as significance can be determined by soils, sites, or even individual buildings. Due to the potential for the presence of at least one of these factors in all segments of SR-7, each segment received at least a "Medium" designation.

Visual/Aesthetics: Visual concerns would include keeping with the rural nature of the existing communities, and ensuring that the existing views to the east and west of the roadway are maintained. It is important that future developments share the objectives of the existing local and county plans.

Geology/Soils/Seismic: All of Imperial County is bisected by active seismic faults that could generate dangerous earthquakes and other geologic activity. Specifically the San Andreas Fault is in close proximity to SR-7, and runs throughout all of Imperial County.

Flood Plain: Although SR-7 is located in a desert region, it is still subject to heavy rains which can cause flash flooding. The route crosses the Alamo Canal and other drainage ditches which could be subject to flooding during rainstorms.

Climate Change: In California, transportation vehicles (including passenger cars, light duty trucks, other trucks, buses, and motorcycles) make up the largest source (second to electricity generation) of Greenhouse Gas (GHG) emissions. The dominant GHG emitted is Carbon dioxide (CO2), mostly from fossil fuel combustion. Climate change considerations should be integrated throughout the transportation decision-making process, from the planning phase through project development and delivery.

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[58] Requirement for consideration of park and recreational lands, wildlife, waterfowl refuges, and historic sites in transportation project development

Waters and Wetlands: SR-7 crosses the South Alamo Canal, a branch of the All-American Canal that provides irrigation to the local farmland. Any work within these areas may require permits from the Imperial Irrigation District (IID) and possibly the California Department of Fish and Wildlife (CDFW).

Special Status Species: Special status species within the SR-7 corridor include the federally listed (Endangered) Desert pupfish (*Cyprinodon macularius*) and Yuma clapper rail (*Rallus longirostris yumanensis).* State listed species of special concern are the Burrowing owl (*Athene cunicularia),* and Mountain plover *(Charadrius montanus).* Migratory birds are also commonly found in the agriculture fields that surround SR-7.

 Cyprinodon macularius Source: http://www.blm.gov/	 *Rallus longirostris yumanensis* Source: http://www.cals.arizona.edu/
 Athene cunicularia Source: http://flrec.ifas.ufl.edu/	 *Charadrius montanus* Source: http://www.public.iastate.edu/

Habitat Connectivity: SR-7 runs primarily north and south bisecting desert habitat. The existing four-lane highway limits wildlife movement.

Air Quality Conformity: Transportation conformity is required under the U.S. Clean Air Act (CAA) to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely

attainment of the relevant National Ambient Air Quality Standard (NAAQS). Conformity applies to non-attainment and maintenance areas for the following transportation-related criteria pollutants: ozone (O_3), particulate matter ($PM_{2.5}$ and PM_{10}) carbon monoxide (CO), and nitrogen dioxide (NO_2).

Ozone (O_3):
Imperial County attained the 1997 8-hour ozone standard of 0.08 ppm in 2008. However, the U.S. Environmental Protection Agency (EPA) recently promulgated the 2008 ozone standard of 0.075 ppm. On May 21, 2012 the U.S. EPA classified Imperial County as Marginal Nonattainment with an attainment year of 2015. As of July 20, 2013 the 1997 ozone standard was revoked and replaced with the 2008 ozone standard.

Particulate Matter (PM_{10}):
Imperial County is classified as Nonattainment/Serious for PM_{10} as of August 3, 2004. The two main reasons for PM_{10} exceeding the standard are emission transport from Mexicali, Mexico (especially in the Calexico area), and occasional high wind activity. The Maintenance Plan for PM_{10} approval by the U.S. Environmental Protection Agency was published in the Federal Register on March 19, 2013.

Fine Particulate Matter ($PM_{2.5}$):
Imperial County is classified as Attainment except in a small area of the county including Calexico which is classified as Nonattainment for $PM_{2.5}$.

Carbon Monoxide (CO) and Nitrogen Dioxide (NO_2):
Imperial County is in attainment for CO and NO_2.

Paleontological: Paleontology, exclusive of the study of fossil humans, is a natural science closely associated with geology and biology. In geologically diverse California, vertebrate, invertebrate, and plant fossils are usually found in sedimentary and meta-sedimentary deposits. Caltrans and local project sponsors, as part of the project development and delivery process, are obligated to conduct paleontological studies in response to federal, State, and local laws, regulations, and ordinances. When addressed proactively, paleontological resources are not likely to restrict project options or slow project delivery.

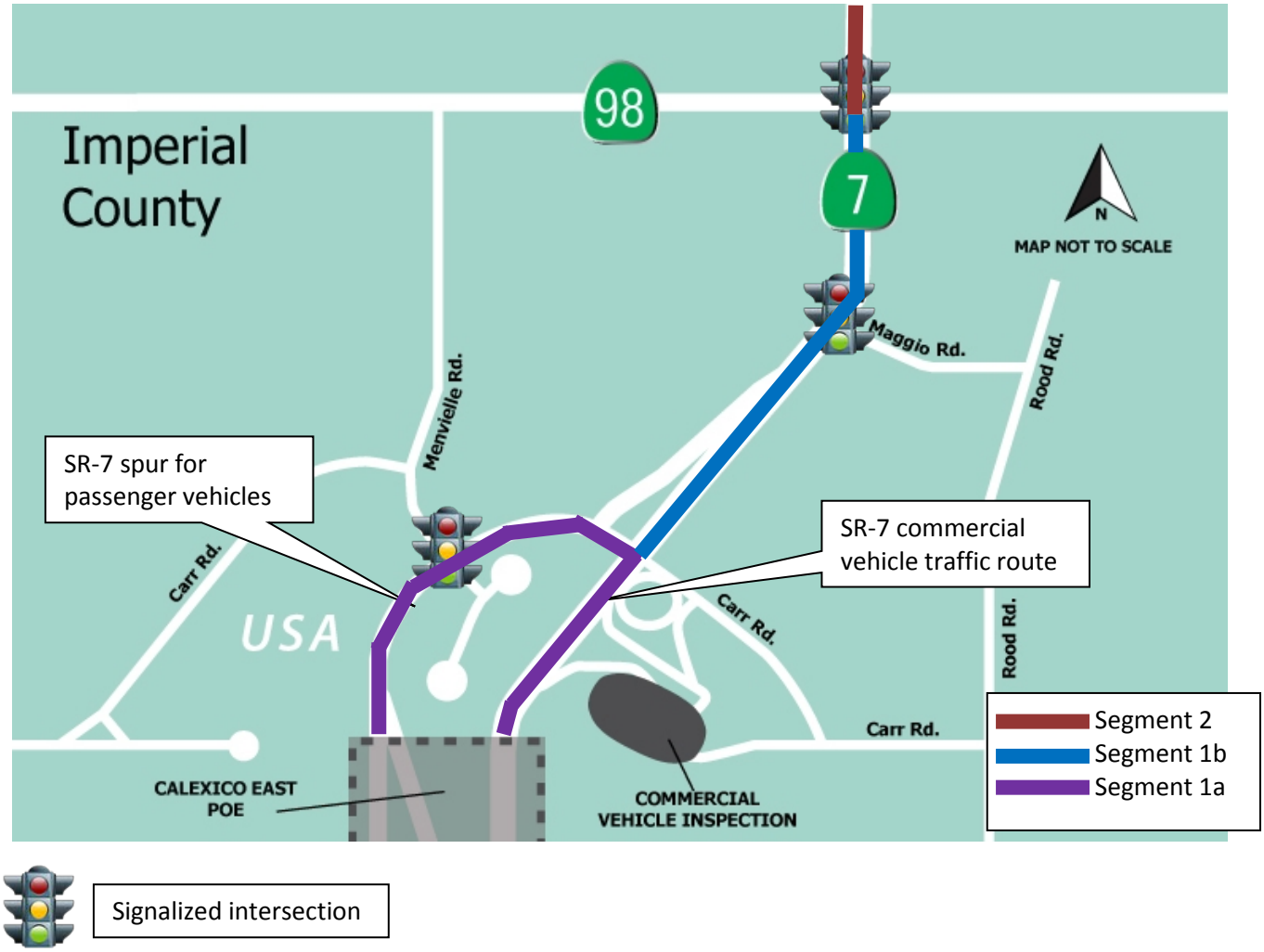
Table 6: SR-7 Environmental Considerations by Segment

	Segment 1	Segment 2
Section 4(f) Land	Low	Low
Coastal Zone	Low	Low
Farmland/Timberland	Medium-High	Medium-High
Environmental Justice	Low	Low
Cultural Resources	Medium-High	Medium-High
Visual Aesthetics	Low	Low
Geology/Soils/Seismic	Medium	Medium
Floodplain	Low-Medium	Low
Climate Change and Sea Level Rise Vulnerability	Low	Low
Hazardous Materials	Low	Low
Naturally Occurring Asbestos	Low	Low
Air Quality		
Ozone	Non-Attainment	Non-Attainment
$PM_{2.5}$	Non-Attainment (Partial County)	Non-Attainment (Partial County)
PM_{10}	Non-Attainment	Non-Attainment
CO	Unclassified/Attainment	Unclassified/Attainment
Noise	Low	Low
Waters and Wetlands	Medium	Medium
Wild and Scenic Rivers	Medium	Medium
Special Status Species	Medium	Medium
Fish Passage	Low	Low
Habitat Connectivity	Low	Low

CORRIDOR PERFORMANCE

For traffic analysis purposes segment 1 is subdivided into two smaller segments: segment 1a, from the Calexico East POE (north of the international border) to Carr Road and segment 1b, from Carr Road to SR-98. Segment 1a features a four-lane spur that accommodates passenger vehicles and buses traveling to and from the POE, while the main four-lane highway is used for commercial traffic to and from the POE. There are three signalized intersections in SR-7, located in the spur at the intersection with Menvielle Road (segment 1a), on the intersections with Maggio Road, and on the intersection with SR-98 (segment 1b) (see Map 6 below).

Map 6: SR-7 Segment 1a and Segment 1b



As stated in previous sections of this TCR, the primary purpose of SR-7 is to serve international passenger and commercial vehicle traffic between the U.S. and Mexico at the Calexico East POE. SR-7 also serves Imperial County's agriculture sector, provides access to the Gateway of the Americas Specific Plan area, to the City of Calexico via SR-98, and the C-4 corridor. After northbound commercial vehicles leave the Calexico East POE, vehicles access the California Highway Patrol Commercial Vehicle Inspection facility (see Map 6 above). This facility is located adjacent to the Calexico POE and operates jointly with the U.S. Customs Border Protection inspecting thousands of trucks yearly to assure they

are mechanically ready for California's highways. The direct relationship that the corridor has with the POE is a major influence in the performance of the corridor. Average Annual Daily Traffic (AADT) drops considerably from segment 1a to segment 1b and segment 2. A noticeable percentage of passengers and commercial vehicles that cross the POE and use segment 1a are diverted to local surface streets (see Table 7 below).

