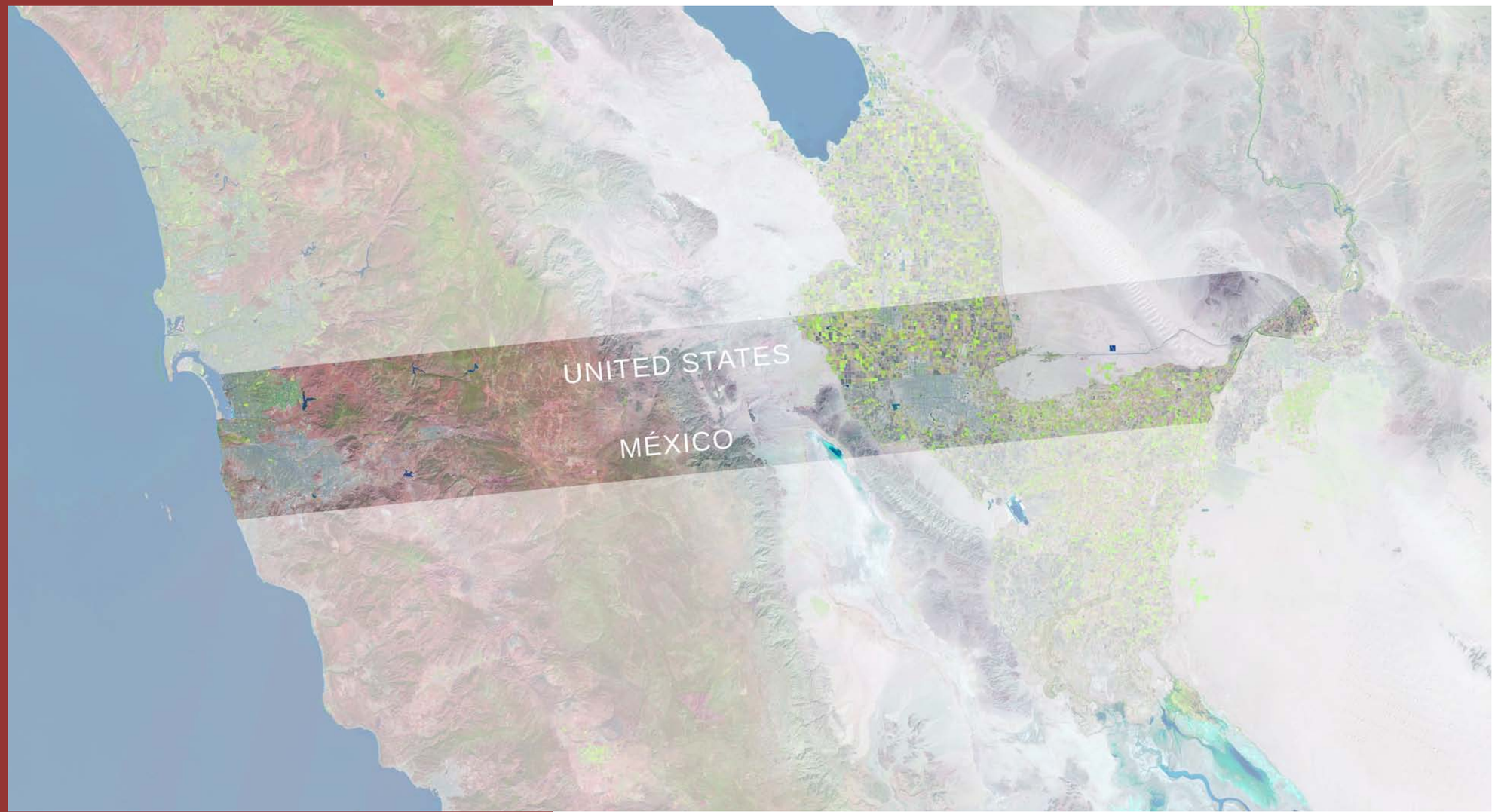
2014

California-Baja California Border Master Plan Update

Actualización del Plan Maestro Fronterizo California-Baja California



Technical Appendices G–H

Apéndices Técnicos G–H

JULY 2014
JULIO 2014

Technical Appendices G - H

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Appendix G-1
POE Project Performance Score Sheet - NEW POEs

Project Identifiers						Completion Year opened to traffic	Projected Project Performance											Alternative Mode Impact			Project Readiness		PROJECT SPECIFIC SCORE	TOTAL SCORE	Submitting Agency
Project No.	Project Name	Jurisdiction	Port of Entry (POE)	Project Description	Type of Project		Project Cost	Projected Increase in New Users (Daily Average)	New User Classifications*	16. Cost Effectiveness	16. Rank	16. SCORE	17. Environmental Project Benefit	17. SCORE	18. Community and Economic Project Benefit	18. SCORE	19. Impact on Other Modes (Truck)	19. Impact on Other Modes (POV)	19. SCORE	20. Current Phase of Project	20. SCORE			
4020001	Otay Mesa East--New POE	San Diego County	Otay Mesa East	Construct new POE facility	New Passenger and Commercial POE	2017	$350,000,000	23,037	POV, T	$15,193	1	4	High	3	High	3	Yes	Yes	2	Advanced Planning	2	**14**	**32**	Caltrans
4070008	Mesa de Otay II - New POE	Municipality of Tijuana	Mesa de Otay II	Construction of new POV, Cargo, and Pedestrian Port of Entry in Tijuana	New Passenger and Commercial POE	2017	$134,674,800	23,037	POV, T	$5,846	3	5	High	3	High	3	Yes	Yes	2	Conceptual Planning	1	**14**	**32**	SCT

Appendix G-2
POE Locational Criteria Score Sheet--NEW POEs

Current POE Annual Demand (Travel and Trade)																Current Congestion at POE						Projected Change in POE Annual Demand (Travel)																					
Project No.	1. Current Crossborder Truck Traffic	1. SCORE	2. Current Crossborder Tonnage of Goods by Truck	2. SCORE	3. Current Crossborder Value of Goods by Truck	3. SCORE	4. Current Crossborder Passenger Vehicle Traffic	4. SCORE	5. Current Crossborder Pedestrian Traffic	5.SCORE	6.Current Crossborder Rail Traffic	6. SCORE	7. Current Crossborder Tonnage of Goods by Rail	7. SCORE	8. Current Crossborder Value of Goods by Rail	8. SCORE	9. Current Relative Truck Wait Times at POE	9. SCORE	10. Current Relative Passenger Vehicle Wait Times at POE	10. SCORE	11. Current Relative Pedestrian Wait Times at POE	11. SCORE	12a. Numerical Change in Number of Trucks 2010-2040	12a SCORE	12b. Percent Change in Number of Trucks 2010-2040	12b. SCORE	13a. Numerical Change in Number of Passenger Vehicles and Buses 2010-2040	13a. SCORE	13b. Percent Change in Number of Passenger Vehicles and Buses 2010-2040	13b. SCORE	14a. Numerical Change in Number of Pedestrians 2010-2040	14a. SCORE	14b. Percent Change in Number of Pedestrians 2010-2040	14b. SCORE	15a. Numerical Change in Number of Rail Cars 2010-2040	15a. SCORE	15b. Percent Change in Number of Rail Cars 2010-2040	15b SCORE	POE based score	Submitting Agency
4020001																	79%	2	55%	2	50%	2	576,000	3	100%	3	7,600,000	3	100%	3	0	0	0%	0	N/A	N/A	N/A	N/A	**18**	Caltrans
4070008																	79%	2	55%	2	50%	2	576,000	3	100%	3	7,600,000	3	100%	3	0	0	0%	0	N/A	N/A	N/A	N/A	**18**	SCT

Project Identifiers							Projected Project Performance											Alternative Mode Impact			Project Readiness					
Project No.	Project Name	Jurisdiction	Port of Entry (POE)	Project Description	Type of Project	Completion Year opened to traffic	Project Cost	Projected Increase in New Users (Daily Average)	New User Classifications*	16. Cost Effectiveness	16. Rank	16. SCORE	17. Environmental Project Benefit	17. SCORE	18. Community and Economic Project Benefit	18. SCORE	19. Impact on Other Modes (Truck)	19. Impact on Other Modes (POV)	19. SCORE	20. Current Phase of Project	20. SCORE	PROJECT SPECIFIC SCORE	TOTAL SCORE	Submitting Agency
4010002	Calexico West – Phase 1 of Major Expansion & Reconfiguration	Imperial County	Celexico West	The existing facilities are undersized relative to existing traffic loads and no longer meet current standards in terms of inspection officer safety and border security. Delays are reportedly causing significant impact to the Imperial Valley economy. The project involves construction of new pedestrian and POV inspection facilities, expanding the port onto the site of the former commercial inspection facility, whose operations moved to Calexico East in 1996. The LPOE's existing structures will be replaced by three buildings totaling 106,605 GSF. The first phase will include a headhouse, ten of the project's 16 northbound POV inspection lanes, five southbound POV inspection lanes with temporary asphalt paving, and a bridge across the New River for southbound POV traffic.	Existing Passenger POE	2020	$95,000,000	10,268	POV, Ped	$9,252	5	2	High	3	High	3	No	Yes	1	Advanced Planning	2	**11**	**27**	GSA
4010003	Calexico West – Phase 2 of Major Expansion & Reconfiguration	Imperial County	Celexico West	The second phase will include construction the remaining six of sixteen total northbound POV lanes, southbound POV inspection islands, booths, canopies and concrete paving, an administration building, an employee parking structure and a pedestrian processing building with 12 northbound pedestrian inspection stations.	Existing Passenger POE	2022	$295,000,000	10,268	POV, Ped	$28,730	3	2	High	3	High	3	No	Yes	1	Advanced Planning	2	**11**	**27**	GSA
4010004	Calexico East Passenger – Additional NB POV Primary Inspection Lanes	Imperial County	Calexico East	To relieve POV congestion at Calexico West, it is proposed that as many as six POV lanes and primary inspections booths be added at Calexico East, as envisioned in the original masterplan for the facility, increasing the port's NB POV throughput by 75%. The project's scope includes six northbound primary POV inspection lanes and prefabricated booths with associated canopy, electrical service, lighting, HVAC and conduit for license plate reader, radiation monitors and other IT cabling. Direct construction costs include site demolition and grading, vehicular paving including preprimary and post-primary paving, vehicular U-turn lane, and curbs and gutters. Landscaping in the area immediately adjacent to the work, site drainage, and site lighting are also included. Upgrades to the existing facility are not included. Prefabricated inspection booths are included, as are concrete protective and vehicular bollards, signage, and mirrors. Telephone, communications, security, and power connections are included from the new booths to the existing main building. An extension of the existing tensile canopy structure, including lighting, is also included.	Existing Passenger POE	2025	$9,800,000	6,363	POV, Ped	$1,540	10	4	Medium	2	High	3	No	Yes	1	Conceptual Planning	1	**11**	**25**	GSA

Appendix G-3
POE Project Performance Score Sheet--Existing POEs

Project Identifiers							Projected Project Performance											Alternative Mode Impact			Project Readiness				
Project No.	Project Name	Jurisdiction	Port of Entry (POE)	Project Description	Type of Project	Completion Year opened to traffic	Project Cost	Projected Increase in New Users (Daily Average)	New User Classifications*	16. Cost Effectiveness	16. Rank	16. SCORE	17. Environmental Project Benefit	17. SCORE	18. Community and Economic Project Benefit	18. SCORE	19. Impact on Other Modes (Truck)	19. Impact on Other Modes (POV)	19. SCORE	20. Current Phase of Project	20. SCORE	PROJECT SPECIFIC SCORE	TOTAL SCORE	Submitting Agency
4010006	Calexico East Commercial – Additional NB Commercial Primary Inspection Lanes & Exit Booth	Imperial County	Calexico East	It is proposed that as many as three NB commercial lanes and primary inspection booths and an exit control booth be added at Calexico East. The project's scope includes three northbound primary truck inspection lanes and booths with associated canopy, electrical service, lighting, HVAC and conduit for license plate readers, VACIS and other IT cabling. Direct construction costs include site demolition and grading, vehicular paving including preprimary and post-primary paving, vehicular U-turn lane, and curbs and gutters. Landscaping in the area immediately adjacent to the work, site drainage, and site lighting are also included. Upgrades to the existing facility are not included. Inspection booths are included, as are concrete protective and vehicular bollards, signage, and mirrors. Telephone, communications, security, and power connections are included from the new booths to the existing main building.	Existing Commercial POE - Truck	2030	$11,300,000	856	T	$13,208	4	2	Medium	2	High	3	Yes	N/A	1	Conceptual Planning	1	**9**	**23**	GSA
4020010	San Ysidro LPOE – Phase II	San Diego County	San Ysidro	Phase II replaces the northbound processing buildings not demolished during the previous phase, construction of a new administration and pedestrian processing building, renovation of the historic port building, central holding facilities, and the remaining central plant.	Existing Passenger POE	2020	$204,931,000	35,919	POV, Ped	$5,705	7	3	High	3	High	3	N/A	Yes	1	Advanced Planning	2	**12**	**34**	GSA
4020011	Otay Mesa Commercial Facilities Modernization	San Diego County	Otay Mesa	Commercial Modernizations anticipates the paving the of the expansion parcel, realignment and expansion of booths, realignment of truck flows within the port, relocation of HAZMAT facilities and development of a commercial Annex Building.	Existing Commercial POE - Truck	2021	$63,000,000	517	T	$121,880	1	1	Medium	2	High	3	Yes	N/A	1	Conceptual Planning	1	**8**	**23**	GSA
4020012	Otay Mesa Passenger Facilities Modernization	San Diego County	Otay Mesa	Passenger Modernization anticipates phased demolition of head house and pedestrian building, construction and expansion of N/B primary booths, relocation and expansion of pedestrian building, construction of a new Head House and construction of a new pedestrian bridge crossing the 905 freeway.	Existing Passenger POE	2022	$87,000,000	23,801	POV, Ped	$3,655	8	3	High	3	High	3	No	Yes	1	Conceptual Planning	1	**11**	**29**	GSA

Project Identifiers							Projected Project Performance											Alternative Mode Impact			Project Readiness				
Project No.	Project Name	Jurisdiction	Port of Entry (POE)	Project Description	Type of Project	Completion Year opened to traffic	Project Cost	Projected Increase in New Users (Daily Average)	New User Classifications*	16. Cost Effectiveness	16. Rank	16. SCORE	17. Environmental Project Benefit	17. SCORE	18. Community and Economic Project Benefit	18. SCORE	19. Impact on Other Modes (Truck)	19. Impact on Other Modes (POV)	19. SCORE	20. Current Phase of Project	20. SCORE	PROJECT SPECIFIC SCORE	TOTAL SCORE	Submitting Agency
4020013	San Ysidro LPOE – Phase III	San Diego County	San Ysidro	Phase III creates a new southbound connection to Mexico, with inspection facilities, and provides 17 additional northbound primary inspection booths. It involves the purchase of site necessary for the realignment of the southbound roadway to enter Mexico at the new El Chaparral inspection facility; installation of southbound inspection facilities; an employee parking structure with access tunnel from the Parking Garage to the new Auto Inspection Building.	Existing Passenger POE	2017	$226,000,000	35,919	POV, Ped	$6,292	6	3	High	3	High	3	N/A	Yes	1	Advanced Planning	2	**12**	**34**	GSA
4040001	Mexicali I - Calexico West Expansion and Improvement of the Customs Facilities	Municipality of Mexicalli	Mexicali I	Integral project between both Binational authorities (Mexico - USA) to improve and expand the Mexicali I -Calexico West border crossing. Includes necessary alignments and reconfiguration for new POV crossing.	Existing Passenger POE	2016	$11,883,071	10,268	POV, Ped	$1,157	11	4	High	3	High	3	No	Yes	1	Advanced Planning	2	**13**	**29**	SIDUE
4040004	Los Algodones - Andrade Tourist Crossing Modernization	Municipality of Mexicalli	Los Algodones	Modernize the tourist border crossing facilities at Los Algodones - Andrade	Existing Passenger POE	2017	$1,584,409	891	POV, Ped	$1,778	9	4	Medium	2	High	3	No	Yes	1	Conceptual Planning	1	**11**	**19**	SIDUE
4040005	Mexicali I-Pedestrian Processing Facility	Municipality of Mexicalli	Mexicali I	Construction of new building to house the Federal agencies that process pedestrians entering Mexico	Existing Passenger POE	2017	$4,357,126	10,268	POV, Ped	$424	12	5	High	3	High	3	No	Yes	1	Advanced Planning	2	**14**	**30**	SIDUE
4060002	Tecate BC - Construction of New Cargo POE	Municipality of Tecate	Tecate, BC	A new Cargo POE to be built on a 5-hectare plot, expanding the cargo inspection facilities	Existing Commercial POE - Truck	2015	$11,883,071	118	T	$100,338	2	1	High	3	High	3	Yes	Yes	2	Advanced Planning	2	**11**	**18**	SIDUE
4070004	ITS Transit Control Center	Municipality of Tijuana	Puerta México-El Chaparral	Equipping an ITS Transit Control Center to serve Puerta México, Otay I, Otay II, and Tecate POE users	Existing Passenger POE	2015	--	35,919	POV, Ped	$0	14	0	N/A	0	N/A	0	N/A	Yes	1	Conceptual Planning	1	**2**	**24**	SCT