Level of Service (LOS), daily vehicle hours of delay, Volume to Capacity (V/C), and the presence of bottlenecks along the corridor are also influenced by the proximity to the POE. Southbound commercial vehicle queues were identified during field observations. A bottleneck was identified in the segment 1a southbound commercial vehicle route between Carr Road and the gates of the Calexico East POE. No traffic congestion has been identified or is forecast in segment 1b and segment 2 (see Table 7 below). Current LOS (see Appendix A, page 42) for segments 1b and 2 is “A” and is expected to change to LOS “B” by 2040. In segments 1a and 1b, traffic signals operation and location (see Map 4 above) affect traffic speed on the corridor. Average speed peak hour in segment 1a range from ten to 30 miles per hour due to the traffic signals proximity. The average peak hour speed in segment 1b is 30 miles per hour also due to traffic signals location. There are no traffic signals on segment 2.

Morning peak hour travel is in the northbound direction, changing to the southbound direction in the evenings. Long peak periods can be observed in segments 1a and 1b. Peak periods can be as long as five to six hours. Segment 2 has shorter peak periods ranging from two to three hours. There are several factors that could affect the length of the peak periods, such as hours of operations at the POE and commercial shippers’ schedules. POE commercial vehicle hours of operation are 6:00 AM to 10:00 PM, and passenger vehicle hours are between 3:00 AM and midnight.

SR-7 serves as the gateway carrier of trucks from the Calexico East POE and is part of the International Border Trade Corridor system, NAFTA-NET, and the Intermodal Corridors of Economic Significance. Trucks as a percentage of AADT in the corridor have a high proportion ranging from ten to twenty percent. Trucks with five or more axles account for more than half of all truck traffic along the corridor. The percentage of trucks on SR-7 is expected to remain high through the end of the 2040 forecast horizon.

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Table 7: SR-7 Corridor Performance

Segment Number	Segment 1a		Segment 1b		Segment 2	
	NORTHBOUND (NB)	SOUTHBOUND (SB)	NORTHBOUND	SOUTHBOUND	NORTHBOUND	SOUTHBOUND
	Calexico East POE (north of international border) to Carr Road; Post Miles 0.000-0.225		Carr Road to SR-98; Post Miles 0.225-1.187		SR-98 to I-8; Post Miles 1.187-6.723	
Annual Average Daily Traffic (AADT) Base Year (BY 2010)	9,890: 8860 (NB) Passenger Occupied Vehicles (POVs) + 1030 (NB) Comm. Veh.	6,366: 5336 (SB) POVs + 1030 (SB) Comm. Veh.	4,031 (NB) includes both commercial and POV	3,558 (SB) includes both commercial and POV	3,232 (NB) includes both commercial and POV	2,707 (SB) includes both commercial and POV
AADT Horizon Year (HY 2040)	17,016: 15335 (NB) POVs + 1681 (NB) Comm. Veh.	11,080: 9399 (SB) POVs + 1681 (SB) Comm. Veh.	10,034: 8434 (NB) POVs + 1600 (NB) Comm. Veh.	6,770: 5170 (SB) POVs + 1600 (SB) Comm. Veh.	6,379: 5103 (NB) POVs + 1276 (NB) Comm. Veh.	6,092: 4874 (SB) POVs + 1218 (SB) Comm. Veh.
AADT: Growth Rate/Year	1.83%	1.86%	3.09%	2.17%	2.29%	2.74%
Level of Service (LOS) Method	HCM (c. 1994 HCM Table B-2; Level of Service Criteria for Multilane Highways)		HCM (c. 1994 HCM Table B-2; Level of Service Criteria for Multilane Highways)		HCM (c. 1994 HCM Table B-2; Level of Service Criteria for Multilane Highways)	
LOS BY 2010 (for segment, not intersection)	Level of service in this segment is highly variable due to the roadway geometry and the complexity of Port operations and CHP commercial vehicle inspection operations, relative to the SR-7 roadway. Speeds in this segment range from 10-30 mph, and as such are not adaptable to the HCM tables for LOS calculation.		NB AM LOS = A NB PM LOS = A	SB AM LOS = A SB PM LOS = A	NB AM LOS = A NB PM LOS = A	SB AM LOS = A SB PM LOS = A
LOS HY 2040 (for segment, not intersection)			NB AM LOS = A NB PM LOS = B	SB AM LOS = A SB PM LOS = B	NB AM LOS = A NB PM LOS = A	SB AM LOS = A SB PM LOS = B
LOS Concept	D	D	D	D	D	D
Peak Hour Volumes (2010 BY)	NB AM Pk Hr = 518 POVs NB AM Pk HR Comm Veh= 60 NB PM Pk Hr= 579 POVs NB PM Pk Hr Comm Veh= 67	SB AM Pk Hr = 306 POVs SB AM Pk HR Comm Veh= 59 SB PM Pk Hr= 513 POVs SB PM Pk Hr Comm Veh= 99	NB AM Pk Hr = 236 NB PM Pk Hr= 264	SB AM Pk Hr = 204 SB PM Pk Hr= 342	NB AM Pk Hr = 182 NB PM Pk Hr= 227	SB AM Pk Hr = 159 SB PM Pk Hr= 269
Peak Hour Volumes (2040 HY)	NB AM Pk Hr = 897 POVs NB AM Pk HR Comm Veh= 98 NB PM Pk Hr= 1003 POVs NB PM Pk Hr Comm Veh= 110	SB AM Pk Hr = 539 POVs SB AM Pk HR Comm Veh= 96 SB PM Pk Hr= 903 POVs SB PM Pk Hr Comm Veh= 162	NB AM Pk Hr = 587 NB PM Pk Hr= 656	SB AM Pk Hr = 388 SB PM Pk Hr= 651	NB AM Pk Hr = 359 NB PM Pk Hr= 448	SB AM Pk Hr = 358 SB PM Pk Hr= 601
Vehicle Miles Travel (VMT) (BY 2010)	4,441	2,858	3,858	3,405	18,261	15,295
VMT (HY 2040)	7,640	4,975	9,603	6,479	36,041	34,420
Vehicle Occupancy Rate (BY 2010)	No Data Available	No Data Available	No Data Available	No Data Available	No Data Available	No Data Available
Vehicle Occupancy Rate (HY 2040)	No Data Available	No Data Available	No Data Available	No Data Available	No Data Available	No Data Available
Daily Vehicle Hours of Delay (35 MPH) BY 2010	Vehicle hours of delay in this segment are highly variable due to the roadway geometry and the complexity of Port operations and CHP commercial vehicle inspection operations, relative to the SR-7 roadway. Speeds in this segment typically range from 10-30 mph.		0	0	0	0
Daily Vehicle Hours of Delay (35 MPH) HY 2040			0	0	0	0
Daily VHD (35 MPH) Method	N/A	N/A	Daily vehicle hours of delay were estimated by field observation. There are two traffic signals, one located at SR-7/Maggio and one located at SR-7/SR-98. Trips along SR-7 were not delayed by the signal operations.		Daily vehicle hours of delay were estimated by field observation. There is one traffic signal located at SR-7/SR-98, and two 2-way stop controlled intersections at SR-7/Heber and SR-7/McCabe. Trips along SR-7 were not delayed by the signal or the intersection operations.	
Daily Vehicle Hours of Delay (60 MPH) BY 2010	Vehicle hours of delay in this segment are highly variable due to the roadway geometry and the complexity of Port operations and CHP commercial vehicle inspection operations, relative to the SR-7 roadway. Speeds in this segment typically range from 10-30 mph.		Vehicle hours of delay (60 mph) in this segment are not an applicable metric. Speeds are controlled by two signalized intersections, and due to this part of the SR-7 roadway having a posted speed of 50 mph. Speeds in this segment typically range between 30-50 mph.		Daily vehicle hours of delay were estimated by field observation. There is one traffic signal located at SR-7/SR-98, and two 2-way stop controlled intersections at SR-7/Heber and SR-7/McCabe. Trips along SR-7 were not delayed by the signal or the intersection operations.	
Daily Vehicle Hours of Delay (60 MPH) HY 2040						
Daily VHD (60 MPH) Method	N/A	N/A	N/A	N/A	N/A	N/A

*HCM (Highway Capacity Manual)

Segment Number	Segment 1a		Segment 1b		Segment 2	
	NORTHBOUND (NB)	SOUTHBOUND (SB)	NORTHBOUND	SOUTHBOUND	NORTHBOUND	SOUTHBOUND
	Calexico East POE (north of international border) to Carr Road; Post Miles 0.000-0.225		Carr Road to SR-98; Post Miles 0.225-1.187		SR-98 to I-8; Post Miles 1.187-6.723	
Truck Traffic						
Total Average Annual Daily Truck Traffic (AADTT) BY 2010	1,030	1,030	643	841	646	541
Total Average Annual Daily Truck Traffic (AADTT) HY 2040	1,681	1,681	1,600	1,600	1,276	1,218
Total Trucks (% of AADT) BY 2010	10.4%	19.3%	15.9%	23.6%	20.0%	20.0%
Total Trucks (% of AADT) HY 2040	9.9%	15.2%	15.9%	23.6%	20.0%	20.0%
5+ Axle Average Annual Daily Truck Traffic (AADTT) BY 2010	680	680	424	555	426	357
5+ Axle Average Annual Daily Truck Traffic (AADTT) HY 2040	1,110	1,110	1,056	1,056	842	804
5+ Axle Trucks (as % of AADT) BY 2010	6.9%	12.7%	10.5%	15.6%	13.2%	13.2%
5+ Axle Trucks (as % of AADT) HY 2040	6.5%	10.0%	10.5%	15.6%	13.2%	13.2%
Bottlenecks						
Bottleneck Existing	Bottlenecks in this segment are influenced by the traffic demand and level of operations at the Calexico East POE. Bottlenecks particularly affect the southbound commercial route between the gates of the Calexico East POE and Carr Road.		N/A	N/A	N/A	N/A
Bottleneck Location	South of Carr Road		N/A	N/A	N/A	N/A
Bottleneck Queue (length)	Varies		N/A	N/A	N/A	N/A
Bottleneck Causality	Port of Entry operations and traffic demand		N/A	N/A	N/A	N/A

Segment Number	Segment 1a		Segment 1b		Segment 2	
	NORTHBOUND (NB)	SOUTHBOUND (SB)	NORTHBOUND	SOUTHBOUND	NORTHBOUND	SOUTHBOUND
	Calexico East POE (north of international border) to Carr Road; Post Miles 0.000-0.225		Carr Road to SR-98; Post Miles 0.225-1.187		SR-98 to I-8; Post Miles 1.187-6.723	
Peak Hour Traffic Data						
Peak Period Length	2 hours AM / 6 hours PM	5 hours AM / 3 hours PM	2 hours AM / 6 hours PM	5 hours AM / 3 hours PM	2 hours AM / 3 hours PM	2 hours AM / 2 hours PM
Peak Hour Direction	Northbound in AM Southbound in PM	Northbound in AM Southbound in PM	Northbound in AM Southbound in PM	Northbound in AM Southbound in PM	Northbound in AM Southbound in PM	Northbound in AM Southbound in PM
Peak Hour Time of Day	11:00 AM-12:00 PM / 4:00-5:00 PM	8:00-9:00 AM / 4:00-5:00 PM	11:00 AM-12:00 PM/ 4:00-5:00 PM	8:00-9:00 AM / 4:00-5:00 PM	7:00-8:00 AM / 4:00-5:00 PM	7:00-8:00 AM / 5:00-6:00 PM
Peak Hour Directional Split (BY 2010)	61% NB AM; 39% SB AM 51% NB PM; 49% SB PM		54% NB AM; 46% SB AM 44% NB PM; 56% SB PM		53% NB AM; 47% SB AM 46% NB PM; 54% SB PM	
Peak Hour Directional Split (HY 2040)	61% NB AM; 39% SB AM 51% NB PM; 49% SB PM		60% NB AM; 40% SB AM 50.2% NB PM; 49.8 % SB PM		50% NB AM; 50% SB AM 43% NB PM; 57% SB PM	
Peak Hour Vehicle Miles Travel (VMT) (BY 2010)	AM PK VMT= 260 PM PK VMT= 290	AM PK VMT= 188 PM PK VMT= 275	AM PK VMT= 226 PM PK VMT= 253	AM PK VMT= 195 PM PK VMT= 327	AM PK VMT= 1028 PM PK VMT= 1283	AM PK VMT= 898 PM PK VMT= 1520
Peak Hour VMT (HY 2040)	AM PK VMT= 447 PM PK VMT= 500	AM PK VMT= 285 PM PK VMT= 478	AM PK VMT= 562 PM PK VMT= 628	AM PK VMT= 371 PM PK VMT= 623	AM PK VMT= 2028 PM PK VMT= 2531	AM PK VMT= 2023 PM PK VMT= 3396
Peak Hour Volume to Capacity (V/C) (BY 2010)	Peak Hour Volume to Capacity in this segment is highly variable due to the roadway geometry and the complexity of Port operations and CHP commercial vehicle inspection operations, relative to the SR-7 roadway. Speeds in this segment range from 10-30 mph, and as such are not adaptable to the HCM tables for V/C calculation.		AM PK HR V/C = 0.08 PM PK HR V/C = 0.09	AM PK HR V/C = 0.07 PM PK HR V/C = 0.12	AM PK HR V/C = 0.07 PM PK HR V/C = 0.08	AM PK HR V/C = 0.06 PM PK HR V/C = 0.10
Peak Hour V/C (HY 2040)	Peak Hour Volume to Capacity in this segment is highly variable due to the roadway geometry and the complexity of Port operations and CHP commercial vehicle inspection operations, relative to the SR-7 roadway. Speeds in this segment range from 10-30 mph, and as such are not adaptable to the HCM tables for V/C calculation.		AM PK HR V/C = 0.21 PM PK HR V/C = 0.23	AM PK HR V/C = 0.14 PM PK HR V/C = 0.23	AM PK HR V/C = 0.13 PM PK HR V/C = 0.16	AM PK HR V/C = 0.13 PM PK HR V/C = 0.21
Peak Hour Average Speed (mph) (BY 2010)	10-30	10-30	30	30	65	65
Peak Hour Average Speed (mph) (HY 2040)	10-30	10-30	30	30	65	65

CORRIDOR CONCEPT

CONCEPT

SR-7 is a major transportation corridor and critical economic connection in Imperial County. SR-7 serves cross border traffic facilitating the movement of goods, services, and travelers between California and Mexico. SR-7 accommodates commuter and recreational traffic, and agricultural goods movement in Imperial County. Equally important, SR-7 provides mobility and safe access for all motorists, bicyclists, pedestrians, and transit users.

CONCEPT RATIONALE

The ICTC *Imperial County Long Range Transportation Plan (LRTP) 2013 Update* does not recommend capacity enhancing projects in the short or mid-term for SR-7. ICTC LRTP only proposes one capacity enhancing project in its long-term (2025-2035) unconstrained strategic project list, the construction of a new interchange to accommodate future airport access at McCabe Road and SR-7. The Caltrans 2003 SR-7 Transportation Concept Report and Imperial County's *Gateway of the Americas Specific Plan* suggests the construction of a grade separated interchange at SR-7 and SR-98 if future traffic forecasts shows a need.

Imperial Valley regional stakeholders are undertaking an effort to complete a "Binational Toll Pilot Project" to finance and complete improvements at the Calexico East POE. The future expansion of the commercial facility is identified as the fourth priority POE project in the California-Baja California Border Master Plan Update (2014). To help fund the POE expansion project these stakeholders are discussing the possibility of using SB 1501 authorization to impose tolls on SR-7 to accommodate commercial traffic resulting from NAFTA (see Route Description section above).

Two major projects that may have an effect on the traffic circulation of SR-7 are the State Route 115 (SR-115) extension and SR-98 widening. The SR-115 extension project will construct a four-lane limited access expressway (2.6 miles) from Evan Hewes Highway south to the I-8 and SR-7 interchange. This project is in the mid-term (2015-2025) financially constrained project list of the LRTP of ICTC. Once the project is open to traffic, it will provide an alternate parallel route to SR-111. SR-98 will also undergo a major widening, from two to four lanes, and six lanes in some locations from SR-111 to SR-7. This project is also part of the LRTP mid-term (2015-2025) financially constrained project list.

State legislation requires Caltrans to develop a Ten-Year State Highway Operation and Protection Plan. The Plan identifies rehabilitation needs, schedules for meeting those needs, strategies for cost control, and program efficiencies. In addition, State legislation requires the development of a four-year State Highway Operation and Protection Program (SHOPP). SHOPP projects are limited to capital improvements related to maintenance, safety, and rehabilitation of State highway and bridges. The SHOPP reflects the first four years of the Ten-Year State Highway Operation and Protection Plan. Caltrans District 11 developed the latest SHOPP needs plan in 2013. Only one project for SR-7 is included in the SHOPP list shown in Table 8 (see below). This project will overlay the original 1996 pavement from the Mexican border to SR-98. Some of these projects and strategies have been planned and programmed for the corridor (see Tables 8 and 9 below).

Table 8: Planned and Programmed Projects and Strategies

Segment	Description	Planned or Programmed	Location	Source	Purpose	Implementation Phase
1	Overlay pavement from the Mexican border to SR-98	Programmed	In Imperial County	2013 Ten-Year State Highway Operation and Protection Plan	System preservation	Near-term
1, 2	SR-7 and SR-98 grade separated interchange project	Planned	In Imperial County	Imperial County's Gateway of the Americas Specific Plan	Traffic mitigation	Long-term
2	SR-7 interchange at McCabe Road	Planned	In Imperial County	ICTC LRTP[59]	Identified LRTP long-term project	Long-term

Table 9: Projects and Strategies to Achieve Concept

Segment	Segment Description	Existing Facility	Mid-term[60] Facility Concept	Long-term[61] (2025-2035) Facility Concept
1	Calexico East POE to SR-98	4E[62] and traffic signals at Menvielle Road and Maggio Road	4E and traffic signals at Menvielle Road and Maggio Road	4E and traffic signals at Menvielle Road and Maggio Road
1, 2	SR-7/ SR-98 propose grade separated interchange project	At grade intersection with traffic signal at SR-98	At grade intersection and traffic signal at SR-98	Grade separated interchange at SR-7 and SR-98
2	SR-98 to I-8	4E	4E	4E, Interchange at McCabe Road

To achieve the concept stated above for SR-7, in addition to planned capital capacity increasing projects, system operations and management concepts need to be further developed for the corridor. Among the projects and strategies that need to be included are:

[59] Imperial County Long Range Transportation Plan (LRTP) 2013 Update
[60] Mid-term projects (2015-2025) – LRTP Financially constrained projects
[61] Long-term projects (2025-2035) – LRTP Unconstrained strategic projects
[62] E (Expressway)

- Transportation System Management, such as transportation demand management strategies.
- Intelligent Transportation Systems (ITS).
- Multi-modal (highway, bicycle, pedestrian, transit, freight) capital project strategies.

The development of the ITS needs to include SR-7, the Calexico East POE, and connecting local surface streets to improve the performance of these facilities. According to FHWA, ITS improves transportation safety and mobility and enhances American productivity through the integration of advanced communications technologies into the transportation infrastructure and in vehicles. ITS encompasses a broad range of wireless and wire line communications-based information and electronics technologies.[63] The ITS could include technology options to enable variable toll rates to pay for the proposed Calexico East POE expansion project, state-of the-art toll collection technologies, advanced traveler information, enhanced border operations, and new institutional relationships to accelerate and optimize POE operations.[64]

Recommended Projects to Improve Active Transportation Conditions on SR-7

Pedestrian Projects

1) **Drop Off/Pickup Area Adjacent to the POE** - Land could be available at the Calexico East POE to construct a short-term/kiss-and-ride parking area within GSA right of way[65]. The parking area would allow pedestrians to be met by passenger vehicles and taxis much closer to the POE checkpoint and would reduce the distance individuals must walk along SR-7. This area needs facilities with public restrooms, shaded rest areas, vending machines, and drinking water.
2) **Pedestrian Canopy** - A canopy for pedestrians would provide protection from the harsh weather, especially the sun in summer months. The canopy does not need to be built as one long canopy; a series of canopies spaced apart would improve conditions for pedestrians. The canopies could be of the same design as those already in use at the POE to provide an aesthetically pleasing theme.
3) **Air Quality Improvement** - The proposed POE expansion will reduce the wait times that commercial and passenger vehicles face when crossing the border from Mexico into the U.S. Shorter wait times will lead to a reduction in the time cars idle at the border and thus reduce the amount of pollution in the air to which pedestrians are exposed.[66]

Bicycle Projects

1) **Bicycle Lane/Path** - There are currently no bicycle lanes that serve the POE or SR-7. Construction of bicycle lanes would increase the protection of bicyclists going to and from the POE. A bike path could also accommodate pedestrians.
2) **Rest Area** - Currently, there are no rest areas that bicyclists can use at the POE or along SR-7. A rest area would allow bicyclists access to public restrooms, food, shade, and drinking water. The rest area can be part of a future Intermodal Transportation Center.

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[63] www.fhwa.dot.gov

[64] The proposed expansion of the Calexico East POE project is still in the concept phase. ICTC will conduct a feasibility and traffic revenue study for the project in 2015 to further develop the concept.

[65] Frequently, northbound SENTRI vehicles drop passengers who are not enrolled in the SENTRI program before crossing the border. These passengers have to cross traffic lanes in a congested area to reach the pedestrian CBP processing facility.