Current POE Annual Demand (Travel and Trade)																Current Congestion at POE						Projected Change in POE Annual Demand (Travel)																					
Project No.	1. Current Crossborder Truck Traffic	1. SCORE	2. Current Crossborder Tonnage of Goods by Truck	2. SCORE	3. Current Crossborder Value of Goods by Truck (in millions of $US)	3. SCORE	4. Current Crossborder Passenger Vehicle Traffic	4. SCORE	5. Current Crossborder Pedestrian Traffic	5.SCORE	6.Current Crossborder Rail Traffic	6. SCORE	7. Current Crossborder Tonnage of Goods by Rail	7. SCORE	8. Current Crossborder Value of Goods by Rail	8. SCORE	9. Current Relative Truck Wait Times at POE	9. SCORE	10. Current Relative Passenger Vehicle Wait Times at POE	10. SCORE	11. Current Relative Pedestrian Wait Times at POE	11. SCORE	12a. Numerical Change in Number of Trucks 2010-2040	12a SCORE	12b. Percent Change in Number of Trucks 2010-2040	12b. SCORE	13a. Numerical Change in Number of Passenger Vehicles and Buses 2010-2040	13a. SCORE	13b. Percent Change in Number of Passenger Vehicles and Buses 2010-2040	13b. SCORE	14a. Numerical Change in Number of Pedestrians 2010-2040	14a. SCORE	14b. Percent Change in Number of Pedestrians 2010-2040	14b. SCORE	15a. Numerical Change in Number of Rail Cars 2010-2040	15a. SCORE	15b. Percent Change in Number of Rail Cars 2010-2040	15b SCORE	POE based score	Submitting Agency
4010002							4,150,569	2	4,586,846	3									60%	2	39%	2					2,340,401	2	56%	2	1,407,426	2	31%	1					**16**	GSA
4010003							4,150,569	2	4,586,846	3									60%	2	39%	2					2,340,401	2	56%	2	1,407,426	2	31%	1					**16**	GSA
4010004							2,628,628	2	58,771	1									55%	2	0%	1					2,175,002	2	83%	2	147,542	1	251%	3					**14**	GSA
4010006	303,552	2	1,469,903	2	$5,521	2											79%	2					222,448	3	73%	3													**14**	GSA
4020010							13,418,912	3	6,439,952	3									100%	3	100%	3					6,799,088	3	51%	2	6,311,180	3	98%	2					**22**	GSA
4020011	729,605	3	3,257,670	3	$20,684	3											100%	3					134,395	2	18%	1													**15**	GSA
4020012							3,967,666	2	2,251,021	2									55%	2	50%	2					7,548,934	3	190%	3	1,138,598	2	51%	2					**18**	GSA
4020013							13,418,912	3	6,439,952	3									100%	3	100%	3					6,799,088	3	51%	2	6,311,180	3	98%	2					**22**	GSA
4040001							4,150,569	2	4,586,846	3									60%	2	39%	2					2,340,401	2	56%	2	1,407,426	2	31%	1					**16**	SIDUE
4040004							390,456	1	895,746	1									26%	1	9%	1					79,544	1	20%	1	245,763	1	27%	1					**8**	SIDUE
4040005							4,150,569	2	4,586,846	3									60%	2	39%	2					2,340,401	2	56%	2	1,407,426	2	31%	1					**16**	SIDUE
4060002	55,208	1	239,880	1	$511	1											21%	1					30,792	1	56%	2													**7**	SIDUE
4070004							13,418,912	3	6,439,952	3									100%	3	100%	3					6,799,088	3	51%	2	6,311,180	3	98%	2					**22**	SCT

POE	1. Current Crossborder Truck Traffic	Score	2. Current Crossborder Tonnage of Goods by Truck (metric ton)	Score	3. Current Crossborder Value of Goods by Truck (in millions of $US)	Score	4. Current Crossborder Passenger Vehicle Traffic	Score	5. Current Crossborder Pedestrian Traffic	Score	6. Current Crossborder Rail Car Traffic	Score	7. Current Crossborder Tonnage of Goods by Rail	Score	8. Current Crossborder Value of Goods by Rail (in millions)	Score	9. Current Truck Wait Times at POE (min)	Relative Wait Time	Score	10. Current Passenger Wait times at POE (min)	Relative Wait Time	Score	11. Current Pedestrian Wait Times at POE (min)	Relative Wait Time	Score	12 a. Projected Numerical Change in Crossborder Truck Traffic (2010-2040)	Score	12 b. Projected Percent Change in Crossborder Truck Traffic	Score	13 a. Projected Numerical Change in Crossborder Passenger Vehicle Traffic	Score	13 b. Projected Percent Change in Crossborder Passenger Vehicle Traffic	Score	14 a. Projected Numerical Change in Crossborder Pedestrian Traffic	Score	14 b. Projected Percent Change in Crossborder Pedestrian Traffic	Score	15 a. Projected Numerical Change in Crossborder Rail Traffic	Score	15 b. Projected Percent Change in Crossborder Rail Traffic	Score
San Ysidro							13,418,912	3	6,439,952	3	4,375	2	109	2	$0.06	2				91	100%	3	44	100%	3					6,799,088	3	51%	2	6,311,180	3	98.0%	2	2,425	3	55.0%	3
Otay Mesa	729,605	3	3,257,670	3	$20,684	3	3,967,666	2	2,251,021	2							39	100%	3	50	55%	2	22	50%	2	134,395	2	18%	1	7,548,934	3	190%	3	1,138,598	2	51.0%	2				
Tecate, CA	55,208	1	239,880	1	$511	1	810,683	1	507,940	1							8	21%	1	32	35%	1	4	9%	1	30,792	1	56%	2	457,037	1	56%	2	222,875	1	44.0%	1				
Celexico West							4,150,569	2	4,586,846	3	5,903	3	38,267	3	$22.57	3				55	60%	2	17	39%	2					2,340,401	2	56%	2	1,407,426	2	31.0%	1	1,897	2	32.0%	2
Calexico East	303,552	2	1,469,903	2	$5,521	2	2,628,628	2	58,771	1							31	79%	2	50	55%	2	0	0%	1	222,448	3	73%	3	2,175,002	2	83%	2	147,542	1	251.0%	3				
Andrade							390,456	1	895,746	1										24	26%	1	4	9%	1					79,544	1	20%	1	245,763	1	27.0%	1				
Puerta México-El Chaparral							13,418,912	3	6,439,952	3	4,375	2	109	2	$0.06	2				91	100%	3	44	100%	3					6,799,088	3	51%	2	6,311,180	3	98.0%	2	2,425	3	55.0%	3
Mesa de Otay	729,605	3	3,257,670	3	$20,684	3	3,967,666	2	2,251,021	2							39	100%	3	50	55%	2	22	50%	2	134,395	2	18%	1	7,548,934	3	190%	3	1,138,598	2	51.0%	2				
Tecate, BC	55,208	1	239,880	1	$511	1	810,683	1	507,940	1							8	21%	1	32	35%	1	4	9%	1	30,792	1	56%	2	457,037	1	56%	2	222,875	1	44.0%	1				
Mexicali I							4,150,569	2	4,586,846	3	5,903	3	38,267	3	$22.57	3				55	60%	2	17	39%	2					2,340,401	2	56%	2	1,407,426	2	31.0%	1	1,897	2	32.0%	2
Mexicali II	303,552	2	1,469,903	2	$5,521	2	2,628,628	2	58,771	1							31	79%	2	50	55%	2	0	0%	1	222,448	3	73%	3	2,175,002	2	83%	2	147,542	1	251.0%	3				
Los Algodones							390,456	1	895,746	1										24	26%	1	4	9%	1					79,544	1	20%	1	245,763	1	27.0%	1				
New POEs																																								
Otay Mesa East																	31	79%	2	50	55%	2	22	50%	2	576,000	3	100%	3	7,600,000	3	100%	3								
Mesa de Otay II																	31	79%	2	50	55%	2	22	50%	2	576,000	3	100%	3	7,600,000	3	100%	3								

Notes:
Passenger Vehicle Crossings is POV + Bus crossings.
All crossings are Northbound.
The three intervals for scoring were determined by ranking data from highest to lowest and dividing data into three groups.
For new Otay Mesa East-Mesa de Otay II: Border Wait Times for Otay Mesa (the nearest existing POE) was used. The truck and passenger vehicle projections were provided by Caltrans. No pedestrian projections were provided.
"Current" = Calendar Year 2010 & "Projected" = Calendar Year 2040.
"Projected Numerical Change in Crossborder POV traffic" includes Bus Crossings. (No bus crossing data were available for Otay Mesa East-Mesa de Otay II or Andrade-Los Algodones POEs.)

Project No.	Project Name	Jurisdiction	Project Description	Length of Road (miles)	1. Level of Service: 2010	1. Level of Service: 2040	1. SCORE	AADT 2010	AADT 2040	Number of Lanes 2010	Number of Lanes 2040	2. AADT 2010/Lane-Mile	2. AADT 2040/Lane-Mile	2. AADT 2040-2010/Lane-Mile	2. Rank	2. SCORE	3. Accident Level (Above or Below Average, 2010)	3. SCORE	4. Truck AADT (% share)	4. Rank	4. SCORE	5. POE Served (Congestion)	5. SCORE	6. Cost (in 2010 $)	6. Cost per Improvement in Vehicle Miles Travelled	6. Rank	6. SCORE	7. Current Phase of Project	7. SCORE	8. POE Connection	8. SCORE	9. Bike Path (Y or N)?	9. High Occupancy Vehicle (HOV) Lane (Y or N)?	9. Pedestrian Walkway (Y or N)?	9. SCORE	10. Environmental Benefit	10. SCORE	11. Community/Economic Benefit	11. SCORE	TOTAL INDEX SCORE	Summitting Agency
1010001	I-8	Imperial County	Add 2 general purpose lanes	6.9	B	C	0	37,500	66,700	4	6	1,359	1,611	252	44	1	Below	1	10	42	2	Calexico	2	$188,700,000	$937	30	2	Conceptual Planning	1	Connects to a Terminus Facility	1	No	No	No	0	Medium	2	High	3	15	Caltrans
1010005	SR 111	Imperial County	Add 2 general purpose lanes and construct interchanges	16.2	C	D	0	16,500	39,500	4	6	255	406	152	45	1	Below	1	24	11	3	Calexico	2	$500,000,000	$1,342	41	2	Conceptual Planning	1	Connects to a Terminus Facility	1	N/A	No	No	0	Low	1	Medium	2	14	Caltrans
1010008	SR 115	Imperial County	Add to 2 general purpose lanes	17.8	B	C	0	2,750	28,000	2	4	77	393	316	42	1	Below	1	12	16	3	Calexico East	3	$146,800,000	$327	11	3	Conceptual Planning	1	Connects to a Terminus Facility	1	Yes	No	No	1	Low	1	Medium	2	17	Caltrans
1010009	Imperial Av. (McCabe Road to I-8)	Imperial County	Improve and construct a 6 lane primary arterial	1.5	F	F	0	0	69,000	0	6	0	7,667	7,667	13	3	Above	2	3	58	1	Calexico	2	$28,200,000	$272	10	3	Conceptual Planning	1	Neither	0	N/A	No	Yes	1	N/A	0	N/A	0	13	Caltrans
1010011	Dogwood	Imperial County	Improve to 5 lane primary arterial	19.0	F	F	0	17,800	69,000	2	5	468	726	258	43	1	Above	2	1	62	1	Calexico	2	$182,400,000	$188	6	3	Conceptual Planning	1	Neither	0	Yes	No	Yes	2	N/A	0	High	3	15	Caltrans
1010015	Imperial Ave.	Imperial County	Improve to 6 lane primary arterial	3.5	E	D	2	27,800	58,000	4	6	1,986	2,762	776	39	1	Above	2	2	60	1	Calexico	2	$26,200,000	$248	8	3	Conceptual Planning	1	Neither	0	Yes	No	Yes	2	N/A	0	High	3	17	Caltrans
1010016	8th St Overpass	Imperial County	Widen to 4 lanes	0.5	E	C	2	8,600	31,800	2	4	9,556	17,667	8,111	11	3	Below	1	1	61	1	Calexico	2	$4,000,000	$383	13	3	Conceptual Planning	1	Neither	0	Yes	No	Yes	2	N/A	0	N/A	0	15	Caltrans
1010017	SR 98 East	Imperial County	Widen from 2 to 4 lanes on either SR-98 or Jasper Road	7.3	E	D	2	25,000	34,000	2	4	1,712	1,164	-548	54	0	Above	2	13	14	3	Calexico	2	$150,000,000	$2,283	51	1	Advanced Planning	2	Connects to a Terminus Facility	1	Yes	No	Yes	2	Medium	2	High	3	20	Caltrans
1010018	SR 111	Imperial County	Upgrade 4 lane expressway to 6 lane freeway and interchanges at Jasper Rd, McCabe Rd, and Heber Rd	6.5	B	C	0	38,500	100,500	4	6	1,481	2,577	1,096	36	1	Below	1	7	48	1	Calexico	2	$456,000,000	$1,132	34	2	Advanced Planning	2	On a Terminus Facility	2	Yes	No	No	1	Medium	2	High	3	17	Caltrans
1010019	SR 98	Imperial County	At Grade Railroad Crossing at SR 98 and Cesar Chavez Blvd. widen from 2 to 4 lanes	1.1	E	C	2	24,000	29,300	2	4	10,909	6,659	-4,250	61	0	Above	2	6	49	1	Calexico	2	$50,000,000	$8,576	57	1	Conceptual Planning	1	Connects to a Terminus Facility	1	Yes	No	Yes	2	Medium	2	High	3	17	Caltrans