[66] ICTC, *Calexico East Land Port of Entry Fact Sheet,* 2014

Bicycle and Pedestrian Transit Projects

1) **Calexico East Bus Stop and Bus Route** - The POE is not connected to the public transportation network by way of bus or other transit services. ICTC has proposed a daily service with one hour headways to and from the Calexico East POE to the City of Calexico. The shuttle could provide services between the future ITC at the Calexico East POE and the proposed Calexico Intermodal Transportation Center (ITC) in downtown.[67] Currently, the proposed transit shuttle is not financially feasible for ICTC to subsidize public transit service. However, private shuttle operators are exploring service business opportunities to provide shuttle service from the City of Mexicali and the Calexico East POE to the City of Calexico's downtown area.
2) **Calexico East POE Intermodal Transportation Center (ITC)**[68] - The Calexico East ITC would connect multiple sources of transportation by linking those walking and bicycling with buses, shuttles, and taxis at a central location. The ITC would offer pedestrians and bicyclist connections to the rest of the transit system. The Calexico East POE ITC could be linked via a shuttle service with the proposed Calexico downtown ITC. A study that examined the feasibility of the downtown Calexico ITC was recently finalized.
3) **Coordination with Mexico** - Substantial improvements cannot be made without coordination on both sides of the international border. The improvement of one side of the border will not alleviate the issues that bicyclists and pedestrians face if there are no improvements on the other side. The State of Baja California has proposed a pick-up/drop-off location for Mexicali II POE (Calexico East POE) that would be equipped with shade, a pedestrian path, and public restrooms.[69]

The Caltrans funded *Pedestrian and Bicycle Study for the California-Mexico Ports of Entry* will further explore the above recommended bicycle and pedestrian projects. The Study will also develop transit concept plans, potential new transit routes, pedestrian and bicycle concept plans, preliminary traffic impact assessments, planning-level capital cost estimates for improvements, and a preliminary environmental assessment for the Calexico East POE.

[67] Caltrans, *California-Baja California Border Master Plan 2014 Update*
[68] Caltrans, *California-Baja California Border Master Plan 2014 Update*, 4-63
[69] Caltrans, *California-Baja California Border Master Plan 2014 Update*, 4-64

APPENDICES

Appendix A – Glossary of Terms and Acronyms

Terms

AADT	Annual Average Daily Traffic
AADTT	Annual Average Daily Truck Traffic
AB	Assembly Bill
ATP	Active Transportation Program
BLM	Bureau of Land Management
BY	Base Year (2010)
CALTRANS	California Department of Transportation
CBP	Customs and Border Protection
C-4	Calexico-Coachella Cargo Corridor (C-4)
CAA	Clean Air Act
CDFW	California Department of Fish and Wildlife
CHP	California Highway Patrol
CLX	Calexico International Airport
CO	Carbon Monoxide
CO2	Carbon Dioxide
CRFC	Critical Rural Freight Corridors
CSMP	Corridor Management Plan
CTC	California Transportation Commission
CTIPS	California Transportation Improvement Program System
CTIS	California Transportation Investment System
CVC	California Vehicle Code
DSMP	District System Management Plan
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FTZ	Free Trade Zone
GHG	Green House Gases
GSA	United States General Service Administration
HCM	Highway Capacity Manual
HY	Horizon Year (2035)
ICES	Intermodal Corridors of Economic Significance
ICTC	Imperial County Transportation Commission
IGR	Inter-governmental Review
IID	Imperial Irrigation District
IRRS	Interregional Route System
ITC	Intermodal Transit Center
ITMS	Intermodal Transportation Management System
ITS	Intelligent Transportation System
LPG	Liquefied Petroleum Gas
LOS	Level of Service
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century
MPH	Miles per Hour
NAAQS	National Ambient Air Quality Standard
NAFTA	North American Free Trade Agreement
NAFTA-NET	North American Free Trade Agreement transportation network

NB	Northbound
NFN	National Freight Network
NHS	National Highway System
NO2	Nitrogen Dioxide
0_3	Ozone
PIR	Pacific Imperial Railroad
PFN	Primary Freight Network
PM	Post Mile
PM	Particulate Matter
POV	Passenger Occupied Vehicles
PSBPARR	Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations
RPRRC	Real Property Retention Review Committee
SANDAG	San Diego Association of Governments
SB	Senate Bill
SB	Southbound
SCAG	Southern California Council of Governments
SCS	Sustainable Community Strategy
SHOPP	State Highway Operation and Protection Program
SHS	State Highway System
SIP	State Implementation Plan
SRAHNET	Strategic Highway Network
STTA	Surface Transportation Assistance Act
SVRA	State Vehicular Recreation Area
TCR	Transportation Concept Report
TDM	Transportation Demand Management
TMS	Transportation Management System
UPRR	Union Pacific Railroad
VMT	Vehicle Miles Travels
V/C	Volume to Capacity

Definitions

AADT – Annual Average Daily Traffic - The total traffic volume for the year divided by 365 days. The traffic count year runs from October 1st through September 30th. Traffic counting is generally performed by electronic counting instruments moved to locations throughout the state in a program of continuous traffic count sampling. The resulting counts are adjusted to an estimate of the annual average daily traffic by compensating for seasonal influence, weekly variation and other variables which may be present. Annual ADT is necessary for presenting a statewide picture of traffic flow, evaluating traffic trends, computing accident rates, planning and designing highways and other purposes.

Base year – The year of the most current data available to Caltrans District Offices.

Bikeway Class I (Bike Path) – Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross flow by motorists minimized.

Bikeway Class II (Bike Lane) – Provides a striped lane for one-way bike travel on a street or highway.

Bikeway Class III (Bike Route) – Provides for shared use with pedestrian or motor vehicle traffic.

Bottlenecks – A location where traffic demand exceeds the effective carrying capacity of the roadway. In most cases, the cause of a bottleneck relates to a sudden reduction in capacity, such as a lane drop, merging and weaving, driver distractions, a surge in demand, or a combination of factors.

Capacity – The maximum sustainable hourly flow rate at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a lane or roadway during a given time period under prevailing roadway, environmental, traffic, and control conditions.

Capital Facility Concept – The 20-25 year vision of future capital facility investments on the route. The capital investment can include capacity increases, bicycle, pedestrian, and transit facilities, grade separations and managed lanes.

Complete Streets - A transportation facility that is planned, designed, operated, and maintained, appropriate to the function and context of the facility, to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists. (See Caltrans Deputy Directive number DD-64-R1).

Concept LOS – The minimum acceptable Level of Service over the next 20-25 years.

Conceptual Project– An improvement or action needed to maintain mobility or to serve multimodal users that is not currently included in a fiscally constrained plan and is not currently programmed. It could be included in a General Plan or in the unconstrained section of a long-term plan.

Corridor – A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways, bicycle, pedestrian, and transit route alignments. Off system facilities are included for informational purposes and are not analyzed in the TCR.

Environmental Justice – The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. http://www.epa.gov/environmentaljustice/.

Goods Movement Corridor – Port-to-border transportation corridors that constitute the State's goods movement backbone. The four corridors identified in California's Goods Movement Action Plan are: Los Angeles-Long Beach-Inland Empire, Bay Area, San Diego/Border, and Central Valley.

Facility Concept – Description of a Facility and strategies that may be needed within 20-25 years. The concept can include capacity increasing, State Highway, bicycle facility, pedestrian facility, transit facility, non-capacity increasing operational

improvements, new managed lanes, conversion of existing managed lanes to another managed lane type or characteristic, TMS field elements, Transportation Demand Management, and Incident Management.

Facility Type – Describes the State Highway. The facility could be freeway, expressway, conventional, or one-way city street.

Federal Functional Classification - The Federal-Aid Highway Act of 1973 required the use of functional highway classification to update and modify the Federal-aid highway systems by July 1, 1976. This legislative requirement is still effective today. http://www.fhwa.dot.gov/planning/processes/statewide/related/functional_classification/fc01.cfm

Focus Route – A phrase specific to the Interregional Transportation Specific Plan. Focus Routes are a subset of the 34 High Emphasis Routes. The routes represent 10 Interregional Road System (IRRS) corridors that should be of the highest priority for completion to minimum facility standards in the 20-year period. Completion of the Focus Routes to minimum facility standards (for most routes freeway or expressway) will assure a statewide trunk system is in place and complete for higher volume interregional trip movements.

Freight Generator – Any facility, business, manufacturing plant, distribution center, industrial development, or other location (convergence of commodity and transportation system) that produces significant commodity flow, measured in tonnage, weight, carload, or truck volume.

Headway – The time between two successive vehicles as they pass a point on the roadway, measured from the same common feature of both vehicles.

High Emphasis Route - Due to the large number of routes and capacity improvements needed on the Interregional Road System, the 1990 IRRS Plan identified 13 of the 87 routes as being the most critical IRRS routes and identified them by the term “High Emphasis Routes”.

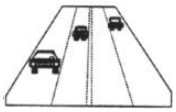
Horizon Year – The year that the future (20-25 years) data is based on.

Intermodal Freight Facility – A freight facility where different transportation modes and networks connect. The freight is transferred (or “transloaded”) from one mode, such as rail, to another, such as a truck.

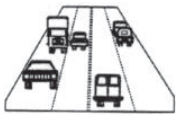
IRRS - Interregional Road System - Consists of State Routes located outside the boundaries of urbanized areas exceeding a population of over 50,000. In some cases, routes have been continued through urban areas to provide connections for continuations of the IRRS routes. Routes in urbanized areas are not eligible for IRRS funding.

ITS – Intelligent Transportation System - Improves transportation safety and mobility and enhances productivity through the integration of advanced communication technologies with the transportation infrastructure and vehicles. Intelligent transportation systems encompass a broad range of wireless and wired communication-based information and electronics technologies to collect information, process it, and take appropriate actions.

LOS – Level of Service - A qualitative measurement of the perceptions of motorists to operational conditions within a traffic stream. A LOS generally describes the conditions in terms of speed, travel time, freedom to maneuver, traffic interruption, comfort, and convenience. The six levels of service can generally be categorized as follows:



LOS A describes free flowing conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway.



LOS B is also indicative of free-flow conditions. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.

LOS C represents a range in which the influence of traffic density on operations becomes marked. The ability to maneuver with the traffic stream is now clearly affected by the presence of other vehicles.

LOS D demonstrates a range in which the ability to maneuver is severely restricted because of the traffic congestion. Travel speed begins to be reduced as traffic volume increases.

LOS E reflects operations at or near capacity and is quite unstable. Because the limits of the level of service are approached, service disruptions cannot be damped or readily dissipated.

LOS F consist of a stop and go, low speed conditions with little or poor maneuverability. Speed and traffic flow may drop to zero and considerable delays occur. For intersections, LOS F describes operations with delay in excess of 60 seconds per vehicle. This level, considered by most drivers as unacceptable, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection.

Multi-modal – The availability of transportation options using different modes within a system or corridor, such as automobile, subway, bus, rail, or air.

Peak Hour – The hour of the day in which the maximum volume occurs across a point on the highway.

Peak Hour Volume – Amount of traffic counted during the hour of the day in which the maximum volume occurs across a point on the highway. It is generally between 6 percent and 10 percent of the ADT. The lower values are generally found on roadways with low volumes.

Peak Period – The part of the day during which traffic congestion on the road is at its highest. Normally, this happens twice a day, once in the morning and once in the evening; the time periods when the most people commute. Peak Period is defined for individual routes, not a District or statewide standard.

Planned Project – An improvement or action in a fiscally constrained section of a long-term plan, such as an approved Regional or Metropolitan Transportation Plan (RTP or MTP), Capital Improvement Plan, or measure.

Post-25 Year Concept – This dataset may be defined and re-titled at the District's discretion. In general, the Post-25 Year concept could provide the maximum reasonable and foreseeable roadway needed beyond a 20-25 year horizon. The post-25 year concept can be used to identify potential widening, realignments, future facilities, and rights-of-way required to complete the development of each corridor.

Post Mile – A post mile is an identified point on the State Highway System. The milepost values increase from the beginning of a route to the next county line. The milepost values start over again at each county line. Milepost values usually increase

from south to north or west to east depending upon the general direction the route follows within the state. The milepost at a given location will remain the same year after year. When a section of road is relocated, new mileposts (usually noted by an alphabetical prefix such as "R" or "M") are established for it. If relocation results in a change in length, "milepost equations" are introduced at the end of each relocated portion so that mileposts on the reminder of the route within the county will remain unchanged.

Programmed Project – An improvement or action in a near-term programming document identifying funding amounts by year, such as the State Transportation Improvement Program or the State Highway Operations and Protection Program.

Railroad Class I – The Surface Transportation Board (STB) defines a Class I railroad in the U.S. as a carrier having annual operating revenues of $250 million or more. This class includes the nation's major railroads. In California, Class I railroads include Union Pacific Railroad (UP) and Burlington Northern Santa Fe Railway (BNSF).

Railroad Class II – STB defines a Class II railroad in the U.S. as having annual carrier operating revenues of less than $250 million but more than $20 million. Class II railroads are considered mid-sized, freight-hauling railroads in terms of operating revenues. They are considered "regional railroads" by the Association of American Railroads.

Railroad Class III – Railroads with annual carrier operating revenues of $20 million or less. The typical Class III is a short line railroad, which feeds traffic to or delivers traffic from a Class I or Class II railroad.

Route Designation – Adopted through legislation to identify what system the route is associated with on the State Highway System. A designation denotes what design standards should apply during project development and design. Typical designations include but not limited to National Highway System (NHS), Interregional Route System (IRRS), Scenic Highway System.

Rural – Fewer than 5,000 in population designates a rural area. Limits are based upon population density as determined by the U.S. Census Bureau.

Scenic Highway - When a city or county nominates an eligible scenic highway for official designation, it must identify and define the scenic corridor of the highway. These local agencies must also adopt ordinances to preserve the scenic quality of the corridor or document such regulations that already exist in various portions of local codes. These ordinances make up the scenic corridor protection program. Landscape Architecture advises the local jurisdictions of the processes and procedures involved in preparing and presenting the applications for scenic highway designations to the California Department of Transportation for approval.

Section 4(f) – Department of Transportation Act "Section 4(f)" [49 USC § 303] – defines protected resources as publicly-owned public parks, recreational areas of national, state or local significance, wildlife or waterfowl refuges; or lands from a historic site of national, state or local significance. Recreational areas include formal and informal facilities, including after-school public use of school playgrounds and recreational facilities.

Segment – A portion of a facility between two points.

Special Route (Truck) Restrictions – A Caltrans list of restrictions on routes pertaining to truck weight, number of axles, or carrying of hazardous materials, etc.

Special Status Consideration - Species of Special Concern Includes fish, amphibians, reptiles, birds, and mammals that the Department of Fish and Game (DFG) has determined are potentially at risk to become threatened or endangered.

Strategic Highway Network (STRAHNET) - Routes that provide defense access, continuity, and emergency capabilities for movement of personnel and equipment in both peace and war. In addition, STRAHNET connectors link important military installations and ports to STRAHNET.

System Operations and Management Concept – Descriptions of system operations and management elements that may be needed within 20-25 years. This can include non-capacity increasing operational improvements (Aux. lanes,

channelization's, turnouts, etc.), conversion of existing managed lanes to another managed lane type or characteristic (e.g. HOV land to HOT lane), TMS Field Elements, Transportation Demand Management, and Incident Management.

TASAS - Traffic Accident Surveillance and Analysis System (TASAS) is a source for highway data and collision data. The highway data is updated via construction plan reviews and District TASAS Coordinators. The accident data is provided by the California Highway Patrol (CHP) from their SWITRS database. Caltrans is responsible for coding the accident location and CHP is responsible for coding all other accident information.

TDM – Transportation Demand Management - Programs designed to reduce or shift demand for transportation through various means, such as the use of public transportation, carpooling, telework, and alternative work hours. Transportation Demand Management strategies can be used to manage congestion during peak periods and mitigate environmental impacts.

Terrain – Caltrans documents two types of terrain; the topography of the route corridor and the profile of the roadway. The terrain data in the TCR describes the topography of each route segment and is obtained from TASAS and is characterized subjectively as "Flat," "Rolling," or "Mountainous." The Highway Design Manual defines maximum grades for types of highways and terrain conditions. The types of terrain are categorized as "Level," "Rolling," and "Mountainous." The grade percentage chart can be found in Chapter 200, Table 204.3.

TMS – Transportation Management System - The business processes and associated tools, field elements and communications systems that help maximize the productivity of the transportation system. TMS includes, but is not limited to, advanced operational hardware, software, communications systems and infrastructure, for integrated Advanced Transportation Management Systems and Information Systems, and for Electronic Toll Collection System.

Truck Designation - The California "Truck Network" Route List provides the state route segments and their truck access designations (such as National Network, Terminal Access, California Legal, Advisory, or Restricted) with each segment's beginning and ending Postmiles, and beginning and ending cross streets.

Urban – 5,000 to 49,999 in population designates an urban area. Limits are based upon population density as determined by the U.S. Census Bureau.

Urbanized – Over 50,000 in population designates an urbanized area. Limits are based upon population density as determined by the U.S. Census Bureau.

VMT – Vehicle Miles of Travel - The total number of miles traveled by motor vehicles on a road or highway segment.

Appendix B – California-Baja California International Border Information

Economic Impacts of Wait Times at the California- Mexico Border

In 2004, the San Diego Association of Governments (SANDAG) in partnership with the California Department of Transportation (Caltrans) engaged HDR Decision Economics (HDR) to assess the economic impacts of delays at the San Diego – Baja California land ports of entry for both personal trips and commercial traffic. A similar analysis was conducted for the Imperial Valley Association of Governments (IVAG) shortly after. At the time, the study was prompted by the tightening of border security amid concerns it could adversely affect the cross-border economy. The study concluded that increasing delays at the border could significantly hinder economic growth in the border region. The *Economic Impacts of Wait Times at the California – Mexico Border* report provided an update of the study results for 2008.

Overall, HDR estimated that over 30,000 jobs were lost nationwide due to delays at the U.S.-Mexico border in 2008, including 25,000 in California alone. The impacts of delays were also significant on the other side of the border, with over 11,000 jobs lost in Mexico, including 7,600 in Baja California. By 2017, under conservative growth projections, nearly 45,000 jobs could be lost in the U.S. and 16,000 in Mexico.

In 2012, the Southern California Association of Governments (SCAG) published the *Goods Movement Border Crossing Study and Analysis* report. According to this report, Imperial County lost 1.05 million personal trips. This direct impact is net of additional revenue from expenditures by people who chose to forego their trips because of border delays and spent their money in their home country instead. A majority of the net revenue loss occurred in the retail sector. Border delays were also responsible for employment losses with an estimated 4,145 lost jobs in Imperial County. The majority of economic impacts are in the U.S., since a larger number of Mexican person-trips are forgone due to northbound cross-border delays (see Table below).

	California	**Imperial County**	**Mexico**	**Baja California**
Foregone Person Trips	-1,287,237	-1,052,721	-775,332	-775,332
Net Revenue Losses, $ million	-$228	-$216	-$343	-$346
Total Output Losses, $ million	-$427	-$314	-$529	-$485
Total Employment Losses, jobs	-3,843	-4,145	-3,491	-3,205
Total Tax Revenue Losses, $ million	-$65	-$60	n/a	n/a

Freight Planning Fact Sheet

Calexico East Port of Entry

Port Address 1699 East Carr Road
Calexico, CA 92231

Port Website http://www.cbp.gov/contact/ports/calexico-east-class

Caltrans Contacts District 11: Sergio Pallares; (619) 688-3610; sergio.pallares@dot.ca.gov
Headquarters: Joanne McDermott; (916) 653-8747; joanne.mcdermott@dot.ca.gov

The Calexico East Port of Entry (POE) is the principal gateway for trade by truck in Imperial Valley and the second busiest commercial POE on the California-Baja California border. In 2013, the POE processed $5.8 billion in exports and $7.4 billion in imports ranking seventh among the United States POEs. The same year, the POE processed over 325,000 trucks; nearly 3.2 million passenger vehicles carrrying just under six million people; and over 700,000 pedestrians, which is nearly double from 2012.[1] This POE includes a General Services Administration (GSA) owned bridge spanning the All American Canal. A unique feature of this POE is an aggregate conveyor belt which processes various types of quarried materials from Mexico into the U.S. The conveyor belt is almost one quarter of a mile long and is open as needed by the private owner.

Port Infrastructure and Facilities

Commercial Facility

Northbound truck lanes:	3
Commercial lanes:	1
Commercial FAST[2] lanes:	1
Commercial – empty trucks:	1
Southbound truck lanes:	2
Northbound conveyor belt (privately owned)	

Passenger Facility

Northbound passenger lanes:	8
Regular passenger lanes:	2
READY[3] lanes:	5
SENTRI[4] lanes:	1-3
Northbound pedestrian lanes:	6
Normally only 2 are open	
Southbound pedestrian lanes:	2

Operations

Commercial hours of operation are as follows:
Monday through Friday
6:00 a.m. to 8:00 a.m. - Empty trucks only
8:00 a.m. to 8:00 p.m. - All trucks
Saturdays and Holidays - 10:00 a.m. to 6:00 p.m.

Hours of operation for autos are 3:00 a.m. to 12:00 midnight, Monday through Friday and 6:00 a.m. to 12:00 midnight on Saturdays, Sundays, and major holidays.

Port Data

2013 Port Statistics (Northbound)[1]

Trucks:	325,690
Trains[5]:	250
Buses:	2,571
Personal vehicles:	3,198,849
Vehicle passengers:	6,019,407
Pedestrians:	717,009
Southbound Statistics:	No data available

Surface Transportation Network

Access to the POE is via I-8 and SR-7 with SR-98 providing east/west access.

Freight Planning Fact Sheet

Business Challenges

- Because of delays experienced by trucks at the border, it is estimated that Imperial County lost $40 million in net revenue in 2008[6].
- Accounting for the indirect and induced effects of net revenue losses, the total impact amounts to a $58 million loss in business output and 276 jobs lost in Imperial County[6].

Caltrans Focus Areas

- Continue to collaborate with U.S. and Mexican agencies, community members, and stakeholders.
- Improve Imperial County goods movement routes.

Port-Related Projects

- The region is working together to identify low cost, high impact, expedited implementation of vehicular (passenger and commercial) capacity enhancing projects.
- The Imperial Valley regional stakeholders are undertaking an effort to complete a "Binational Toll Pilot Project" to finance and complete improvements at the Calexico East POE.
  - Future expansion of the commercial facility is identified as the fourth priority in the California-Baja California Border Master Plan Update (2014) and includes:
    - Add three new northbound truck lanes, for a total of six truck inspection lanes.
    - Construct inspection booths with associated canopy, electrical service, and lighting, etc.
  - Project components for the automobile portion of the POE include the construction of six additional passenger lanes.
  - Widen the bridge over the All American Canal.
  - Preliminary project cost for all components is estimated at $60 - $75 million.