Project No.	Project Name	Jurisdiction	Project Description	Length of Road (miles)	1. Level of Service: 2010	1. Level of Service: 2040	1. SCORE	AADT 2010	AADT 2040	Number of Lanes 2010	Number of Lanes 2040	2. AADT 2010/Lane-Mile	2. AADT 2040/Lane-Mile	2. AADT 2040-2010/Lane-Mile	2. Rank	2. SCORE	3. Accident Level (Above or Below Average, 2010)	3. SCORE	4. Truck AADT (% share)	4. Rank	4. SCORE	5. POE Served (Congestion)	5. SCORE	6. Cost (in 2010 $)	6. Cost per Improvement in Vehicle Miles Travelled	6. Rank	6. SCORE	7. Current Phase of Project	7. SCORE	8. POE Connection	8. SCORE	9. Bike Path (Y or N)?	9. High Occupancy Vehicle (HOV) Lane (Y or N)?	9. Pedestrian Walkway (Y or N)?	9. SCORE	10. Environmental Benefit	10. SCORE	11. Community/Economic Benefit	11. SCORE	TOTAL INDEX SCORE	Summitting Agency
1010023	SR 115	Imperial County	Construct 4 lane expressway	6.3	D	D	0	8,000	15,000	2	4	635	595	-40	51	0	Above	2	12	17	3	Calexico East	3	$172,000,000	$3,900	54	1	Conceptual Planning	1	Connects to a Terminus Facility	1	Yes	No	Yes	2	Medium	2	High	3	18	Caltrans
1010024	SR 98 (Phase 1C)	Imperial County	Phase 1C Widen from 2 lanes to 4 lanes.	1.3	D	C	1	23,750	29,900	2	4	9,135	5,750	-3,385	60	0	Above	2	10	46	2	Calexico	2	$31,000,000	$3,877	53	1	Final Design	3	Connects to a Terminus Facility	1	Yes	No	Yes	2	Medium	2	High	3	19	Caltrans
1010025	SR 98 Phase 2	Imperial County	Phase 2 Widen from 2 to 4 lanes	0.9	D	C	1	9,800	12,000	2	4	5,444	3,333	-2,111	58	0	Below	1	10	45	2	Calexico	2	$19,000,000	$9,596	59	1	Advanced Planning	2	Connects to a Terminus Facility	1	Yes	No	Yes	2	Medium	2	High	3	17	Caltrans
1010026	SR 98 1A	Imperial County	Widen from 4 to 6 lanes.	0.2	D	C	1	24,200	26,000	4	6	30,250	21,667	-8,583	62	0	Below	1	10	47	2	Calexico	2	$11,000,000	$30,556	60	1	Final Design	3	Connects to a Terminus Facility	1	Yes	No	Yes	2	Medium	2	High	3	18	Caltrans
1010027	Forrester Road	Imperial County	Improve/Construct north-south corridor	26.8	D	C	1	8,800	22,500	2	6	164	140	-24	50	0	Above	2	30	10	3	Calexico	2	$300,000,000	$817	27	2	Conceptual Planning	1	Neither	0	Yes	No	Yes	2	Medium	2	High	3	18	Caltrans
1020001	Heritage Road Bridge	San Diego County	Regional Vehicular Bridge across Otay Valley	0.2	A	C	0	11,613	61,000	3	6	19,355	50,833	31,478	2	3	Below	1	5	50	1	Otay Mesa	2	$19,900,000 (Fully Funded)	$2,015	49	1	Advanced Planning	2	Connects to a Terminus Facility	1	Yes	No	Yes	2	Medium	2	High	3	18	Chula Vista
1020002	Willow Street Bridge	San Diego County	Widen and replace bridge across Sweetwater River	0.1	C	B	1	17,490	22,400	2	4	87,450	56,000	-31,450	64	0	Below	1	3	59	1	Otay Mesa	2	$19,000,000	$38,697	61	1	Advanced Planning	2	Neither	0	Yes	No	Yes	2	Medium	2	Medium	2	14	Chula Vista
1020003	I-5	San Diego County	Construct 2 HOV lanes	6.2	E	D	2	187,000	257,000	8	10	3,770	4,145	375	41	1	Below	1	12	15	3	San Ysidro	3	$295,000,000	$680	20	3	Conceptual Planning	1	On a Terminus Facility	2	No	Yes	No	1	Medium	2	High	3	22	Caltrans
1020004	I-5	San Diego County	Construct 2F + 2HOV lanes	2.2	F	E	0	15,970	19,080	8	12	907	723	-185	52	0	Below	1	10	44	2	San Ysidro	3	$165,000,000	$38,697	62	1	Conceptual Planning	1	On a Terminus Facility	2	No	Yes	No	1	Medium	2	High	3	16	Caltrans
1020007	SR 125	San Diego County	Add 4 Toll lanes from SR 905 to San Miguel Rd.	6.4	B	B	0	0	89,000	4	8	0	1,738	1,738	31	2	N/A	0	4	57	1	Otay Mesa	2	$213,930,000	$376	12	3	Conceptual Planning	1	Connects to a Terminus Facility	1	No	No	No	0	Medium	2	Medium	2	14	Caltrans
1020008	SR 125	San Diego County	Add 4 Toll lanes from San Miguel Rd. to SR 54	4.7	B	B	0	0	89,000	4	8	0	2,367	2,367	27	2	N/A	0	4	56	1	Otay Mesa	2	$21,453,000	$51	2	3	Conceptual Planning	1	Connects to a Terminus Facility	1	No	No	No	0	Medium	2	Medium	2	14	Caltrans
1020009 (1)	I-805	San Diego County	Construct 4 Managed Lanes from SR 905 to Palomar St.	3.2	D	D	0	164,000	250,000	8	12	6,406	6,510	104	46	1	Below	1	5	52	1	San Ysidro	3	$288,000,000	$1,047	32	2	Conceptual Planning	1	On a Terminus Facility	2	No	Yes	No	1	Medium	2	Medium	2	16	Caltrans

Project No.	Project Name	Jurisdiction	Project Description	Length of Road (miles)	1. Level of Service: 2010	1. Level of Service: 2040	1. SCORE	AADT 2010	AADT 2040	Number of Lanes 2010	Number of Lanes 2040	2. AADT 2010/Lane-Mile	2. AADT 2040/Lane-Mile	2. AADT 2040-2010/Lane-Mile	2. Rank	2. SCORE	3. Accident Level (Above or Below Average, 2010)	3. SCORE	4. Truck AADT (% share)	4. Rank	4. SCORE	5. POE Served (Congestion)	5. SCORE	6. Cost (in 2010 $)	6. Cost per Improvement in Vehicle Miles Travelled	6. Rank	6. SCORE	7. Current Phase of Project	7. SCORE	8. POE Connection	8. SCORE	9. Bike Path (Y or N)?	9. High Occupancy Vehicle (HOV) Lane (Y or N)?	9. Pedestrian Walkway (Y or N)?	9. SCORE	10. Environmental Benefit	10. SCORE	11. Community/Economic Benefit	11. SCORE	TOTAL INDEX SCORE	Summitting Agency
1020010 (2)	I-805	San Diego County	Construct 4 Managed Lanes from Palomar St. to SR 94	8.5	E	E	0	245,000	310,000	8	12	3,603	3,039	-564	55	0	Below	1	5	54	1	San Ysidro	3	$884,000,000	$1,600	45	1	Advanced Planning	2	On a Terminus Facility	2	No	Yes	Yes	2	Medium	2	High	3	17	Caltrans
1020012	SR 905	San Diego County	Add 2 general purpose lanes	6.9	D	D	0	62,000	170,000	6	8	1,498	3,080	1,582	32	1	Below	1	10	38	2	Otay Mesa	2	$200,000,000	$268	9	3	Conceptual Planning	1	On a Terminus Facility	2	No	No	No	0	Medium	2	High	3	17	Caltrans
1020014	Airway Road	San Diego County	Arterial from City of SD to Enrico Fermi Drive	0.5	A	C	0	1,700	16,200	2	4	1,700	8,100	6,400	22	2	Below	1	10	32	2	Otay Mesa East	2	$3,600,000	$497	15	3	Conceptual Planning	1	Neither	0	Yes	No	Yes	2	Medium	2	High	3	18	County of San Diego
1020015	Airway Road	San Diego County	Arterial from Enrico Fermi Road to Alta Road	0.5	C	A	1	0	15,000	0	4	0	7,500	7,500	14	2	Below	1	10	25	2	Otay Mesa East	2	$8,000,000	$1,067	33	2	Conceptual Planning	1	Neither	0	Yes	No	Yes	2	Medium	2	High	3	18	County of San Diego
1020016	Airway Road	San Diego County	Arterial from Alta Road to Siempre Viva Road	0.5	C	A	1	0	15,000	0	4	0	7,500	7,500	15	2	Below	1	10	26	2	Otay Mesa East	2	$10,000,000	$1,333	36	2	Conceptual Planning	1	Neither	0	Yes	No	Yes	2	Medium	2	High	3	18	County of San Diego
1020018	Alta Road	San Diego County	Arterial from Lone Star Road to Otay Mesa Road	0.5	C	A	1	5,000	15,000	2	4	5,000	7,500	2,500	25	2	Below	1	10	34	2	Otay Mesa East	2	$4,000,000	$800	25	2	Conceptual Planning	1	Neither	0	Yes	No	Yes	2	Medium	2	High	3	18	County of San Diego
1020019	Alta Road	San Diego County	Arterial from Otay Mesa Road to Airway Road	0.5	C	A	1	0	15,000	0	4	0	7,500	7,500	16	2	Below	1	10	27	2	Otay Mesa East	2	$10,000,000	$1,333	37	2	Conceptual Planning	1	Neither	0	Yes	No	Yes	2	Medium	2	High	3	18	County of San Diego
1020020	Alta Road	San Diego County	Arterial from Airway Road to Siempre Viva Road	0.5	C	A	1	0	15,000	0	4	0	7,500	7,500	17	2	Below	1	10	28	2	Otay Mesa East	2	$10,000,000	$1,333	38	2	Conceptual Planning	1	Neither	0	Yes	No	Yes	2	Medium	2	High	3	18	County of San Diego
1020021	Enrico Fermi Drive	San Diego County	Arterial from Lone Star Road to Otay Mesa Road	0.5	C	B	1	0	25,000	0	4	0	12,500	12,500	8	3	Below	1	10	22	2	Otay Mesa East	2	$10,000,000	$800	24	2	Conceptual Planning	1	Connects to a Terminus Facility	1	Yes	No	Yes	2	Medium	2	High	3	20	County of San Diego
1020022	Enrico Fermi Drive	San Diego County	Enhanced Arterial from Otay Mesa Road to SR 11	0.3	C	D	0	10,000	36,500	2	4	20,000	36,500	16,500	4	3	Below	1	10	19	2	Otay Mesa East	2	$5,000,000	$755	22	2	Conceptual Planning	1	Connects to a Terminus Facility	1	Yes	No	Yes	2	Medium	2	High	3	19	County of San Diego
1020023	Enrico Fermi Drive	San Diego County	Enhanced Arterial from SR 11 to Airway Road	0.3	C	D	0	15,000	32,000	2	4	30,000	32,000	2,000	30	2	Below	1	10	37	2	Otay Mesa East	2	$5,000,000	$1,176	35	2	Conceptual Planning	1	Connects to a Terminus Facility	1	Yes	No	Yes	2	Medium	2	High	3	18	County of San Diego
1020024	Enrico Fermi Drive	San Diego County	Arterial from Airway Road to Siempre Viva Road	0.3	A	D	0	10,000	20,000	2	4	20,000	20,000	0	49	0	Below	1	10	43	2	Otay Mesa East	2	$4,000,000	$1,600	44	1	Conceptual Planning	1	Connects to a Terminus Facility	1	Yes	No	Yes	2	Medium	2	High	3	15	County of San Diego

Project No.	Project Name	Jurisdiction	Project Description	Length of Road (miles)	1. Level of Service: 2010	1. Level of Service: 2040	1. SCORE	AADT 2010	AADT 2040	Number of Lanes 2010	Number of Lanes 2040	2. AADT 2010/Lane-Mile	2. AADT 2040/Lane-Mile	2. AADT 2040-2010/Lane-Mile	2. Rank	2. SCORE	3. Accident Level (Above or Below Average, 2010)	3. SCORE	4. Truck AADT (% share)	4. Rank	4. SCORE	5. POE Served (Congestion)	5. SCORE	6. Cost (in 2010 $)	6. Cost per Improvement in Vehicle Miles Travelled	6. Rank	6. SCORE	7. Current Phase of Project	7. SCORE	8. POE Connection	8. SCORE	9. Bike Path (Y or N)?	9. High Occupancy Vehicle (HOV) Lane (Y or N)?	9. Pedestrian Walkway (Y or N)?	9. SCORE	10. Environmental Benefit	10. SCORE	11. Community/Economic Benefit	11. SCORE	TOTAL INDEX SCORE	Summitting Agency
1020025	Lone Star Road	San Diego County	Arterial from Piper Ranch to Sunroad Blvd	0.7	C	C	0	0	40,000	0	6	0	9,950	9,950	10	3	Below	1	10	23	2	Otay Mesa East	2	$15,000,000	$560	17	3	Conceptual Planning	1	Neither	0	Yes	No	Yes	2	Medium	2	High	3	19	County of San Diego
1020026	Lone Star Road	San Diego County	Arterial from Sunroad Blvd to Vann Center Blvd	0.3	C	A	1	0	13,800	0	4	0	13,800	13,800	6	3	Below	1	10	20	2	Otay Mesa East	2	$5,000,000	$1,449	43	1	Conceptual Planning	1	Connects to a Terminus Facility	1	Yes	No	Yes	2	Medium	2	High	3	19	County of San Diego
1020027	Lone Star Road	San Diego County	Arterial from Vann Center Blvd to Enrico Fermi Drive	0.5	C	C	0	0	15,000	0	4	0	7,500	7,500	18	2	Below	1	10	29	2	Otay Mesa East	2	$10,000,000	$1,333	39	2	Conceptual Planning	1	Connects to a Terminus Facility	1	Yes	No	Yes	2	Medium	2	High	3	18	County of San Diego
1020028	Lone Star Road	San Diego County	Arterial from Enrico Fermi Road to Alta Road	0.5	C	C	0	0	27,200	0	4	0	13,600	13,600	7	3	Below	1	10	21	2	Otay Mesa East	2	$10,000,000	$735	21	3	Conceptual Planning	1	Connects to a Terminus Facility	1	Yes	No	Yes	2	Medium	2	High	3	20	County of San Diego
1020029	Lone Star Road	San Diego County	Arterial from Otay Mesa Road to Siempre Viva Road	0.8	C	D	0	0	20,000	0	4	0	6,024	6,024	23	2	Below	1	10	33	2	Otay Mesa East	2	$1,650,000	$99	4	3	Conceptual Planning	1	Connects to a Terminus Facility	1	Yes	No	Yes	2	Medium	2	High	3	19	County of San Diego
1020030	Otay Mesa Road	San Diego County	Arterial from Sanyo Rd to Enrico Fermi	0.8	C	B	1	6,275	23,400	2	6	4,183	5,200	1,017	37	1	Below	1	10	40	2	Otay Mesa East	2	$18,000,000	$1,401	42	1	Conceptual Planning	1	Neither	0	Yes	No	Yes	2	Medium	2	High	3	16	County of San Diego
1020031	Otay Mesa Road	San Diego County	Arterial from Enrico Fermi Rd to Alta Road	0.5	C	A	1	6,000	15,000	2	4	6,000	7,500	1,500	33	1	Below	1	10	39	2	Otay Mesa East	2	$8,000,000	$1,778	47	1	Conceptual Planning	1	Neither	0	Yes	No	Yes	2	Medium	2	High	3	16	County of San Diego
1020032	Otay Mesa Road	San Diego County	Arterial from Alta Road to Lone Star Road	0.5	C	D	0	0	15,000	0	4	0	7,500	7,500	19	2	Below	1	10	30	2	Otay Mesa East	2	$10,000,000	$1,333	40	2	Conceptual Planning	1	Neither	0	Yes	No	Yes	2	Medium	2	High	3	17	County of San Diego
1020033	Siempre Viva Road	San Diego County	Arterial from City of SD to Alta Road	0.5	C	C	0	5,000	26,200	2	4	5,000	13,100	8,100	12	3	Below	1	10	24	2	Otay Mesa East	2	$6,000,000	$566	18	3	Conceptual Planning	1	Connects to a Terminus Facility	1	Yes	No	Yes	2	Medium	2	High	3	20	County of San Diego
1020034	Siempre Viva Road	San Diego County	Arterial from Alta Road to Lone Star Road	0.8	C	D	0	0	21,600	0	4	0	7,200	7,200	21	2	Below	1	10	31	2	Otay Mesa East	2	$15,000,000	$926	29	2	Conceptual Planning	1	Connects to a Terminus Facility	1	Yes	No	Yes	2	Medium	2	High	3	18	County of San Diego
1020041	Siempre Viva Rd from Britannia Blvd to La Media Rd	San Diego County	Construct 6 Lane Primary Arterial	1.0	E	C	2	2,110	25,600	2	6	1,055	4,267	3,212	24	2	Above	2	50	5	3	Otay Mesa East	2	$12,000,000	$511	16	3	Advanced Planning	2	Connects to a Terminus Facility	1	No	No	Yes	1	Medium	2	Medium	2	22	City of San Diego
1020043	Otay Mesa Truck Route 4	San Diego County	Construct 3 Lane Road	1.8	D	C	1	10,940	15,000	3	3	2,026	2,778	752	40	1	Above	2	95	2	3	Otay Mesa East	2	$6,000,000	$821	28	2	Final Design	3	Connects to a Terminus Facility	1	No	No	No	0	Medium	2	Medium	2	19	City of San Diego

Project No.	Project Name	Jurisdiction	Project Description	Length of Road (miles)	1. Level of Service: 2010	1. Level of Service: 2040	1. SCORE	AADT 2010	AADT 2040	Number of Lanes 2010	Number of Lanes 2040	2. AADT 2010/Lane-Mile	2. AADT 2040/Lane-Mile	2. AADT 2040-2010/Lane-Mile	2. Rank	2. SCORE	3. Accident Level (Above or Below Average, 2010)	3. SCORE	4. Truck AADT (% share)	4. Rank	4. SCORE	5. POE Served (Congestion)	5. SCORE	6. Cost (in 2010 $)	6. Cost per Improvement in Vehicle Miles Travelled	6. Rank	6. SCORE	7. Current Phase of Project	7. SCORE	8. POE Connection	8. SCORE	9. Bike Path (Y or N)?	9. High Occupancy Vehicle (HOV) Lane (Y or N)?	9. Pedestrian Walkway (Y or N)?	9. SCORE	10. Environmental Benefit	10. SCORE	11. Community/Economic Benefit	11. SCORE	TOTAL INDEX SCORE	Summitting Agency
1020044	La Media Road from Siempre Viva Road to Otay Mesa Road	San Diego County	Construct 6 Lane Prime and 5 Lane Major Arterial	1.0	E	C	2	10,330	25,600	2	6	5,165	4,267	-898	56	0	Above	2	60	3	3	Otay Mesa East	2	$32,000,000	$2,096	50	1	Conceptual Planning	1	Connects to a Terminus Facility	1	No	No	Yes	1	Medium	2	Medium	2	17	City of San Diego
1020046	Otay Mesa Road from Piper Ranch Road to SR 125; SR 125 to Sanyo Road	San Diego County	Construct 6 Lane Primary arterial from Piper Ranch Road to Sanyo Road	0.8	D	C	1	42,750	20,200	4	6	14,250	4,489	-9,761	63	0	Below	1	50	6	3	Otay Mesa East	2	$750,000	-$44	0	0	Conceptual Planning	1	Connects to a Terminus Facility	1	No	No	Yes	1	Medium	2	Medium	2	14	City of San Diego
1020047	Heritage Road from Otay Rio Business Park Frontage to 900 feet north of Otay Rio Business Park	San Diego County	Widen to 6 Lane Primary Arterial	0.3	C	C	0	2,200	66,700	2	6	4,400	44,467	40,067	1	3	Above	2	10	18	2	Otay Mesa East	2	$7,100,000	$440	14	3	Conceptual Planning	1	Neither	0	Yes	No	Yes	2	Medium	2	Medium	2	19	City of San Diego
1020048	Britannia Blvd Improvements	San Diego County	Construct 4 Lane Major Arterial.	0.1	D	C	1	4,650	16,200	3	4	11,923	31,154	19,231	3	3	Above	2	50	4	3	Otay Mesa East	2	$200,000	$133	5	3	Advanced Planning	2	Connects to a Terminus Facility	1	Yes	No	Yes	2	Medium	2	Medium	2	23	City of San Diego
1020049	Heritage Rd from Avenida de las Vistas to Airway Road	San Diego County	The scope of work includes the reconstruction of the existing road to a 6 - Lane Primary Arterial.	1.5	E	C	2	10,300	39,000	3	6	2,289	4,333	2,044	28	2	Above	2	10	36	2	Otay Mesa East	2	$71,533,000	$1,662	46	1	Conceptual Planning	1	Connects to a Terminus Facility	1	Yes	No	Yes	2	Medium	2	Medium	2	19	City of San Diego
1020050	SR 54	San Diego County	Construct 2 HOV lanes	6.3	D	D	0	114,233	132,233	6	8	3,022	2,624	-398	53	0	Below	1	5	53	1	San Ysidro	3	$10,000,000	$88	3	3	Conceptual Planning	1	Connects to a Terminus Facility	1	Yes	No	No	1	Medium	2	High	3	16	Caltrans
1020051	I-5 @ Dairy Mart	San Diego County	Convert hook ramps to diamond ramps	1.0	D	D	0	71,000	95,000	2	2	35,500	47,500	12,000	9	3	Above	2	5	51	1	San Ysidro	3	$9,000,000	$0	0	0	Conceptual Planning	1	On a Terminus Facility	2	No	No	No	0	High	3	High	3	18	Caltrans
1040003	Extension of the Central axis	Municipality of Mexicali	Construction of a 3.5 km (2.2 mi) primary roadway like the extension of the Rio Nuevo roadway	2.2	E	C	2	0	65,000	0	4	0	7,386	7,386	20	2	Above	2	35	7	3	Mexicali II	3	$5,545,370	$39	1	3	Advanced Planning	2	Connects to a Terminus Facility	1	Yes	No	Yes	2	Medium	2	Medium	2	24	SIDUE

Project No.	Project Name	Jurisdiction	Project Description	Length of Road (miles)	1. Level of Service: 2010	1. Level of Service: 2040	1. SCORE	AADT 2010	AADT 2040	Number of Lanes 2010	Number of Lanes 2040	2. AADT 2010/Lane-Mile	2. AADT 2040/Lane-Mile	2. AADT 2040-2010/Lane-Mile	2. Rank	2. SCORE	3. Accident Level (Above or Below Average, 2010)	3. SCORE	4. Truck AADT (% share)	4. Rank	4. SCORE	5. POE Served (Congestion)	5. SCORE	6. Cost (in 2010 $)	6. Cost per Improvement in Vehicle Miles Travelled	6. Rank	6. SCORE	7. Current Phase of Project	7. SCORE	8. POE Connection	8. SCORE	9. Bike Path (Y or N)?	9. High Occupancy Vehicle (HOV) Lane (Y or N)?	9. Pedestrian Walkway (Y or N)?	9. SCORE	10. Environmental Benefit	10. SCORE	11. Community/Economic Benefit	11. SCORE	TOTAL INDEX SCORE	Summitting Agency
1040009	Access Roadways in Los Algodones	Municipality of Mexicali	Construction of access roads to relocate northbound vehicle access to Los Algodones POE	1.1	N/A	B	0	4,400	5,300	1	4	4,000	1,205	-2,795	59	0	Below	1	5	55	1	Algodones	2	$3,168,819	$3,201	52	1	Final Design	3	On a Terminus Facility	2	Yes	No	Yes	2	Medium	2	High	3	17	SIDUE
1040010	SENTRI Lane Access	Municipality of Mexicali	SENTRI Lane access will be relocated to come in through Avenida Rio Nuevo	0.3	N/A	C	0	1,000	1,500	1	3	3,333	1,667	-1,667	57	0	Below	1	0	64	0	Mexicali I	2	$792,205	$5,281	56	1	Final Design	3	On a Terminus Facility	2	No	No	Yes	1	High	3	High	3	16	SIDUE
1040011	Rearrangement of northbound POV queue lanes	Municipality of Mexicali	Northbound POV queue lanes to be rearranged so as to not cause traffic jams for local city roads	0.3	N/A	C	0	3,000	4,500	4	4	2,500	3,750	1,250	35	1	Below	1	15	13	3	Mexicali II	3	$3,961,024	$8,802	58	1	Advanced Planning	2	Connects to a Terminus Facility	1	No	No	Yes	1	High	3	High	3	19	SIDUE
1060001	Construction of POV Access	Municipality of Tecate	A roadway will be built to replace current POV access to the Tecate Border Crossing	0.2	N/A	C	0	9,000	10,000	2	2	22,500	25,000	2,500	26	2	Below	1	10	35	2	Tecate, BC	1	$950,646	$4,753	55	1	Advanced Planning	2	On a Terminus Facility	2	No	No	Yes	1	High	3	High	3	18	SIDUE
1070009	Double deck International Ave. West.	Municipality of Tijuana	Construction of a double deck for International Ave. west with a length of 10 km. for access to Downtown Tijuana area and the Puerta México border crossing	6.2	D	B	1	70,000	100,000	6	6	1,882	2,688	806	38	1	Above	2	10	41	2	Puerta México-El Chaparral	3	$146,654,450	$788	23	2	Advanced Planning	2	Connects to a Terminus Facility	1	Yes	No	Yes	2	High	3	High	3	22	SIDUE
1070011	Las Torres Blvd.	Municipality of Tijuana	Construction of a 2 km (1.2 mi) roadway with 3 passenger lanes in each direction	1.2	E	B	2	0	10,000	0	6	0	1,389	1,389	34	1	Below	1	0	63	0	Mesa de Otay II	2	$2,749,770	$229	7	3	Advanced Planning	2	Connects to a Terminus Facility	1	Yes	No	Yes	2	High	3	High	3	20	SIDUE
1070012	International Otay II Blvd.	Municipality of Tijuana	Construction of a 4 km roadway for trucks with 2 lanes in each direction for access to the Otay II border crossing	5.0	N/A	B	0	0	2,800	0	6	0	93	93	47	1	Below	1	100	1	3	Mesa de Otay II	2	$8,249,300	$589	19	3	Advanced Planning	2	On a Terminus Facility	2	No	No	Yes	1	High	3	High	3	21	SIDUE

Project No.	Project Name	Jurisdiction	Project Description	Length of Road (miles)	1. Level of Service: 2010	1. Level of Service: 2040	1. SCORE	AADT 2010	AADT 2040	Number of Lanes 2010	Number of Lanes 2040	2. AADT 2010/Lane-Mile	2. AADT 2040/Lane-Mile	2. AADT 2040-2010/Lane-Mile	2. Rank	2. SCORE	3. Accident Level (Above or Below Average, 2010)	3. SCORE	4. Truck AADT (% share)	4. Rank	4. SCORE	5. POE Served (Congestion)	5. SCORE	6. Cost (in 2010 $)	6. Cost per Improvement in Vehicle Miles Travelled	6. Rank	6. SCORE	7. Current Phase of Project	7. SCORE	8. POE Connection	8. SCORE	9. Bike Path (Y or N)?	9. High Occupancy Vehicle (HOV) Lane (Y or N)?	9. Pedestrian Walkway (Y or N)?	9. SCORE	10. Environmental Benefit	10. SCORE	11. Community/Economic Benefit	11. SCORE	TOTAL INDEX SCORE	Summitting Agency
1070014	Industrial Blvd.	Municipality of Tijuana	Improvement of the primary 6 km (3.7 mi). roadway with access to the Otay I and II border crossings	3.7	E	C	2	10,000	10,500	6	6	450.45	472.973	22.5225	48	1	Below	1	30	9	3	Mesa de Otay	2	$1,833,180	$991	31	2	Advanced Planning	2	Connects to a Terminus Facility	1	Yes	No	Yes	2	High	3	High	3	22	SIDUE
1070021	International Otay II Blvd.	Municipality of Tijuana	Construction of 1 km arterial from Tijuana-Tecate Toll road to Alamar Blvd.	0.9	N/A	B	0	0	11,000	0	6	0	2037.04	2037.04	29	2	Below	1	30	8	3	Mesa de Otay II	2	7922047	$800	26	2	Advanced Planning	2	Connects to a Terminus Facility	1	Yes	No	Yes	2	High	3	High	3	21	SIDUE
1020052	SR 11 Segment 2	San Diego County	Construct 4 Toll Lanes and commercial vehicle enforcement facility (CVEF)	1.5	F	C	2	0	90,000	0	4	0	15000	15000	5	3	Above	2	15	12	3	Otay Mesa East	2	$245,400,000	$1,818	48	1	Final Design	3	On a Terminus Facility	2	No	No	No	0	High	3	High	3	24	Caltrans

[(1)] *Project No. 1020009, I-805 + 4ML (SR 905 to Palomar St.): This segment will be revised from 8F + 4 ML to 8F + 2 HOV in the SANDAG 2050 RTP Update.*
[(2)] *Project No. 1020010, I-805 + 4ML (Palomar St. to SR 94): The segment between Palomar St. and SR 54 will be revised from 8F + 4 ML to 8F + 2 HOV in the SANDAG 2050 RTP Update.*

F=General Purpose Freeway Lane; T=Toll Lane: ML=Managed Lane; HOV=High Occupancy Vehicle Lane

Project No.	Project Name	Jurisdiction	Project Description	1. Level of Service: 2010	1. Level of Service: 2040	1. SCORE	2. AADT 2010	2. AADT 2040	2. AADT Improvement	2. Rank	2. SCORE	3. Accident Rate	3. SCORE	4. Truck AADT (% share)	4. Rank	4. SCORE	5. POE Served (Congestion)	5. SCORE	6. Cost (in 2010 $)	6. Cost/Improvement in AADT	6. Rank	6. SCORE	7. Current Phase of Project	7. SCORE	8. POE Connection	8. SCORE	9. Bike Path (Y or N)?	9. High Occupancy Vehicle (HOV) Lane (Y or N)?	9. Pedestrian Walkway (Y or N)?	9. SCORE	10. Environmental Benefit	10. SCORE	11. Community/Economic Benefit	11. SCORE	TOTAL INDEX SCORE	Submitting Agency
2010001	Austin Rd/I-8 Interchange	Imperial County	Construct Interchange at Austin Road/I-8 (LRTP No. 9)	N/A	N/A	0	0	34,600	34600	7	3	Above	2	1.00	20	1	Calexico	2	$30,000,000	$867	15	2	Conceptual Planning	1	Connects to a Terminus Facility	1	Yes	No	Yes	2	Low	1	Medium	2	17	Caltrans
2010002	Bowker Road/I-8 Interchange	Imperial County	Construct interchange at Bowker Road/I-8 (LRTP No. 19)	N/A	N/A	0	16,600	49,200	32600	8	3	Below	1	1.00	21	1	Calexico	2	$30,000,000	$920	16	2	Conceptual Planning	1	Connects to a Terminus Facility	1	Yes	No	Yes	2	Low	1	Medium	2	16	Caltrans
2010004	Jasper Rd/SR 111	Imperial County	Construct new freeway interchange	N/A	N/A	0	0	93,000	93000	2	3	Below	1	8.00	16	1	Calexico	2	$43,000,000	$462	8	3	Advanced Planning	2	On a Terminus Facility	2	Yes	No	Yes	2	Medium	2	High	3	21	Caltrans
2010005	I-8/SR 186	Imperial County	Upgrade interchange	C	C	0	21,000	33,000	12000	12	2	Below	1	0.00	24	0	Andrade	1	$55,000,000	$4,583	21	1	Conceptual Planning	1	On a Terminus Facility	2	Yes	No	Yes	2	Medium	2	High	3	15	Caltrans
2010006	I-8/ Dogwood	Imperial County	Upgrade interchange	F	D	2	32,000	39,000	7000	20	1	Above	2	5.00	18	1	Calexico	2	$45,000,000	$6,429	22	1	Advanced Planning	2	Neither	0	Yes	No	Yes	2	Low	1	High	3	17	Caltrans
2010007	SR 7/ McCabe Road	Imperial County	Construct new interchange to accommodate future airport	D	C	1	0	12,000	12000	13	2	Below	1	12.00	11	2	Calexico East	3	$475,000,000	$39,583	23	1	Conceptual Planning	1	On a Terminus Facility	2	Yes	No	Yes	2	High	3	High	3	21	Caltrans
2020003	I-805 - Main Street/ Auto Park Drive Undercrossing	San Diego County	Revise Interchange	N/A	N/A	0	161,000	270,000	109000	1	3	Below	1	7.00	17	1	San Ysidro	3	$20,000,000	183	4	3	Conceptual Planning	1	On a Terminus Facility	2	Yes	Yes	Yes	3	Low	1	Medium	2	20	Caltrans
2020009	SR 905/ SR 125 Southbound Interchange	San Diego County	Construct Freeway to Freeway connectors/ Outside lane widening	N/A	C	0	0	30000	30000	10	3	Above	2	15.00	6	3	Otay Mesa East	2	$40,000,000	$1,333	17	1	Final Design	3	On a Terminus Facility	2	No	Yes	No	1	High	3	High	3	23	Caltrans
2020010	Palm Avenue Interchange	San Diego County	Improvements to the interchange system of Palm Avenue/I-805 to accommodate for increase of traffic as a result of improvements to the SR905.	E	C	2	28,170	60,000	31830	9	3	Above	2	10.00	12	2	San Ysidro	3	$12,000,000	$377	7	3	Advanced Planning	2	On a Terminus Facility	2	Yes	Yes	Yes	3	Medium	2	Medium	2	26	City of San Diego