Transportation Planning Partners

U.S. Agencies and Stakeholders

- Federal Highway Administration (FHWA)
- U.S. Customs and Border Protection (CBP)
- U.S. General Services Administration (GSA)
- California Department of Transportation (Caltrans)
- California Highway Patrol (CHP)
- Southern California Association of Governments (SCAG)
- Imperial County Transportation Commission (ICTC)
- County of Imperial
- City of Calexico
- Calexico Chamber of Commerce

Mexican Agencies

- Secretariat of Communications and Transportation (SCT)
- Secretariat of Foreign Relations (SRE)
- General Customs Administration (Aduanas)
- Institute of Administration and Estimates of National Real Estate (INDAABIN)
- Secretariat of Infrastructure and Urban Development of Baja California (SIDUE)
- Municipal Institute for Research and Urban Planning of Mexicali (IMIP)

Binational

- Binational Alliance Committee (ICTC, GSA, CBP, Office of Congressman Juan Vargas, Office of Assemblymember V. Manuel Perez, SIDUE, IMIP, SCT, INDABBIN, among others)

Planning Documents

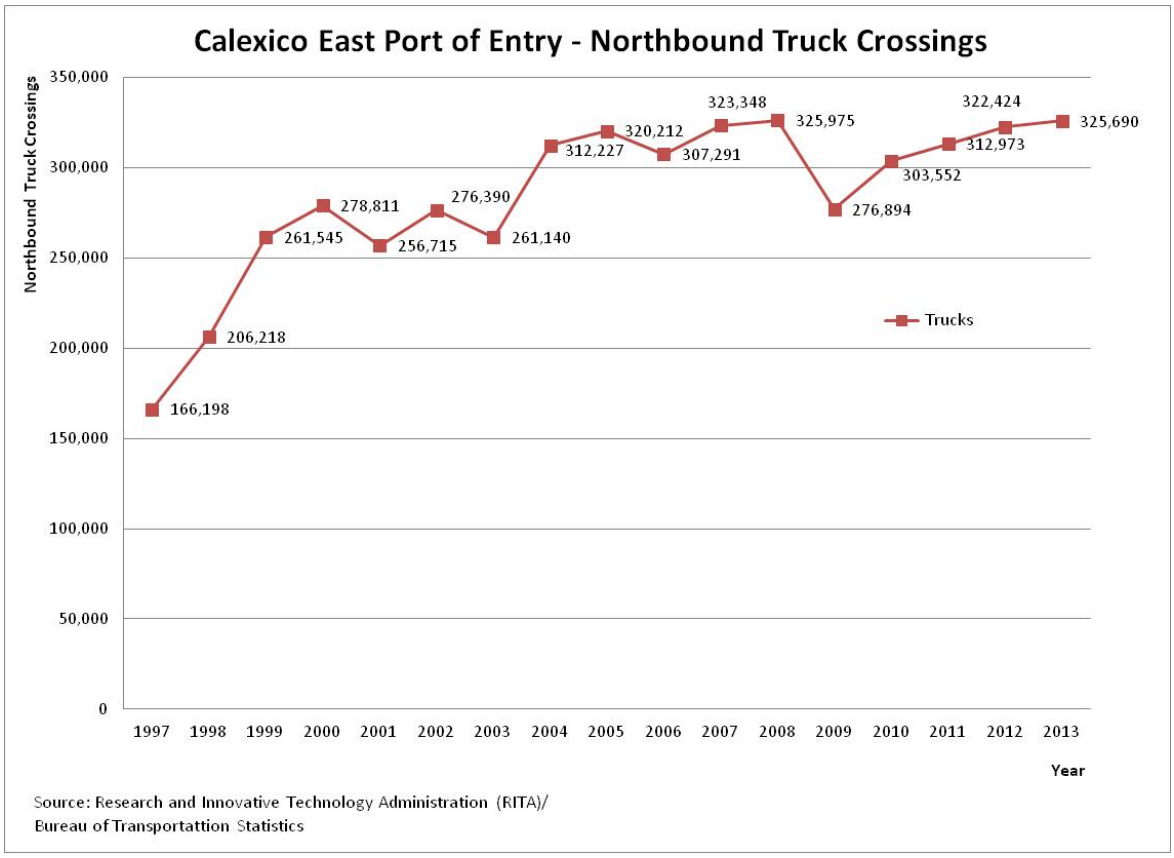
- California-Baja California Border Master Plans (2008 and 2014)
- SCAG Regional Transportation Plan 2012-2035
- Imperial County Long Range Transportation Plan 2013 Update
- Freight Gateway Study Update

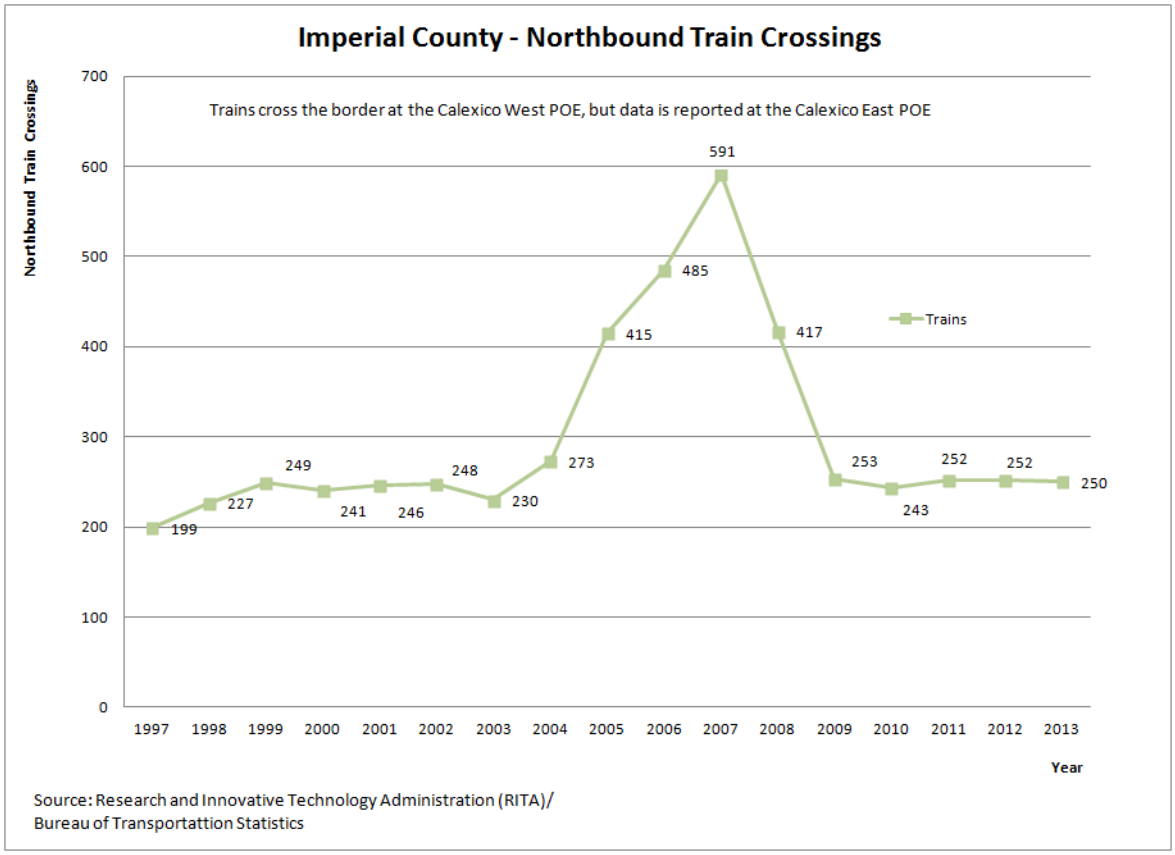
Sources and Additional Information

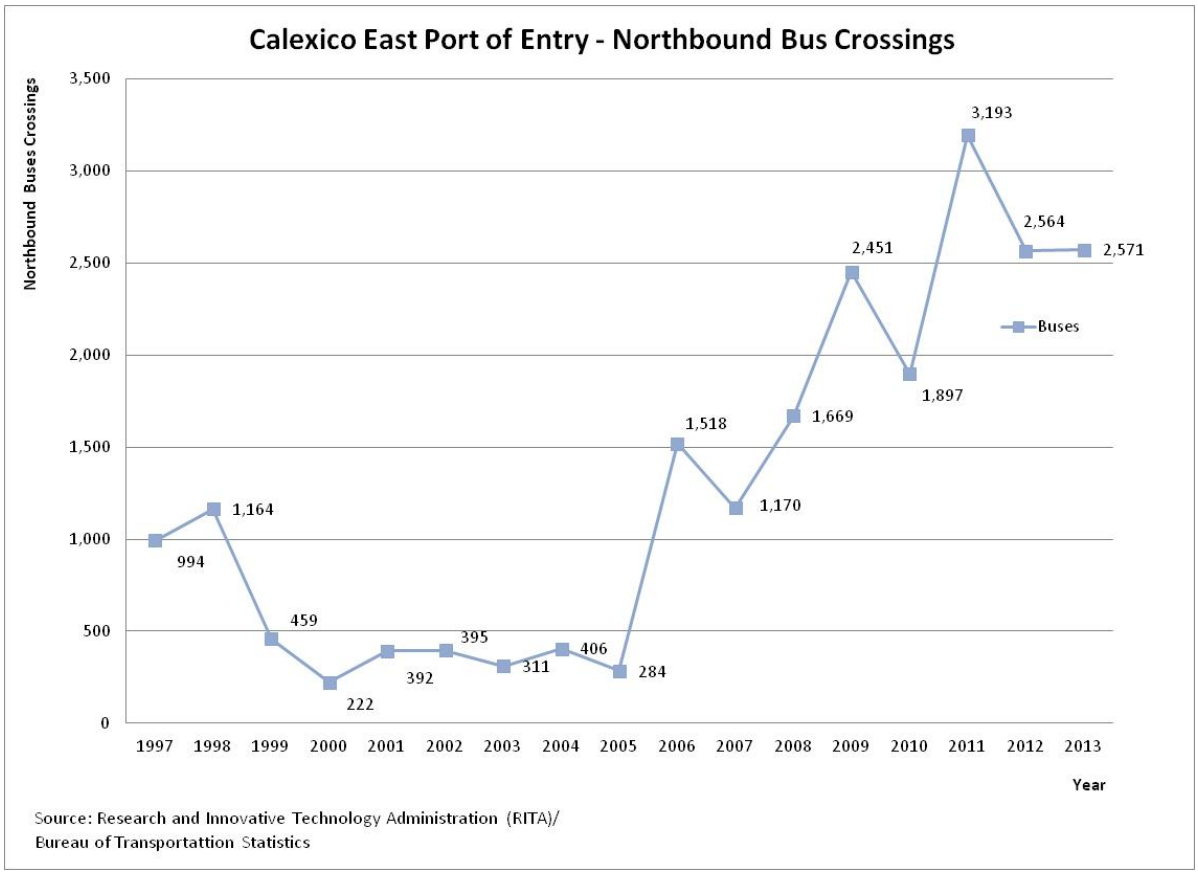
Caltrans D11
http://www.dot.ca.gov/dist11/departments/planning/pages/planningproducts.htm#goodsmovement