Project No.	Project Name	Jurisdiction	Project Description	1. Level of Service: 2010	1. Level of Service: 2040	1. SCORE	2. AADT 2010	2. AADT 2040	2. AADT Improvement	2. Rank	2. SCORE	3. Accident Rate	3. SCORE	4. Truck AADT (% share)	4. Rank	4. SCORE	5. POE Served (Congestion)	5. SCORE	6. Cost (in 2010 $)	6. Cost/Improvement in AADT	6. Rank	6. SCORE	7. Current Phase of Project	7. SCORE	8. POE Connection	8. SCORE	9. Bike Path (Y or N)?	9. High Occupancy Vehicle (HOV) Lane (Y or N)?	9. Pedestrian Walkway (Y or N)?	9. SCORE	10. Environmental Benefit	10. SCORE	11. Community/Economic Benefit	11. SCORE	TOTAL INDEX SCORE	Submitting Agency
2020011	Heritage Rd Interchange	San Diego County	The scope of work includes the construction of 4 ramps from the SR 905 to Heritage Road. The ramps will include 2 off ramps with 2 dedicated left turn lanes and 2 dedicated turn lanes for each ramp. The on ramps shall be 2 lanes with a carpool lane and narrows to a single lane for access to SR 905. Also 2 dedicated left turn lanes and 1 dedicated right turn lane will be added to Heritage Road for the ramps.	B	A	1	0	35,000	35000	6	3	N/A	0	20.00	2	3	Otay Mesa	2	$23,200,000	$663	12	2	Conceptual Planning	1	On a Terminus Facility	2	Yes	Yes	Yes	3	Medium	2	Medium	2	21	City of San Diego
2020013	SR 11/SR 905 (Southbound Interchange)	San Diego County	Construct freeway to freeway connector	N/A	C	0	0	10000	10000	16	2	Above	2	15.00	8	3	Otay Mesa East	2	$24,000,000	$2,400	19	1	Final Design	3	On a Terminus Facility	2	No	No	No	0	High	3	High	3	21	Caltrans
2020014	SR 905/ SR 125 / SR11 Northbound Interchange	San Diego County	Construct Freeway to Freeway connectors	N/A	C	0	0	40000	40000	5	3	Above	2	15.00	7	3	Otay Mesa East	2	$20,000,000	$500	10	2	Final Design	3	On a Terminus Facility	2	No	Yes	No	1	High	3	High	3	24	Caltrans
2040001	López Mateos Vehicle Overpass	Municipality of Mexicalli	Vehicle overpass connecting southbound vehicles to the regional roadway network through Avenida López Mateos	C	B	1	0	6,900	6900	21	1	Below	1	5.00	19	1	Mexicali I	2	$3,564,921	$517	11	2	Final Design	3	On a Terminus Facility	2	No	No	Yes	1	High	3	High	3	20	SIDUE
2040002	Railway Vehicle Overpass	Municipality of Mexicalli	This overpass will connect northbound traffic to the POE	D	C	1	0	55,000	55000	3	3	Below	1	0.00	22	0	Mexicali I	2	$6,337,638	$115	1	3	Final Design	3	Connects to a Terminus Facility	1	No	No	Yes	1	Medium	2	High	3	20	SIDUE
2040003	Av. Colón Poniente Overpass to Northbound Crossing	Municipality of Mexicalli	This bridge will provide northbound POE access to passenger vehicles traveling form the west side of Mexicali through Avenida Colón Poniente.	C	B	1	0	55,000	55000	4	3	Below	1	0.00	23	0	Mexicali I	2	$6,733,740	$122	2	3	Final Design	3	On a Terminus Facility	2	No	No	No	0	Medium	2	High	3	20	SIDUE

Project No.	Project Name	Jurisdiction	Project Description	1. Level of Service: 2010	1. Level of Service: 2040	1. SCORE	2. AADT 2010	2. AADT 2040	2. AADT Improvement	2. Rank	2. SCORE	3. Accident Rate	3. SCORE	4. Truck AADT (% share)	4. Rank	4. SCORE	5. POE Served (Congestion)	5. SCORE	6. Cost (in 2010 $)	6. Cost/Improvement in AADT	6. Rank	6. SCORE	7. Current Phase of Project	7. SCORE	8. POE Connection	8. SCORE	9. Bike Path (Y or N)?	9. High Occupancy Vehicle (HOV) Lane (Y or N)?	9. Pedestrian Walkway (Y or N)?	9. SCORE	10. Environmental Benefit	10. SCORE	11. Community/Economic Benefit	11. SCORE	TOTAL INDEX SCORE	Submitting Agency
2060001	Tecate-Mexicali Freeway and Las Torres Blvd. Highway Node	Municipality of Tecate	Tecate-Mexicali and Las Torres Blvd. Highway Node	C	B	1	7,000	15,000	8000	18	1	Below	1	10.00	14	2	Tecate, BC	1	$3,961,020	$495	9	2	Advanced Planning	2	Connects to a Terminus Facility	1	Yes	No	Yes	2	Medium	2	High	3	18	SIDUE
2060002	Freeway Node and the Tecate-Tijuana tollroad	Municipality of Tecate	Completion of the roadway intersection	C	B	1	9,000	21,000	12000	14	2	Below	1	20.00	3	3	Tecate, BC	1	$2,772,716	$231	6	3	Final Design	3	Connects to a Terminus Facility	1	No	No	Yes	1	Medium	2	High	3	21	SIDUE
2070001	Bridge and node over the tollroad from Tijuana - Tecate with access to Blvd de las Torres	Municipality of Tijuana	Construction of 40 meter bridge with a 200 meter intersection over the tollroad from Tijuana - Tecate with access to the Blvd de las Torres.	E	B	2	0	11,000	11000	15	2	Below	1	10.00	13	2	Mesa de Otay II	2	$7,332,720	$667	13	2	Advanced Planning	2	On a Terminus Facility	2	No	No	No	0	High	3	High	3	21	SIDUE
2070002	Airport Node - Bellas Artes	Municipality of Tijuana	Construction of Airport - Bellas Artes Node to reduce traffic entering Tijuana from the Otay I border crossing.	C	B	1	20,000	23,000	3000	23	1	Below	1	20.00	5	3	Mesa de Otay	2	$5,499,540	$1,833	18	1	Conceptual Planning	1	Connects to a Terminus Facility	1	No	No	No	0	High	3	High	3	17	SIDUE
2070005	Industrial Avenue - Terán Terán Node	Municipality of Tijuana	Optimization of Industrial Ave. Intersection -Terán Terán, access to Otay I and II border crossing	E	B	2	0	10,000	10000	17	2	Below	1	20.00	4	3	Mesa de Otay	2	$7,922,050	$792	14	2	Advanced Planning	2	Connects to a Terminus Facility	1	No	No	No	0	High	3	High	3	21	SIDUE
2070006	International Otay II Blvd - Tijuana-Tecate Toll road Node	Municipality of Tijuana	Construction of node connecting Otay II POE to Tijuana-Tecate Toll road for trucks	E	B	2	0	3,200	3200	22	1	Below	1	90.00	1	3	Mesa de Otay II	2	$10,536,323	$3,293	20	1	Final Design	3	On a Terminus Facility	2	No	No	No	0	Medium	2	High	3	20	SIDUE
2070007	International Otay II Blvd and Alamar Node	Municipality of Tijuana	Construction of node at International Otay II Blvd. and Alamar	E	B	2	0	15,000	15000	11	2	Below	1	15.00	9	3	Mesa de Otay II	2	$2,376,614	$158	3	3	Conceptual Planning	1	Connects to a Terminus Facility	1	No	No	No	0	Medium	2	Medium	2	19	SIDUE
2070008	Modernization of vehicle overpass	Municipality of Tijuana	Refurbishing of lanes, signage, rails, pedestrian paths, reinforcements, green areas.	D	B	1	37,000	45,000	8000	19	1	Below	1	15.00	10	3	Puerta México-El Chaparral	3	$1,584,409	$198	5	3	Advanced Planning	2	On a Terminus Facility	2	No	No	Yes	1	Medium	2	High	3	22	SIDUE

Project No.	Project Name	Jurisdiction	Project Description	From	To	Length of Project (miles)	Annual Total Number of Rail Cars 2010	Projected Annual Total Number of Rail Cars (2040)	Total Number of Passengers	Projected Number of Passengers (2040)	1. Numerical Increase in Capacity	1. Percentage of Capacity Increase	1. Rank	1. SCORE	2. POE Served (Congestion)	2. SCORE	3. Local Circulation Congestion	3. SCORE	Total Project Cost	4. Cost Effectiveness	4. Rank	4. SCORE	5. Current Project Phase	5. SCORE	6. POE Connection	6. SCORE	7. Environmental Benefit	7. SCORE	8. Community/Economic Benefit	8. SCORE	TOTAL INDEX SCORE	Submitting Agency
3010083	McCabe Dogwood Grade Separation	Imperial County	Grade Separation of R.R intersection with McCabe Rd and Dogwood Avenue	Intersection McCabe and Dogwood	N/A	0	0	0	0	0	0	0%	0	0	Calexico	2	Yes	1	$30,000,000	$0	0	0	Conceptual Planning	1	Rail Line has a Terminus at the Border	2	N/A	0	N/A	0	6	El Centro
3010084	City of El Centro Grade Separations	Imperial County	Grade Separations at various locations	City of El Centro	N/A	0	0	0	0	0	0	0%	0	0	Calexico	2	Yes	1	$16,000,000	$0	0	0	Conceptual Planning	1	Rail Line has a Terminus at the Border	2	N/A	0	N/A	0	6	El Centro
3010085	Calexico Intermodal Transportation Center	Imperial County	Construct an Intermodal Transportation Center to facilitate pedestrian access of public and private transit services and taxis	1st Street	Heber Avenue	0	0	0	0	0	0	0%	0	0	Calexico	2	No	0	$10,000,000	$0	0	0	Conceptual Planning	1	Rail Line has a Terminus at the Border	2	High	3	High	3	11	ICTC
3010086	Calexico East Intermodal Transportation Center	Imperial County	Construct an Intermodal Transportation Center to facilitate pedestrian access of public and private transit services and taxis	Menvielle Road	SR 7	0	0	0	0	0	0	0%	0	0	Calexico East	3	No	0	$7,000,000	$0	0	0	Conceptual Planning	1	Rail Line has a Terminus at the Border	2	High	3	High	3	12	ICTC
3020004	Desert Line	San Diego County	Basic Service	Division	Plaster City	70	0	120	0	0	120	100%	8	3	San Ysidro	3	Yes	1	$15,800,000	$131,667	8	1	Conceptual Planning	1	Rail Line has a Terminus at the Border	2	Medium	2	High	3	16	Caltrans

Project No.	Project Name	Jurisdiction	Project Description	From	To	Length of Project (miles)	Annual Total Number of Rail Cars 2010	Projected Annual Total Number of Rail Cars (2040)	Total Number of Passengers	Projected Number of Passengers (2040)	1. Numerical Increase in Capacity	1. Percentage of Capacity Increase	1. Rank	1. SCORE	2. POE Served (Congestion)	2. SCORE	3. Local Circulation Congestion	3. SCORE	Total Project Cost	4. Cost Effectiveness	4. Rank	4. SCORE	5. Current Project Phase	5. SCORE	6. POE Connection	6. SCORE	7. Environmental Benefit	7. SCORE	8. Community/Economic Benefit	8. SCORE	TOTAL INDEX SCORE	Submitting Agency
3020020	Otay Mesa/San Ysidro to Sorrento/Torrey Pines via I-805 Corridor (Routes 680, 688, 689)	San Diego County	These projects are all listed under one line item because the future projects (688, 689) are overlay projects for peak periods, and all three projects are funded together. Route 680: Otay Mesa to Sorrento Mesa via I-805 Corridor, Otay Ranch/Millenia, National City, Southeastern San Diego, Kearny Mesa (38.1 miles) Route 688: San Ysidro to Sorrento Mesa Express BRT (29.5 miles) Route 689: Bus Rapid Transit (BRT) Millenia/Otay Ranch to UTC/Torrey Pines Express (32.3 miles)	Otay Mesa	Sorrento Mesa	38	0	0	0	3,380,480	3,380,480	100%	8	3	Otay Mesa	2	Yes	1	$425,000,000	$126	6	2	Conceptual Planning	1	N/A	0	Medium	2	Medium	2	13	SANDAG
3020021	San Ysidro to Downtown San Diego	San Diego County	San Ysidro to Downtown San Diego & Kearny Mesa via I-5 shoulder lanes/HOV lanes, Downtown, Hillcrest, Mission Valley (640) (26.5 miles)	San Ysidro	Kearny Mesa	27	0	0	0	2,548,160	2,548,160	100%	8	3	San Ysidro	3	N/A	0	$90,000,000	$35	3	2	Conceptual Planning	1	Rail Line has a Terminus at the Border	2	Medium	2	High	3	16	SANDAG
3020023	Blue Line Express (540)	San Diego County	Blue Line Express Trolley to San Ysidro via Downtown San Diego. (30.2 miles)	UTC	San Ysidro	30	0	0	0	10,796,800	10,796,800	100%	8	3	San Ysidro	3	Yes	1	$455,000,000	$42	5	2	Conceptual Planning	1	Rail Line has a Terminus at the Border	2	High	3	High	3	18	SANDAG
3020024	UTC to San Ysidro (562)	San Diego County	Trolley from UTC to San Ysidro via Kearny Mesa, Mission Valley, Mid-City, Southeastern San Diego, National City/Chula Vista via Highland Ave/4th Ave. (32.4 miles)	UTC	San Ysidro	32	0	0	0	15,118,400	15,118,400	100%	8	3	San Ysidro	3	Yes	1	$2,548,000,000	$169	7	2	Conceptual Planning	1	Rail Line has a Terminus at the Border	2	High	3	High	3	18	SANDAG

Project No.	Project Name	Jurisdiction	Project Description	From	To	Length of Project (miles)	Annual Total Number of Rail Cars 2010	Projected Annual Total Number of Rail Cars (2040)	Total Number of Passengers	Projected Number of Passengers (2040)	1. Numerical Increase in Capacity	1. Percentage of Capacity Increase	1. Rank	1. SCORE	2. POE Served (Congestion)	2. SCORE	3. Local Circulation Congestion	3. SCORE	Total Project Cost	4. Cost Effectiveness	4. Rank	4. SCORE	5. Current Project Phase	5. SCORE	6. POE Connection	6. SCORE	7. Environmental Benefit	7. SCORE	8. Community/Economic Benefit	8. SCORE	TOTAL INDEX SCORE	Submitting Agency
3020030	San Ysidro to Otay Mesa (638)	San Diego County	Rapid Bus from San Ysidro to Otay Mesa via Otay along the SR 905 Corridor (Route 638). (12.1 miles)	San Ysidro	Otay Mesa	12.1	0	0	0	1,266,240	1,266,240	100%	8	3	San Ysidro	3	N/A	0	$53,000,000	$42	4	2	Conceptual Planning	1	Rail Line has a Terminus at the Border	2	Medium	2	Medium	2	15	SANDAG
3020032	San Ysidro Intermodal Transportation Center	San Diego County	The San Ysidro Intermodal Transportation Center will provide a centralized facility for Trolley, local and long distance bus, taxi, jitney, and bicycle transportation adjacent to the San Ysidro POE.	San Ysidro	San Ysidro	0	0	0	0	0	0	0%	0	0	San Ysidro	3	N/A	0	$175,000,000	$0	0	0	Conceptual Planning	1	Rail Line has a Terminus at the Border	2	High	3	High	3	12	SANDAG
3070001	Bus Rapid Transit (Ruta 2)	Municipality of Tijuana	Longitud 21.40 km, tres terminales, Route from Otay to Santa Fe	Otay	Santa Fe	0	0	0	0	25,185,000	25,185,000	100%	8	3	Mesa de Otay II	2	N/A	0	$89,480,900	$4	2	3	Conceptual Planning	1	Connects to a Rail Line that has Terminus at the Border	1	High	3	High	3	16	IMPlan
3070002	Bus Rapid Transit (Ruta 1)	Municipality of Tijuana	Route 1 from the Puerta México POE to El Refugio (near Cerro Colorado)	Puerta México POE	El Refugio	0	0	0	0	36,500,000	36,500,000	100%	6	3	Puerta México-El Chaparral	3	N/A	0	$116,336,639	$3	1	3	Conceptual Planning	1	Rail Line has a Terminus at the Border	2	High	3	High	3	18	IMPlan

Roadway Projects--Notes

Notes:

Improvement in AADT/Lane-Mile is calculated as: (AADT 2030 / (Miles*2030 Lanes)) - (AADT 2005 / (Miles*2005 Lanes))

Cost Effectiveness calculated as: $Total Project Cost / ((AADT 2030-AADT 2005)*Length of Project)

Negative and non-numerical values are not rewarded points

Data Ranges:

AADT Improvement

Range of Values	*Score*	*Frequency*
7501 +	3	13
1583 to 7500	2	18
23 to 1582	1	17

Truck AADT (Percentage of Share)

Range of Values	*Score*	*Frequency*
11% to 100%	3	17
10%	2	30
1% to 9%	1	15

Cost Effectiveness

Range of Values	*Score*	*Frequency*
$39 to $735	3	21
$736 to $1342	2	20
$1343 to $38,697	1	21

Railway Projects--Notes

Notes:

Improvement in Capacity is calculated as: Percentage increase over 2010 capacity

Cost Effectiveness calculated as: $Total Project Cost / Numerical Improvement in Capacity