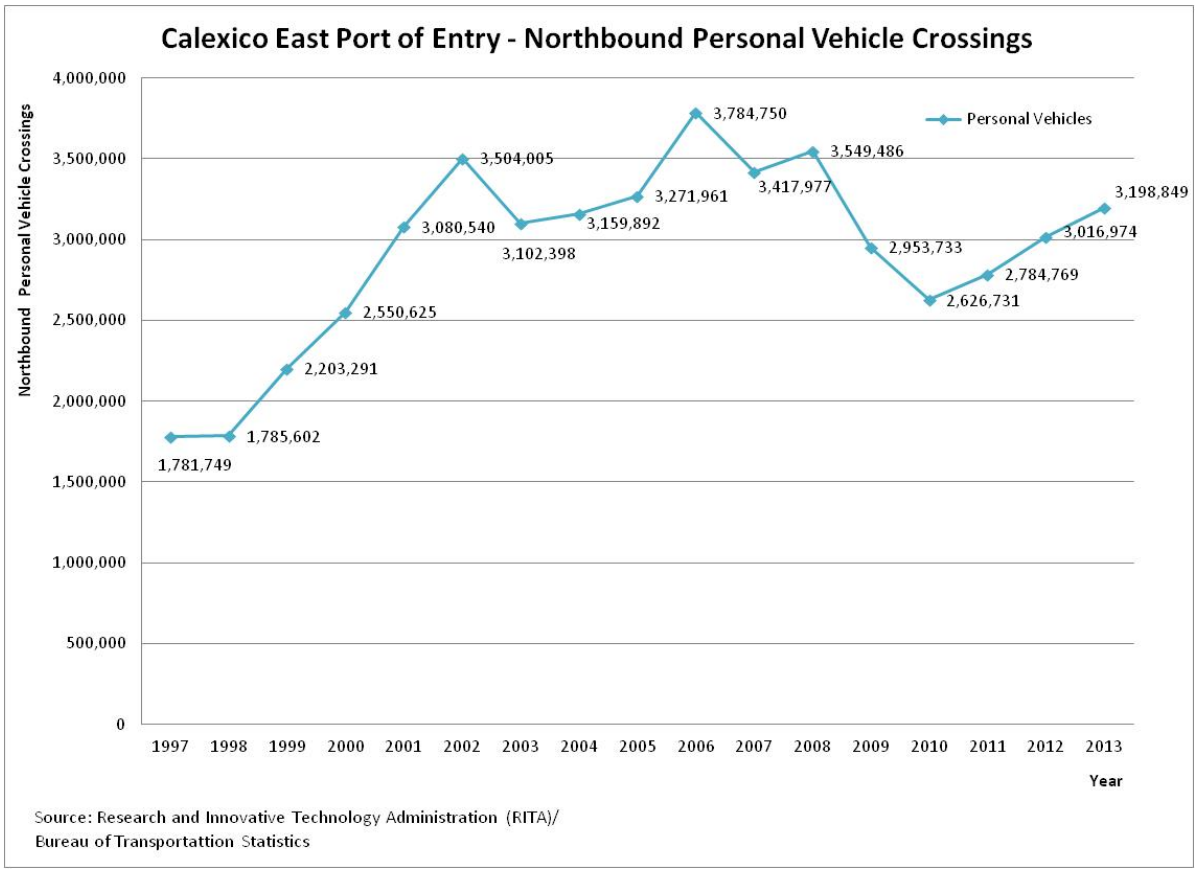
ICTC	http://www.imperialctc.org/
U.S. GSA	http://www.gsa.gov/
U.S. CBP	http://www.cbp.gov/

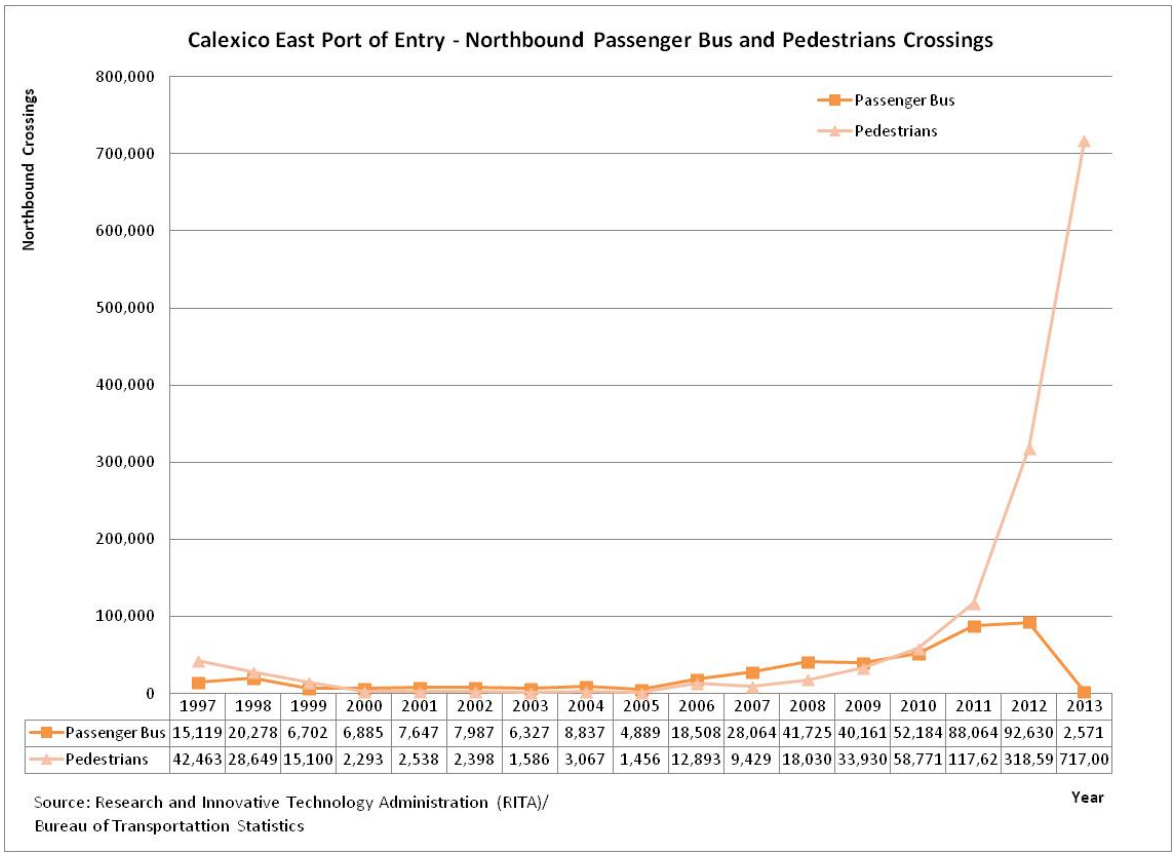
[1]Department of Transportation: Research and Innovative Technology Administration (RITA) http://transborder.bts.gov
[2]Free and Secure Trade (FAST) is a commercial clearance program for known low-risk shipments entering the U.S. from Canada and Mexico.
[3]READY lanes allow express crossing to the U.S. with a valid Radio Frequency Identification (RFID) document.
[4]The Secure Electronic Network for Travelers Rapid Inspection (SENTRI) program provides expedited processing for pre-approved, low-risk travelers at the Southern land border POEs.
[5]Trains cross the border at Calexico West POE, but are reported at Calexico East POE
[6]Economic Impacts of Wait Times at the California-Mexico Border 2009 Update.


Calexico East Port of Entry - Northbound Truck Crossings
Northbound Truck Crossings
350,000
300,000
250,000
200,000
150,000
100,000
50,000
0
166,198
206,218
261,545
278,811
256,715
276,390
261,140
312,227
320,212
307,291
323,348
325,975
276,894
303,552
312,973
322,424
325,690
Trucks
1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013
Year
Source: Research and Innovative Technology Administration (RITA)/
Bureau of Transportattion Statistics


Imperial County - Northbound Train Crossings
Northbound Train Crossings
Trains cross the border at the Calexico West POE, but data is reported at the Calexico East POE
700
600
500
400
300
200
100
0
199
227
249
241
246
248
230
273
415
485
591
417
253
243
252
252
250
Trains
1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013
Year
Source: Research and Innovative Technology Administration (RITA)/
Bureau of Transportattion Statistics

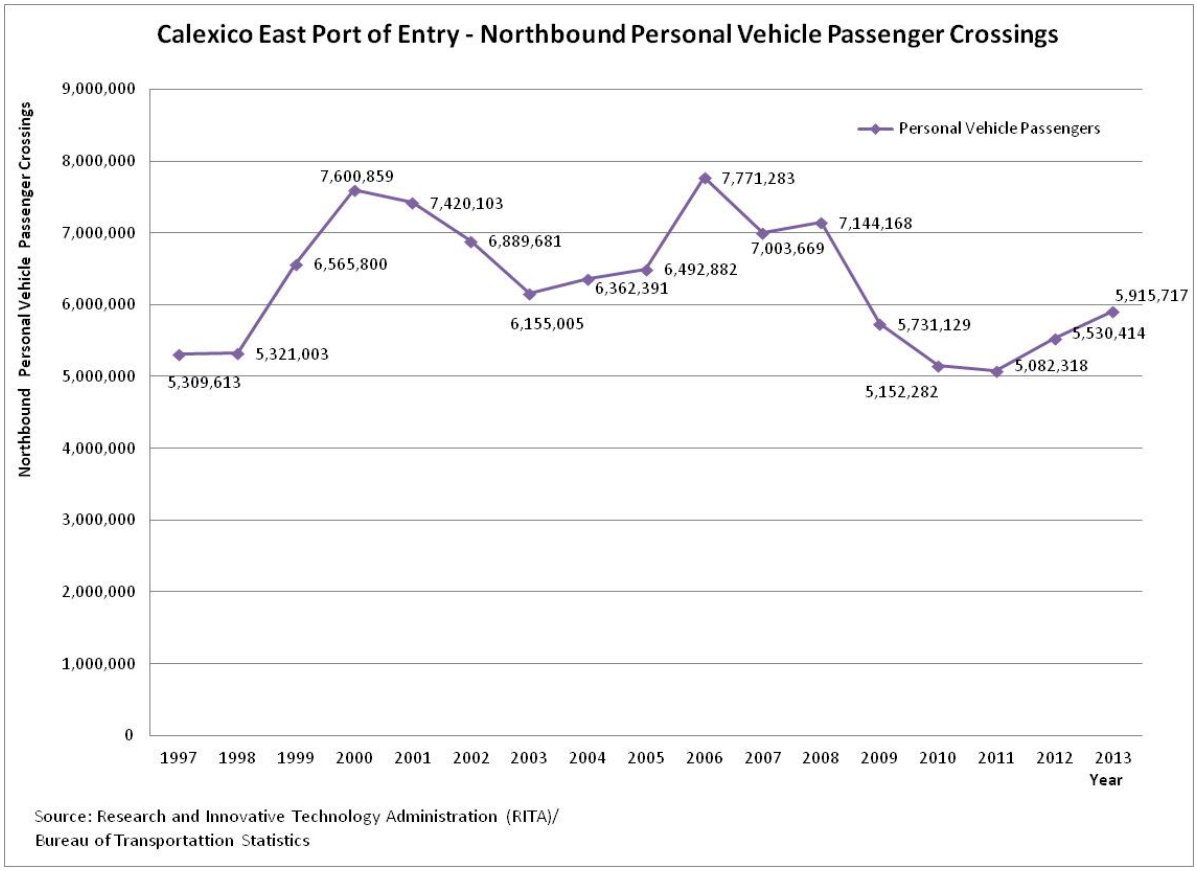

Calexico East Port of Entry - Northbound Bus Crossings
Northbound Buses Crossings
3,500
3,000
2,500
2,000
1,500
1,000
500
0
994
1,164
459
222
392
395
311
406
284
1,518
1,170
1,669
2,451
1,897
3,193
2,564
2,571
Buses
1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013
Year
Source: Research and Innovative Technology Administration (RITA)/
Bureau of Transportattion Statistics