Negative and non-numerical values are not awarded points

Data Ranges:

Capacity Improvement

Range of Values	*Score*	*Frequency*
100%	3	8
0%	0	5

Cost Effectiveness

Range of Values	*Score*	*Frequency*
$3.19 - $3.55	3	2
3.56 - $168.54	2	5
$169+	1	1

Interchange Projects--Notes

Notes:

Improvement in Capacity is calculated as: AADT 2040-AADT 2010

Cost Effectiveness calculated as: $Total Project Cost /Improvement in Capacity

Negative and non-numerical values are not rewarded points

Data Ranges:

AADT Improvement

Range	*Frequency*	*Score*
30,000 to 109,000	10	3
8,001 to 29,999	7	2
1,600 to 8,000	7	1

Truck AADT Percentage Share

Range	*Frequency*	*Score*
15% to 90%	10	3
10% to 14%	5	2
1% to 9%	6	1

Cost Effectiveness

Range	*Frequency*	*Score*
$115 to $462	8	3
$463 to $920	8	2
$921 to $296,875	8	1

Appendix G-10
List of Fully Funded Projects

Project No.	Project Name	Jurisdiction	Project Description	From	To	Begin Post (Mile or Km)	End Post (Mile or Km)	2010 No Of Lanes	2010 Facility Type	2040 No of Lanes	2040 Facility Type	Parallel Facility?	LOS 2010	LOS 2040	AADT 2010	AADT 2040	Truck % Share ADT 2010	2010 Accident Rate	Current Phase of Project	Cost 2010 USD	Is Project Fully Funded?	Funds Still Needed	Under Construction by 12-31-2014	Year Project Becomes Operational	Bike Path (Y or N)	HOV (Y or N)	Pedestrian Walkway (Y or N)	Environmental Benefit	Community Economic Benefit	POE Served	POE Connection	Explain how this project serves an International POE	Submitting Agency	Rank
1020001	Heritage Road Bridge	San Diego County	Regional Vehicular Bridge across Otay Valley	Main Street	South of the Otay River	0	0.2	3	Wooden	6	concrete		A	C	11,613	61,000	5	Below	Advanced Planning	$19,900,000	Yes	$0	No	2017	Yes	No	Yes	Medium	High	Otay Mesa	Connects to a Terminus Facility	Provides direct access to POE by way of the City of Chula Vista through City of San Diego by six lane prime arterial that is listed in City of Chula Vista's Circulation Element.	Chula Vista	49

Appendix H-1
List of Short - Term Projects - POE

Project No.	Project Name	Jurisdiction	Location	Project Description	Existing Condition	Condition after Project Completion 2040	POE Station Country	2040 Projected Total Number of Northbound Lanes into US								2040 Projected Average Daily Vehicles/Buses/Pedestrians/Trucks/Railcars Processed (Throughput)								Completion Year opened to traffic
																Include projections for passenger vehicles and pedestrians					Include projections for truck and rail			
								Regular Passenger Vehicle	SENTRI	READY	Bus	Pedestrian	Regular Truck	FAST	Empty Trucks Only	Regular Passenger Vehicle	SENTRI	READY	Bus	Pedestrian	Regular Truck	FAST	Rail Cars	
4020008	Tijuana Cross Border Terminal (TCBT)	San Diego County	Airport Terminal	NEW Land Border POE-Pedestrian Crossing from Otay Mesa to Tijuana International Airport. Only ticketed passengers may use the crossing. 8 processing lanes.	Not built	8 pedestrian processing lanes	US POE	0	0	0	0	8	0	0	0	N/A	N/A	N/A	N/A	6,686	N/A	N/A	N/A	2014
4070003	Puerta México Express Lanes	Municipality of Tijuana	Puerta México El Chaparral	Expansion to full 35-lane NB capacity, including 14 ExpressToll lanes. 19 SB lanes	There are currently no toll lanes (Express Lanes)	Improved service to users by decreasing border wait times through tolling	Mexico POE	19	0	0	1	0	N/A	N/A	N/A	150,000	0	0	0	180,000	N/A	N/A	0	2014
4070009	Tijuana Cross Border Airport Terminal-Binational Airport Access Bridge	Municipality of Tijuana	Aeropuerto Internacional de Tijuana	NEW The project consists of the construction of a pedestrian bridge (exclusively for passengers with a valid boarding pass) which will connect Tijuana's International Airport to a Federal terminal in Otay Mesa.	There are no facilities of its kind anywhere along the U.S.-Mexico Border	There are no facilities of its kind anywhere along the U.S.-Mexico Border	Mexico POE	N/A	N/A	N/A	N/A	6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	8,800	N/A	N/A	N/A	2014

Appendix H-1
List of Short - Term Projects - POE

Project No.	Project Name	Current Phase of Project	Total Project Cost 2010 USD	Project Fully Funded	Funding Still Needed for Project	Project Under Construction in Short Term i e by 12 31 2014	Benefits of the Project		Type of POE Project	Passenger POE			Commercial POE			Positive impact other modes of cargo crossings	Positive impact other modes of passenger crossings	Submitting Agency
										Planned Hours of Operation (2040)			Planned Hours of Operation (2040)					
							Environmental Benefit	Community Economic Benefit		Monday through Friday	Saturday	Sunday	Monday through Friday	Saturday	Sunday			
4020008	Tijuana Cross Border Terminal (TCBT)	Advanced Planning		Yes		Yes	Low	Medium	New Passenger POE	24 Hours	24 Hours	24 Hours	0000-0000	0000-0000	0000-0000	No	No	CBP
4070003	Puerta México Express Lanes	Advanced Planning	$23,766,141	No	$23,766,141	Yes	Medium	Medium	Existing Passenger POE	0000-0000	0000-0000	0000-0000	0000-0000	0000-0000	0000-0000	N/A	Yes	SCT
4070009	Tijuana Cross Border Airport Terminal-Binational Airport Access Bridge	Advanced Planning	$6,179,197	No	$6,179,197	No	Medium	High	New Passenger POE	24 Hours	24 Hours	24 Hours	0000-0000	0000-0000	0000-0000	No	Yes	SIDUE

Appendix H-2
List of Short-Term Transportation Projects
Interchange

Project No.	Project Name	Jurisdiction	Project Description	2010 No. of Lanes	2040 No of Lanes	If new, nearstst nearest interchange	LOS 2010	LOS 2040	Ramp Direction	AADT 2010	AADT 2040	Truck % ADT Sharre	Accident Rate 2010	Current Phase of Project	Cost 2010 USD	Fully Funded (Y or N)?	Funds Still Needed to Complete Project	Under Construction by 12 31 2014	Year Project Becomes Opera- tional	Bicycle (Y or N)?	HOV (Y or N)?	Pedestrian Walkways (Y or N)?	Environmental Benefit	Community Economic Benefit	POE Served	POE Connection	Explain how this project serves a POE	Submitting agency
2070003	Cuauhtemoc-Padre Kino Node	Municipality of Tijuana	Construction of the Cuauhtemoc-Padre Kino Node	3	4	N/A	F	B	North to South	6,000	7,000	15	Below	Final Design	$4,582,950	No	$4,582,950	Yes	2014	Yes	No	Yes	High	High	Puerta México-El Chaparral	Connects to a Terminus Facility	Connection to Puerta México Port of Entry	SIDUE

Appendix H-2
List of Short-Term Transportation Projects
Rail / Mass Transit

Project No.	Project Name	County	Project Description	From	To	Annual Total Number of Passengers 2010	Projected Annual Total Number of Passengers 2040	Will project include grade seperation o alleviate local congestion?	Current Phase of Project	Total Project Cost 2010 USD	Is Project Fully Funded ?	Funds Still Needed to Complete Project	Under Construction by 12/31/14?	Year Project Becomes Operational	Environ-mental Benefit	Community Economic Benefit	Identify the POE primarily served by this project	Is project on a rail line that terminates at the inter border or connects to a rail line that terminates at the inter border?	Explain how this project serves a POE	Submitting agency
3020018	Blue Line Trolley Service	San Diego County	Increase in Blue Line Trolley Service (headways: peak 7.5, off-peak 7.5 mins.)	San Ysidro	Downtown San Diego		26,982,080	Yes	Conceptual Planning	$1,642,000,000	No	$821,000,000	Yes	2014	High	High	San Ysidro	Rail Line has a Terminus at the Border	Route terminates with a station at the San Ysidro POE.	SANDAG
3040001	BRT Express Line 1	Municipality of Mexicali	Modernization project of the public transport system in the City of Mexicali, which include the implementation of the BRT in the three main corridors of the city and a network of feeder routes. The first stage to the Express Line 1.	Garita Mexicali I	Calle Sanidina	0	61,632	Yes	Final Design	$65,832,211	Yes	$0	Yes	2013	High	High	Mexicali I	Connects to Rail Line has a Terminus at the Border	The BRT project is linked to access Mexicali I POE. This is conceived as a transerval route that promotes urban travel of high occupancy, which also connects the major industrial area, making this corridor an important avenue for communication, shopping and travel to and from the United States.	IMIP

Appendix H-3
List of Projects Planned to be Under Construction by December 31, 2014
POE

Project No.	Project Name	Jurisdiction	Location of Project	Project Description	Existing Condition	Condition after Project Completion 2040	POE Station Country	2040 Projected Total Number of Northbound Lanes into US								2040 Projected Average Daily Vehicles/Buses/Pedestrians/Trucks/Railcars Processed (Throughput)							
																Include projections for passenger vehicles and pedestrians					Include projections for truck and rail		
								Regular Passenger Vehicle	SENTRI	READY	Bus	Pedestrian	Regular Truck	FAST	Empty Trucks Only	Regular Passenger Vehicle	SENTRI	READY	Bus	Pedestrian	Regular Truck	FAST	Rail Cars
4010001	Calexico West – Interim Expansion of Existing Pedestrian Processing Facility	Imperial County	Celexico West	CBP & GSA have together developed a scope of work theat would double the throughput of the existing pedestrian processing area at modest cost, pending funding of the major expansion and reconfiguration of Calexico West. The CBP/GSA concept would increase the number of inspection stations from 6 to 12.	The existing pedestrian inspection facilities are undersized relative to existing demand. During peak periods, NB pedestrians can spend two hours or more in line.	The proposed interim expansion of the pedestrian processing facilities would greatly reduce congestion pending Congressional funding of the major expansion and reconfiguration of Calexico West.	US POE	N/A	N/A	N/A	N/A	12	N/A	N/A	N/A	N/A	N/A	N/A	N/A	25,030	N/A	N/A	N/A
4020014	San Ysidro LPOE - PedWest Facility and Virginia Avenue Transit Center	San Diego County	San Ysidro	The GSA anticipates developin a Bi-Directional Pedestrian Facility adjacent to the new Mexican LPOE (El Chaparral). This facility would include 10 dedicated NB Pedestrian Lanes and 2 bi-directional lanes. In addition, GSA will be developing a transit center at Virginia Avenue to replace the transit and drop off functions being lost on Camiones Way.	Currently there is a single north and southbound pedestrian crossing between the US and Mexico at San Ysidro. In addition, there is currently no well placed pedestrian drop off facility in the US for pedestrians crossing the border.	There will be two north and southbound pedestrian crossings. One on the eastside adjacent to the MTS trolley and one on the westside adjacent to Virginia Avenue and El Chapparal. The facility on the westside will feature 10 northbound lanes and 2 bi-directional lanes. In addition, there will be a multi-modal transit center allowing pick up and drop off for buses, POV, taxis, and jitneys.	US POE	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	12,127	N/A	N/A	N/A

Appendix H-3
List of Projects Planned to be Under Construction by December 31, 2014
POE

Project No.	Completion Year opened to traffic	Current Phase of Project	Total Project Cost 2010 USD	Project Fully Funded	Funding Still Needed for Project	Project Under Construction in Short Tterm i e by 12 31 2014	Project Benefits		Type of POE Project	Passenger POE			Commercial POE			Positive impact other modes of cargo crossings	Positive impact other modes of passenger crossings	Submitting Agency
										Planned Hours of Operation (2040)			Planned Hours of Operation (2040)					
							Environmental Benefit	Community Economic Benefit		Monday -Friday	Saturday	Sunday	Monday - Friday	Saturday	Sunday			
4010001	2017	Conceptual Planning	$2,500,000	No	$2,500,000	Yes	High	High	Existing Passenger POE	24 Hours	24 Hours	24 Hours	0000-0000	0000-0000	0000-0000	No	Yes	GSA
4020014	2015	Advanced Planning	$17,500,000	Yes	$0	Yes	Medium	High	Existing Passenger POE	0000-0000	0000-0000	0000-0000	0000-0000	0000-0000	0000-0000	N/A	N/A	GSA

Appendix H-3
List of Projects Planned to be Under Construction by December 31, 2014
Roadway

Project No.	Project Name	Jurisdiction	Project Description	From	To	Begin Post (Mile or Km)	End Post (Mile or Km)	2010 No Of Lanes	2010 Facility Type	2040 No of Lanes	2040 Facility Type	Parallel Facility?	LOS 2010	LOS 2040	AADT 2010	AADT 2040	Truck % Share ADT 2010	2010 Accident Rate	Current Phase of Project	Cost 2010 USD	Is Project Fully Funded?	Funds Still Needed	Under Construction by 12-31-2014	Year Project Becomes Operational	Bike Path (Y or N)	HOV (Y or N)	Pedestrian Walkway (Y or N)	Environmental Benefit	Community Economic Benefit	POE Served	POE Connection	Explain how this project serves an International POE	Submitting Agency
1010028	Cesar Chavez	Imperial County	Widen and realign to accommodate increases in traffic due to the POE modification	2nd Street	SR 98	0	0	4	Principal Arterial	5	Principal Arterial	N/A	E	C	34,000	93,800	0	Above	Advanced Planning	$8,930,000	Yes	$0	Yes	2015	N/A	No	Yes	Medium	High	Calexico	On a Terminus Facility	It will accomodate increases in traffic due to the POE modification	ICTC
1020005	SR 11-Segment 1	San Diego County	Construct 4 Toll Lanes	SR 905	Enrico Fermi Drive	0	1.2	0	Uncon-structed	4	Toll Lanes	Siempre Viva Rd.	F	C	0	90,000	15	Above	Final Design	$122,000,000	Yes	$0	Yes	2015	No	No	No	High	High	Otay Mesa East	Connects to a Terminus Facility	Project will connect to SR11 Segment 2 and Otay Mesa East POE	Caltrans
1040005	Gómez Morin Road	Municipality of Mexicalli	Improvement of the existing 6.5 km (4.0 mi) roadway	Cetys Rd.	Mexicali-S.Felipe Highway	0	4	4	Arterial	6	Arterial		E	B	90,000	130,000	35	Below	Final Design	$7,653,530	No	$7,653,530	Yes	2015	No	No	Yes	High	High	Mexicali II	Connects to a Terminus Facility	Connection to Mexicali I, II POE	SIDUE
1070008	International Ave. East	Municipality of Tijuana	Extension of 4-lane roadway for circulation and 500 meters of additional access to the Otay II border crossing	Silvestre Revueltas Street	12 Norte Street	0	0.3	4	N/A	4	Roadway	N/A	E	B	2,000	2,500	50	Below	Advanced Planning	$1,833,180	No	$1,833,180	Yes	2017	No	No	Yes	High	High	Mesa de Otay II	Connects to a Terminus Facility	Connection terminates at Otay II (prop.)	SIDUE

Appendix H-3
List of Projects Planned to be Under Construction by December 31, 2014
Rail / Mass Transit

Project No.	Project Name	Project Description and Jurisdiction	Limits of Project				Freight Projects		Annual Total Number of Passen-gers 2010	Projected Annual Total Number of Passen-gers 2040	Will project include grade separation to alleviate local con-gestion	Current Phase of Project	Total Project Cost 2010 USD	Is Project Fully Funded ?	Funds Still Needed to Complete Project	Will project be under construc-tion in short term i.e. by 12/31/2014 ?	Year Project Becomes Opera-tional	Project Benefits		Identify the POE primar-ily served by this project	Is project on a rail line that terminates at the inter border or connects to a rail line that terminates at the inter border	Explain how this project serves a POE	Submitting agency
			From	To	Begin Post (Mile or Km)	End Post (Mile or Km)	Annual Total Number of Rail Cars 2010	Projec-tion: Annual Total Number of Rail Cars 2040										Environ-mental Benefit	Communi-ty Economic Benefit				
3020001	South Line	Sidings, Passing, Mexico Connectivity (San Diego County)	Interna-tional Border	Broadway	0	10	9,000	19,600			Yes	Advanced Planning	$68,200,000	Yes	$0	Yes	2015	Medium	High	San Ysidro	Rail Line has a Terminus at the Border	Improve freight capacity/efficiency to absorb existing and future business volume and trade demand with Mexico.	SANDAG
3020019	South Bay BRT (628)	South Bay BRT (Otay Mesa - downtown) via Otay Ranch/Millenia (19.1 miles) (San Diego County)	Otay Mesa	Downtown	0	19.1	0	0		147,200	Yes	Advanced Planning	$200,000,000	No	$100,000,000	Yes	2018	Medium	Medium	Otay Mesa	N/A	While this project doesn't directly connect to a POE, it connects the Border Region to Downtown San Diego.	SANDAG

Project No.	Project Name	County/ Jurisdiction	Project Type	Project Description	Limits of Project				Existing Condition	Condition after Project Completion 2040	Current Phase of Project	Total Project Cost 2010 USD	Funds Still Needed to Complete Project	Year Project Becomes Operational	Identify the POE primarily served by this project	POE Connection	Explain how this project serves a POE	Submitting agency
					From	To	Begin Post (Mile or Km)	End Post (Mile or Km)										
5010003	Pedestrian/Transit Facilities	Imperial County	Pedestrian	Pedestrian/Transit Facilities at the Andrade POE	U.S.-Mexico Border	SR 186	0	0.4	Lack of pedestrian friendly features along SR 186.	Pedestrian friendly path with lighting.	Conceptual Planning	$1,535,000	$1,535,000	2017	Andrade	On a Terminus Facility	This project will ease the pedestrian connection to the Andrade POE. Reduce the extreme environment exposure to pedestrians/local residents.	CALTRANS
5020001	Bay to Ranch Bikeway	San Diego County	Bicycle	Bayshore Bikeway to Chula Vista Greenbelt Otay River. 7.4 miles long	Bayshore Bikeway	Chula Vista Greenbelt Otay River	0	7.4	The current portion of this project is 2.6 miles long, 4.8 of the facility is currently unbuilt.	The project will eventually have 7.4 miles of bike way facilities, with .7 miles of the project being built as Class II bike facilities, and 4.1 as Bike Boulevards.	Conceptual Planning	$502,750	$502,750	2025	San Ysidro	Neither	This project provides mobility for active transportation throughout the Border Region. These bike facilities provide access to other areas of San Diego and connection to open spaces.	SANDAG
5020002	Border BikeShare	San Diego County	Bicycle	BikeShare program linking Tijuana transit to Trolley on "Bike only" lane (converted from auto only) with "Bike only" customs agent. (California Vehicle Code 21200 says bikes can use all roads so making them cross as pedestrians is not really legal anyway). The logic is that you can stack 10 bikes in the space of one car and they are quicker to inspect than cars. We meet plenty of community goals with this approach: 1. less GHG in the queue, 2. Active lifestyle for public health 3. wiser use of existing infrastructure 4. makes transit more viable 5. lowers auto trips 6. better social equity balance because the most vunerable populations do not have drivers licenses at the same level as the overall polulation.	Tijuana Transit nodes	southerly Trolley Station	0.25	0.25	Autocentric - Bikes must cross as pedestrians.	Multi-modal, healthy populations and less demand for automotive facilities.	Conceptual Planning	$500,000	$500,000	2015	San Ysidro	On a Terminus Facility	This project uses existing infrastructure and staffing in a way that incentivizes non-motorized trips.	City of Chula Vista

Appendix H-4

List of Non-Motorized Modes of Crossborder Travel Projects

Project No.	Project Name	County/ Jurisdiction	Project Type	Project Description	Limits of Project				Existing Condition	Condition after Project Completion 2040	Current Phase of Project	Total Project Cost 2010 USD	Funds Still Needed to Complete Project	Year Project Becomes Operational	Identify the POE primarily served by this project	POE Connection	Explain how this project serves a POE	Submitting agency
					From	To	Begin Post (Mile or Km)	End Post (Mile or Km)										
5020003	Border Bike Lanes	San Diego County	Bicycle	Convert one existing auto lane to "Bike Only" Lane with " Bike Only" Customs agent. Currently bikes have to cross as pedestrians (not consistant with California Vehicle Code 21200). This project meets many community goals: 10 bikes can queue in the space of one car, there is no GHG associated with the wait, public health goals are met, less demand for auto facilities and increased ridership on the trolley.	San Ysidro POC	San Ysidro POC	0.25	0.25	Autocentric	Multi-modal	Conceptual Planning	$500,000	$500,000	2015	San Ysidro	On a Terminus Facility	This project uses existing infrastructure smater and healthier allowing more capacity without a net increase in cost. (bikes are quicker to inspect than cars)	City of Chula Vista
5020004	Trolley Bike Train	San Diego County	Bicycle	Convert seating area within existing Trolley to accomodate bikes, similar to Pacific Surfliner or Bart.	San Diego	San Ysidro	10	20	Only two bikes per trolley car are currently alowed.	Up to 10 bikes per trolley car will extend the range of existing transit.	Conceptual Planning	$500,000	$500,000	2015	San Ysidro	Connects to a Terminus Facility	This project extends the range of the trolley, inventivizing active transportation, increasing ridership and lowering the demand for traditional roadway trips.	City of Chula Vista
5020006	Border Access Corridor (Prefered Alternative)	San Diego County	Bicycle	Bayshore Bikeway from San Diego to the San Ysidro Border Crossing to provide Border access as a prefered alternative. 6.4 Miles long	Bayshore Bikeway	San Ysidro Border Crossing, San Diego	0	6.4	This project is currently 3.3 miles long. 3.1 miles remain to be built.	The additional 3.1 miles to be built are class II bicycle facilities. Future conditions will allow for better bicycle mobility.	Conceptual Planning	$93,000	$93,000	2018	San Ysidro	Connects to a Terminus Facility	This project provides connectivity to the San Ysidro Border through the connection to the Bayshore Bikeway which runs throughout San Diego.	SANDAG
5020008	Imperial Beach Connector	San Diego County	Bicycle	This project provides direct Border access from Seacoast Drive in Imperial Beach. 2.6 miles long	Seacoast Drive, Imperial Beach	Border Access	0	2.6	.2 miles is currently in existence.	The project would call for an additional 2.4 miles of bicycle facilities with 1.5 miles being dedicated to Class III bicycle facilities, and 1 mile being built for a bike boulevard.	Conceptual Planning	$127,950	$127,950	2018	San Ysidro	Connects to a Terminus Facility	This project provides direct border access from Seacoast Drive in Imperial Beach. By building this project, the use of alternative transportation to get to the border will be possible.	SANDAG

Project No.	Project Name	County/ Jurisdiction	Project Type	Project Description	Limits of Project				Existing Condition	Condition after Project Completion 2040	Current Phase of Project	Total Project Cost 2010 USD	Funds Still Needed to Complete Project	Year Project Becomes Operational	Identify the POE primarily served by this project	POE Connection	Explain how this project serves a POE	Submitting agency
					From	To	Begin Post (Mile or Km)	End Post (Mile or Km)										
5020010	Chula Vista Corridor - Mission Valley	San Diego County	Bicycle	The San Diego River Bikeway from Mission Valley to Chula Vista ending on the Bay to Ranch Bikeway in Chula Vista. 12.5 miles long	San Diego River Bikeway, San Diego	Bay to Ranch Bikeway, Chula Vista	0	12.5	This project currently has 2.2 miles of bike facilities built.	The project will build an additional 10.3 miles of bicycle facilities, with .7 of Class I, 6.3 miles of Class II, 1.2 of Class III, and 2.1 miles of bicycle boulevards.	Conceptual Planning	$2,811,810	$2,811,810	2022	San Ysidro	Neither	The San Diego River Bikeway from Mission Valley to Chula Vista ending on the Bay to Ranch Bikeway in Chula Vista. While this project doesn't directly serve a specific POE, it provides access to the border region and San Diego through active transportation.	SANDAG
5020012	Chula Vista Greenbelt, Otay River Prefered Alternative	San Diego County	Bicycle	This project is part of the Bayshore Bikeway and runs along the Chula Vista Green Belt at Otay River. The total project is 5.7 miles long.	Bayshore Bikeway, San Diego	SR-125 Corridor, Chula Vista	0	5.7	This project currently has 1.9 miles of bicycle facilities built. There are currently 3.8 miles left to be built.	After project completion the total length of the bicycle facility for the preferred alternative will be 5.7 miles. The additional 3.8 miles will be 3 miles of bike boulevards, and .8 miles of Class II facilities.	Conceptual Planning	$376,500	$376,500	2040	San Ysidro	Neither	While this project does not directly serve an International POE, it allows for more connectivity and mobility throughout the border region.	SANDAG
5020013	Sweetwater River Bikeway	San Diego County	Bicycle	This project is part of the Bayshore Bikeway and serves both National City and Chula Vista along the Sweetwater River Bikeway. The total length of the project is 5.2 miles.	Bayshore Bikeway, National City	SR-125 Corridor, Chula Vista	0	5.2	The project currently has 4.6 miles of already built bicycle facilities along this route. There will be an additional .6 miles built in the future.	After project completion the total length of the bicycle facility will be 5.2 miles. The additional .6 miles will be built as a Class I facility.	Conceptual Planning	$1,584,000	$1,584,000	2020	San Ysidro	Neither	While this project does not directly serve an International POE, it serves as an access point for active transportation connectivity throughout the border region.	SANDAG

Appendix H-4
List of Non-Motorized Modes of Crossborder Travel Projects

Project No.	Project Name	County/ Jurisdiction	Project Type	Project Description	Limits of Project				Existing Condition	Condition after Project Completion 2040	Current Phase of Project	Total Project Cost 2010 USD	Funds Still Needed to Complete Project	Year Project Becomes Operational	Identify the POE primarily served by this project	POE Connection	Explain how this project serves a POE	Submitting agency
					From	To	Begin Post (Mile or Km)	End Post (Mile or Km)										
5020014	SR-125 Corridor	San Diego County	Bicycle	This project serves as part of the San Diego River Bikeway and provides access to the Otay Mesa Border Crossing. The project length is 25.1 miles.	San Diego River Bikeway, Santee	Otay Mesa Border Crossing, San Diego	0	25.1	The project currently has 9.5 miles of already built bicycle facilities. There will be an additional 15.6 built in the future.	After project completion the total length of the bicycle facility will be 25.1 miles. The additional 15.6 miles to be built will be mostly Class I, with 2.9 miles of Class II, and 1.6 miles of bike boulevards.	Conceptual Planning	$29,579,000	$29,579,000	2040	Otay Mesa	Connects to a Terminus Facility	This project provides direct access to the Otay Mesa POE along the SR-125 Corridor. Year project becomes operational is projected to be 2050.	SANDAG
5020015	I-805 Connector	San Diego County	Bicycle	This project is part of the Sweetwater River Bikeway and is used as a connector for the 805 corridor. The project is 1.8 miles long.	Sweetwater River Bikeway	Telegraph Canyon Road, Chula Vista	0	1.8	This project has yet to be built.	After project completion the total length of the bicycle facility will be 1.8 miles with the entirety of the project being made up of Class I facilities.	Conceptual Planning	$4,752,000	$4,752,000	2025	San Ysidro	Neither	While this project does not directly serve an International POE it provides access and mobility for those using active transportation in the border region.	SANDAG
5020016	SR-905 Corridor	San Diego County	Bicycle	This project is part of a border access corridor for the future SR-11 border crossing facility along the SR-905 Corridor. The project is 9.0 miles in length.	Border Access Corridor, San Diego	Future SR-11 Border Crossing, County of San Diego	0	9	This project has yet to be built.	After project completion the total length of the bicycle facility will be 9 miles with the entirety of the projects being built as a Class I facility.	Conceptual Planning	$23,760,000	$23,760,000	2040	Otay Mesa	Connects to a Terminus Facility	This project serves as a border access corridor for the future SR-11 Border Crossing. Year project becomes operational is projected to be 2050.	SANDAG
5020018	Willow St Ped. Overcrossing	San Diego County	Pedestrian	Pedestrian Overcrossing	Willow Street Bridge	Willow Street Bridge	1.5	1.7	Pedestrian Overcrossing	Pedestrian friendly overcrossing with lighting.	Conceptual Planning	$2,800,000	$2,800,000		San Ysidro	Connects to a Terminus Facility	This pedestrian overcrossing connects to the San Ysidro POE	CALTRANS
5020019	Tecate Ped/Transit Facilities	San Diego County	Pedestrian	Pedestrian/ Transit Facilities at the Tecate POE/SR 188	U.S-Mexico Border	SR 188	0	0.002	Sidewalks leading up to the POE	enhanced pedestrian connection to/from the Tecate POE, upgrade existing sidewalks	Conceptual Planning	$1,550,000	$1,550,000	2017	Tecate, CA	On a Terminus Facility	This pedestrian link is connects users directly to the Tecate POE.	CALTRANS

Appendix H-4
List of Non-Motorized Modes of Crossborder Travel Projects

Project No.	Project Name	County/ Jurisdiction	Project Type	Project Description	Limits of Project				Existing Condition	Condition after Project Completion 2040	Current Phase of Project	Total Project Cost 2010 USD	Funds Still Needed to Complete Project	Year Project Becomes Operational	Identify the POE primarily served by this project	POE Connection	Explain how this project serves a POE	Submitting agency
					From	To	Begin Post (Mile or Km)	End Post (Mile or Km)										
5020020	West Camino De La Plaza Sidewalk	San Diego County	Pedestrian	Installation of missing sidewalks	Camino De La Plaza/I-5 Interchange	Virginia Avenue	0	0	Missing ADA compliant sidewalks	ADA compliant sidewalks	Conceptual Planning	$1,095,000	$1,095,000	2017	San Ysidro	Connects to a Terminus Facility	Constituents traveling to and from the San Ysidro International Border would best benefit as ADA compliant sidewalks would allow for safer access for pedestrians.	City of San Diego
5020021	West San Ysidro Blvd Bikeway	San Diego County	Bicycle	Installation of 5 to 6 foot Class II Bike Lanes	Dairy Mart Road	Southern Terminus of San Ysidro Blvd	0	0	Non existent Class II Bike Lanes	Improved Class II Bike Lane installation	Conceptual Planning	$1,850,000	$1,850,000	2018	San Ysidro	Connects to a Terminus Facility	This project would provide Class II bikeway facilities from the San Ysidro POE through to Dairy Mart Road.	City of San Diego
5040001	Pedestrian Plaza at Mexicali I POE	Municipality of Mexicali	Pedestrian	An Open-Air Pedestrian Plaza will be built to serve as a reception area for people as they enter Mexico	International Border	Avenida Madero	0	0	Currently, northbound and southbound pedestrians must cross through an underground tunnel that is overgrown with vendors and which cannot be expanded.	An Open-Air Pedestrian Plaza will be built to serve as a receiving area for people entering Mexico	Final Design	$1,980,512	$1,980,512	2018	Calexico	On a Terminus Facility	It serves as a plaza in wich the pedestrians will be able to wait to cross in shaded, covered areas away from the sun	SIDUE
5040002	Shade Canopy for Pedestrian Path	Municipality of Mexicali	Pedestrian	Canopies and shade will be installed along the pedestrian path	callejon zorrilla	avenida madero	0	0.2	Northbound pedestrians must wait in line under the hot sun, and the high temperatures pose a health hazard	Shading will be provided along the pedestrian queue in order to reduce the impact of the summer heat	Advanced Planning	$118,831	$118,831	2014	Calexico	On a Terminus Facility	New and improved pedestrian queueing area	SIDUE
5040003	Río Nuevo Bike Lane, Phase 1	Municipality of Mexicali	Bicycle	Blvd. Río Nuevo will have a two-lane bike path in each direction. It will begin at the Mexicali I POE and finish at Calz. Anáhuac. The proposed section is only Phase 1.	From Mexicali 1 POE	To Calz. Anáhuac	0	5	Blvd. Río Nuevo has three lanes plus a shoulder each way. It has 2-meter wide sidewalks. This street is not currently configured in such a way that it would allow a bike lane, so roadway reconfiguration will be needed.	Blvd. Río Nuevo will have a two-lane bike path in each direction; its main destination will be the Mexicali I POE, with connections to the main roads: Calz. Independencia, Eje Central, and Calz. Anáhuac.	Conceptual Planning	$14,260	$14,260	2014	Calexico	Connects to a Terminus Facility	The end points of the bike lane will be the Mexicali I POE and the proposed Multi-Modal Transit Station in Historic Downtown Mexicali.	IMIP