Calexico East Port of Entry - Northbound Personal Vehicle Crossings
Northbound Personal Vehicle Crossings
4,000,000
3,500,000
3,000,000
2,500,000
2,000,000
1,500,000
1,000,000
500,000
0
Personal Vehicles
1,781,749
1,785,602
2,203,291
2,550,625
3,080,540
3,504,005
3,102,398
3,159,892
3,271,961
3,784,750
3,417,977
3,549,486
2,953,733
2,626,731
2,784,769
3,016,974
3,198,849
1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013
Year
Source: Research and Innovative Technology Administration (RITA)/
Bureau of Transportattion Statistics



	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Passenger Bus	15,119	20,278	6,702	6,885	7,647	7,987	6,327	8,837	4,889	18,508	28,064	41,725	40,161	52,184	88,064	92,630	2,571
Pedestrians	42,463	28,649	15,100	2,293	2,538	2,398	1,586	3,067	1,456	12,893	9,429	18,030	33,930	58,771	117,62	318,59	717,00

Source: Research and Innovative Technology Administration (RITA)/
Bureau of Transportattion Statistics

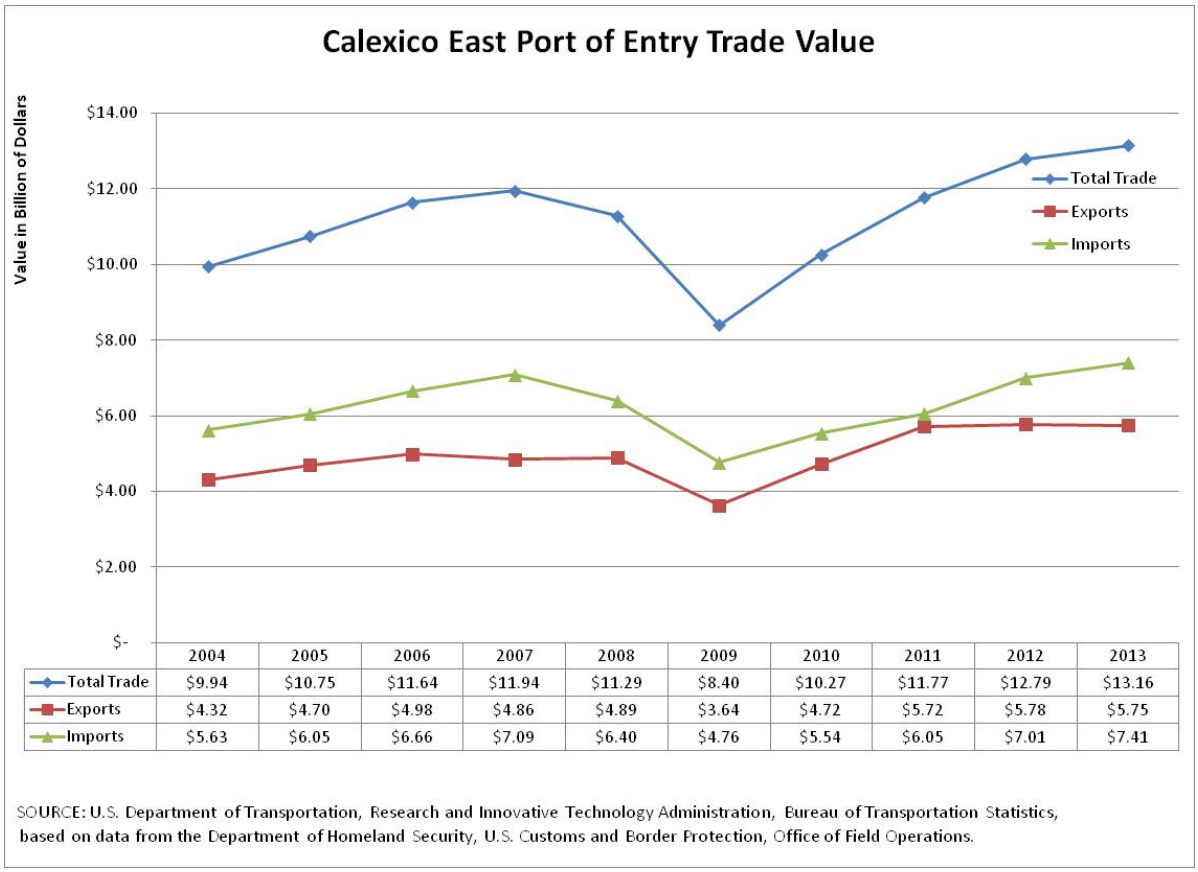


Source: Research and Innovative Technology Administration (RITA)/
Bureau of Transportattion Statistics

Tuesday, September 15, 2015

CALEXICO EAST PORT OF ENTRY PASSENGER CROSSINGS

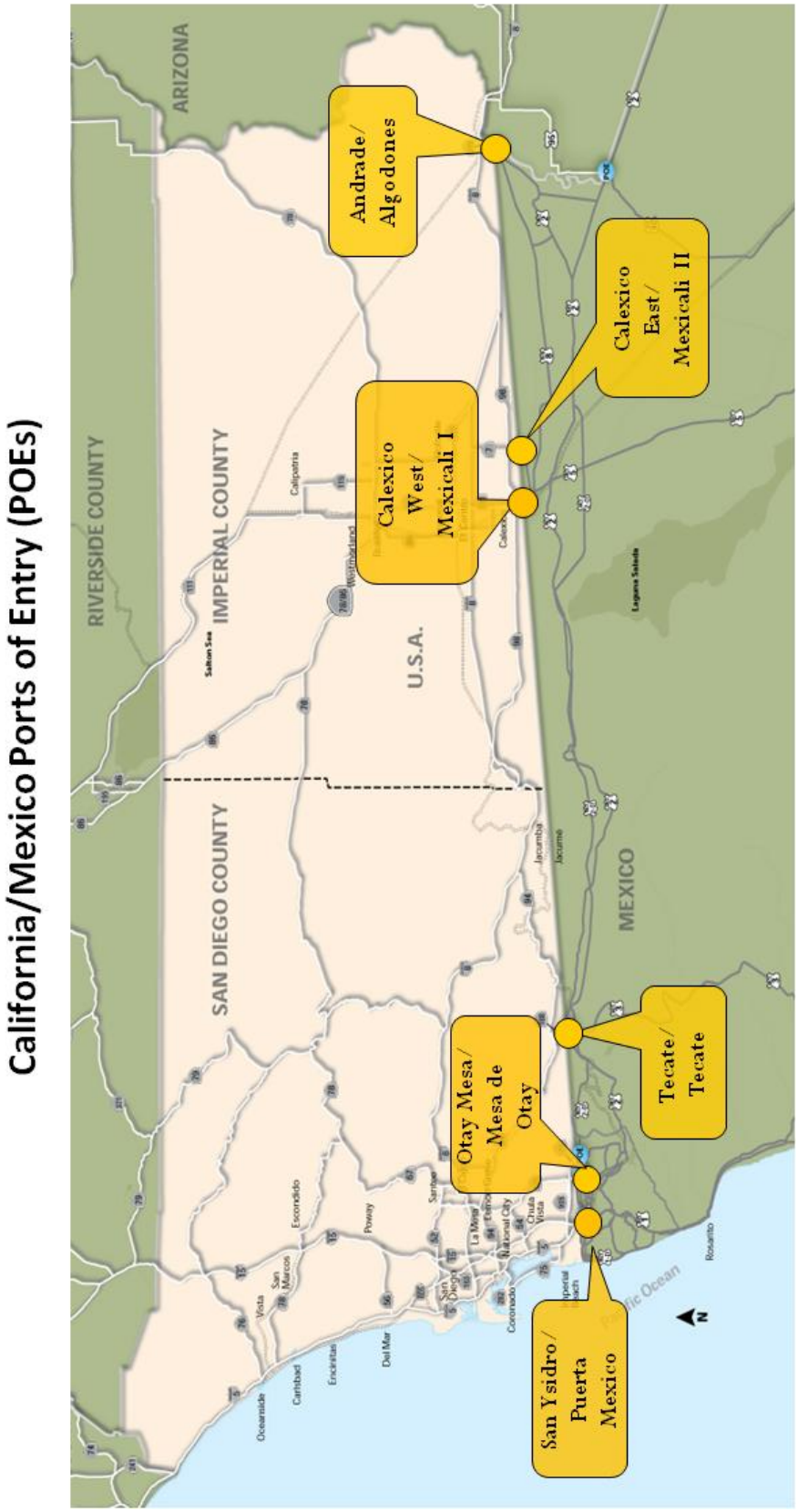
Year	*Bus Passengers*	*Personal Vehicle Passengers*	*Pedestrians*	*Total Passengers*
1997	15,119	5,309,613	42,463	5,369,192
1998	20,278	5,321,003	28,649	5,371,928
1999	6,702	6,565,800	15,100	6,589,601
2000	6,885	7,600,859	2,293	7,612,037
2001	7,647	7,420,103	2,538	7,432,289
2002	7,987	6,889,681	2,398	6,902,068
2003	6,327	6,155,005	1,586	6,164,921
2004	8,837	6,362,391	3,067	6,376,299
2005	4,889	6,492,882	1,456	6,501,232
2006	18,508	7,771,283	12,893	7,804,690
2007	28,064	7,003,669	9,429	7,043,169
2008	41,725	7,144,168	18,030	7,205,931
2009	40,161	5,731,129	33,930	5,807,229
2010	52,184	5,152,282	58,771	5,265,247
2011	88,064	5,082,318	117,624	5,290,017
2012	92,630	5,530,414	318,599	5,943,655
2013	2,571	5,915,717	717,009	6,637,310



Appendix C – Additional Corridor Data

Current SR-7 Signalized Intersections[70]

Location	Post Mile
Menvielle Road	000.242
Maggio Road	000.562
State Route 98 Junction	001.187[71]

[70] ITS Master Plan 2011 (D-11 Division of Traffic Operations).
[71] State Route 98 Post Mile 039.623

Appendix D – Maps