Appendix H-4

List of Non-Motorized Modes of Crossborder Travel Projects

Project No.	Project Name	County/ Jurisdiction	Project Type	Project Description	Limits of Project				Existing Condition	Condition after Project Completion 2040	Current Phase of Project	Total Project Cost 2010 USD	Funds Still Needed to Complete Project	Year Project Becomes Operational	Identify the POE primarily served by this project	POE Connection	Explain how this project serves a POE	Submitting agency
					From	To	Begin Post (Mile or Km)	End Post (Mile or Km)										
5040004	City of Mexicali Non-Motorized Mobility Plan	Municipality of Mexicali	Bicycle	Bike Lane Network for the cities of Mexicali and San Felipe, as an alternative for non-motorized urban transportation, connected to the BRT and Multi-Modal Transit System. NOTE: Project scope and length according to Study Area where the project will be implemented.	U.S. Border & Libramiento Ejido Cuernavaca-La Rosita	Islas Agrarias & Camino Nacional	237	154	Transportation focused on using your own vehicle (1.3 residents per vehicle). 1,298 tons/year of PM2.5 and PM10 are emitted into the air by mobile sources. There are Cycling Clubs; members and other cyclists must use unsafe roads not suitable for biking(http://mxlibici.org/ciclorutas-mxlibici/). Extreme weather conditions.	Safe bike lane network, interconnected to the Multi-Modal Transit System, aimed at both work and recreational uses. Will create community culture of obeying traffic regulations.	Conceptual Planning	$71,298	$142,597	2014	Calexico	Connects to a Terminus Facility	It offers healthier and more environmentally-friendly mobility alternatives, with the potential of connecting to U.S. bike lanes through either of the two existing POEs and future crossings.	IMIP
5070001	Federico Benitez Bike Lane	Municipality of Tijuana	Bicycle	Initial Project: Federico Benitez Bike Lane Project Design & Funding Procurement Phase I: Blvd. Federico Benítez – Prolong. Paseo Héroes Phase II: Blvd. Paseo Héroes – Zona Centro – Bike Parking Areas Phase III: Public Bikes Phase IV: Connecting Bike Lanes	2013	2014	0	18			Conceptual Planning	$2,218,173	$39,610	2013	San Ysidro	Neither	It is very close to the San Ysidro POE, it could be expanded to include a dedicated bike lane	IMPlan

Appendix H-5
List of Short-Term Operational and Minor Capital Investment Projects

Project No.	Project Name	County/ Jurisdiction	Project Location	Project Description	Existing Condition	Condition after Project Completion 2040	Year Project Becomes Operational	Current Phase of Project	Total Project Cost 2010 USD	Funds Still Needed to Complete Project	Identify the POE primarily served by this project	Explain how this project could reduce border wait times	Submitting agency
6010001	Calexico East POE Transit Services	Imperial County	Calexico East POE to the City of Calexico	Daily service with 1 hour headways to and from the Calexico East Port of Entry and the City of Calexico	Currently there is no transit services provided to and from the East Port of Entry and the City of Calexico	Daily transit service provided for pedestrian cross-border users of the East Port of Entry	2014	Conceptual Planning	$400,000	$400,000	Calexico East	Providing transit services would stimulate the use of pedestrian users of the East Port and thus elliviate the pedestrian wait time of the Calexico West POE	ICTC
6020001	Southbound border wait times detection system at San Ysidro POE	San Diego County	San Ysidro POE	Provide baseline data in build-up to POE completion for financial and pricing considerations. Provide more accurate and comprehensive wait times for existing crossings	Current wait times are not monitored using a detection system. This project would provide a technology and allow for more accurate measurement of border wait times.	More accurate monitoring of border wait times.	2014	Conceptual Planning	$900,000	$900,000	San Ysidro	This project would be developed as a monitoring system for wait times at border crossings.	SANDAG
6040001	Rio Nuevo/Pueblo Nuevo/Historic Downtown to Mexicali 1 POE Integration Project	Municipality of Mexicali	Mexicali 1 POE	The program proposes urban/economic integration approaches between Pueblo Nuevo/Rio Nuevo/Historic Downtown Mexicali and the Mexicali I POE. It also proposes motorized/non-motorized mobility improvements between the aforementioned areas.	The neighborhood of Pueblo Nuevo is becoming blighted and economically depressed due to its being cut off from Historic Downtown and the Mexicali I POE; The Rio Nuevo (New River) serves as a natural barrier between the two areas, keeping them from becoming integrated.	The neighborhood of Pueblo Nuevo will become a natural extension of Historic Downtown, supported by the activity generated by the Mexicali I POE. Mobility between the two areas will be faster, with the Rio Nuevo area serving as the connector.	2014	Conceptual Planning	$59,415	$59,415	Calexico	The program is aimed at making motorized and non-motorized connectivity more efficient between Pueblo Nuevo, Historic Downtown, Rio Nuevo, and the Mexicali I POE. It will also include a Multi-Modal Transit Center on the Mexican side of the border. It will connect more efficiently to the U.S. roadway system.	IMIP
6040002	Loading & Unloading Area	Municipality of Mexicali	Mexicali II	A Loading/Unloading area will be built for POVs and public transit; shade canopies will be added to the pedestrian path, as well as public restrooms	There is no loading/unloading area; the pedestrian path is 2.2 km long	There will be a Loading/Unloading area for POVs and public transit, and the pedestrian path will be shortened to 1.2 km	2013	Advanced Planning	$1,188,307	$1,188,307	Calexico East	It would reduce the length that pedestrians must travel, making their trip shorter an thus expediting the crossing.	SIDUE
6070001	Pedestrian Bridge and Loading/Unloading Area	Municipality of Tijuana	Otay I Port of Entry	A pedestrian bridge will be built crossing over the northbound queue lanes, as well as a passenger loading/unloading area	No pedestrian bridge nor loading/unloading areas currently exist, forcing pedestrian to cross between traffic	There will be a pedestrian bridge, and a loading/unloading area close the northbound pedestrian crossing	2014	Final Design	$253,506	$253,506	Otay Mesa	By rearranging vehicle traffic as it approaches the POE, different lanes will be segregated, helping the queues flow better and be less chaotic	SIDUE

Project No.	Project Name	Jurisdiction	Location of Project	Project Description	Existing Condition	Condition after Project Completion 2040	POE Station Country	Completion Year opened to traffic	Current Phase of Project	Total Project Cost 2010 USD	Type of POE Project	Submitting Agency
4020015	Jacumba New POE	San Diego County	Jacumba	Future passenger vehicle, pedestrian, and truck port of entry.	This POE does not currently exist.	This project is anticipated to open in 2040.	US POE	2040	Conceptual Planning	--	New Passenger and Commercial POE	SANDAG
4060003	Jacumé New POE	Municipality of Tecate	East of Tecate	The location of the project is aprox. 40km east of Tecate, this POE will serve both passenger vehicles and trucks and rail freight cargo, it is a new POE	No Port of Entry in the area	The Port of Entry will have the capacity to process, passenger vehicles, cargo trucks and railroad freight coming from the Punta Colonet Port, and the Tecate Mexicali area.	Mexico POE	2030	Conceptual Planning	--	New Passenger and Commercial POE	SIDUE
4060004	Expansion and reorganization of Tecate cargo and passenger facilities.	Municipality of Tecate	Av. Lázaro Cárdenas y Callejón Madero no. 201, Zona Centro, C.P. 21400.	Developing the final design to construct the cargo facilites (import and export) in a 5.4 hectares federal compound, to reorder and expand the passenger vehicles area as well as remodeling administrative offices in the pedestrian area and establish the fiscal route lane which will connect the cargo area and the passenger vehicles.	Import facilties has only 1 lane and booth to inspect general traffic and oversize cargo, export facilities has 1 lane and booth whic crosses the import lane, causing passenger vehicle chaos. The inspection facilities area has no suffcient space to process cargo in a convenient manner, pedestrian facilities are inadequate.	Having the final design will develop technical elements to improve infrastructure and the existing conditions. Estimated date to start construction is 2015/2016.	Mexico POE	2015	Advanced Planning	$403,821	New Passenger and Commercial POE	Aduanas
4040006	Expansion and reorganization of cargo import customs facilities in Mexicali II	Municipality of Mexicali	Blvd. Abelardo L. Rodríguez s/n, Colonia Alamitos, ejido Orizaba, C.P. 21210.	Expand the import area, fiscal route lanes, patios, inspection facilities and a new lane to import vehicles.	Customs has 7 import booths, with 4 dedicated to regular cargo, 1 empty trucks, 1 fast lane and 1 for oversize cargo. However the import inspection area does not comply with the required space, making it dificult for inspectors since they have to occupy 2 positions at a time, which results in high inspection wait times. The vehicular fiscal route is not planned correctly since the passenger vehicles invade the cargo route as well as other areas.	Having the final design will improve Customs activities, the cargo flow will be inspected faster since the inspection area will be expanded, the number of positions will increase as well as the exit lanes and the temporary and permanent vehicles import lane.	Mexico POE	2015	Advanced Planning	$403,821	Existing Commercial POE - Truck	Aduanas
4040007	Expansion and reorganization of cargo export customs facilities in Mexicali II	Municipality of Mexicali	Blvd. Abelardo L. Rodríguez s/n, Colonia Alamitos, ejido Orizaba, C.P. 21210.	Expand and reorganize the export facilities, fiscal route lanes, patios, and the inspection platform. A new regular cargo lane and booth will be added to facilitate entry to the facilities.	The inspection area does not comply with the requirements, insufficient space for oversize cargo, saturated entry lanes, there are only 2 lanes to get to the 4 existing booths.	The space within the federal compound will have a better distribution, export infrastructure will be improved to give the user a better experience, a new entry lane and booth will be added, the patios and the inspection facilities will be expanded, improving operations by 30%.	Mexico POE	2016	Presidential Permit	$13,326,118	Existing Commercial POE - Truck	Aduanas

Appendix H-6
Project Inventory List
POE

Project No.	Project Name	Jurisdiction	Location of Project	Project Description	Existing Condition	Condition after Project Completion 2040	POE Station Country	Completion Year opened to traffic	Current Phase of Project	Total Project Cost 2010 USD	Type of POE Project	Submitting Agency
4070010	Expansion and reorganization cargo and passenger facilities en Mesa de Otay, Tijuana.	Municipality of Tijuana	Línea Internacional s/n, Fraccionamiento Mesa de Otay, C.P. 22509.	The project considers a new layout of the import facilities and the expansion of entry booths (from 6 to 9), exit booths (from 3 to 6), patios, fiscal route lanes and the inspection platform from 18 to 35 positions. Passenger vehicles lanes will increase by 1 lane and the inspection area will add 5 more positions. It is worth mentioning this area will be relocated since it obstructs the fiscal vehicle route. The project considers a parking area for trucks. The pedestrian portion of the project will consider establishing a new southbound pathway since vehicles and pedestrian flows are not separated.	The import facilities has only 6 entry booths: 3 for general cargo, 1 for empty trucks, 1 express lane and 1 for over size cargo, the inspection platform and the patios area does not has the space required to process cargo.	With the final design operation will improve since entering and exiting the federal compound will be faster, inspection will have better processes since high tech equipment will be installed, that will allow to give the user a better service along with having upgraded the pedestrian, cargo and passenger facilities.	Mexico POE	2016	Presidential Permit	$55,224,791	Existing Passenger and Commercial POE	Aduanas
4070011	Completion of complementary works in tactical locations of the Puerta México Este, Chaparral and Otay I facilities.	Municipality of Tijuana	Puerta México Este.- Rampa Xicoténcatl no. 12, Colonia Cuauhtémoc, C.P. 22010, Chaparral.- Av. José María Larroque s/n, entre Francisco Cuevas y Canalización Río Tijuana, Colonia Federal, C.P. 22010 y Mesa de Otay.- Línea Internacional s/n, Fraccionamiento Mesa de Otay, C.P. 22509.	*Puerta México Este Pedestrian POE.- Complementary works in electrical installations, common and private customs areas. *El Chaparral POE.- Installing shades in pedestrian pathway. *Mesa de Otay Pre-clearance.- Construction of exclusive roadway for certified company program	*Puerta México Este Pedestrian POE.- Complementary works in electrical installations, paint jobs, aluminum works and common and private customs areas. *El Chaparral POE.- The pathway which pedestrian take to board the bus once their luggage is inspected does not have any shade to prevent from different weather conditions. *Mesa de Otay Pre-clearance.- The lane for trucks registered in the certified company program is unfinished which causes trucks to invade the normal cargo trucks lane, congesting the exit booth.	*Puerta Mexico Este POE.- Improves level of safety and service, reduces the pedestrian walking distance 33% by initializing operations in the new facilities, 3 new x-ray machines for luggage inspection will be installed. *El Chaparral POE.- By installing shading in the pedestrian area, users will be protected while waiting for the bus to be inspected *Pre-clearance Mesa de Otay.- Vehicular flows will be separated and the obstruction happening in the exit lanes will be solved at the export facilities.	Mexico POE	2014	Presidential Permit	$447,934	Existing Passenger and Commercial POE	Aduanas

Appendix H-6
Project Inventory List
Interchange

Project No.	Project Name	Jurisdiction	Project Description	2010 No. of Lanes 2040 No of Lanes	If new, neartst nearest interchange	LOS 2010 LOS 2040	Ramp Direction	AADT 2010	AADT 2040	Truck % ADT Sharre	Accident Rate 2010	Current Phase of Project	Cost 2010 USD	Fully Funded (Y or N)?	Funds Still Needed to Complete Project	Under Construction by 12 31 2014	Year Project Becomes Opera- tional	Bicycle (Y or N)? HOV (Y or N)? Pedestrian Walkways (Y or N)?	Environmental Benefit Community Economic Benefit	POE Served	POE Connection	Explain how this project serves a POE	Submitting agency
2070015	SR 125 / Lonestar Interchange	San Diego County	New interchange									Conceptual Design								Otay Mesa East			Caltrans

Appendix H-6
Project Inventory List
Rail / Mass Transit

Project No.	Project Name	Jurisd-iction	Project Description	Limits of Project				Will project include grade separation to alleviate local congestion	Current Phase of Project	Total Project Cost 2010 USD	Is Project Fully Funded ?	Funds Still Needed to Complete Project	Will project be under construc-tion in short term i.e. by 12/31/2014 ?	Year Project Becomes Opera-tional	Project Benefits		Identify the POE primarily served by this project	Is project on a rail line that terminates at the inter border or connects to a rail line that terminates at the inter border	Explain how this project serves a POE	Agency
				From	To	Begin Post (Mile or Km)	End Post (Mile or Km)								Environ-mental Benefit	Community Economic Benefit				
3030001	Tecate-Ensenada Rail	Municipality of Ensenada	This project spans two municipal jurisdictions, originating from the Municipality of Ensenada toward Tecate. Intended to build 115km of railroad from the Puerto Fronterizo El Sauzal (Border Port El Sauzal) in Ensenada to the Border Crossing (POE) of Tecate, for commercial cargo movement.	Ensenada	Tecate	0	115	N/A	Conceptual Planning	$178,246,059	No	$178,246,059	No	2019	Mediu m	High	Tecate, BC	Connects to a Rail Line that has Terminus at the Border	This railway line is proposed to connect to a cargo terminal near the commercial crossing of Tecate in order to transport cargo between the sea port and the land port.	SIDUE
3070003	Inter-modal Transit Center	Municipality of Tijuana	An intermodal transit center building and a commercial development will take place in the Colonia Cuauhtémoc area. Transit center will provide service for pedestrian, buses, and taxis, and the commercial building will have a hotel and shopping area. Two buildings connected as a comprehensive project.	Interna-tional Border	Colonia Cuauhtemoc limit	0	0	Yes	Conceptual Planning	$50,000,000	No	$50,000,000	No	2016	High	High	Puerta México-El Chaparral	Connects to a Rail Line that has Terminus at the Border	The project will provide better services and a new urban environment for pedestrian users entering Tijuana by the new Puerta Mexico East facilities.	SIDUE
3070004	Tijuana Trolley	Municipality of Tijuana	Upgrading and retrofitting of 20km of railroad infrastructure on the railway named Vía Corta Tijuana-Tecate (Tijuana-Tecate short line), within the municipality's urban zone for the coexistence of cargo transportation and a trolley with capacity to transport up to 65,000 daily passengers.	Colonia Cuauhtémoc	El Florido	0	20	N/A	Conceptual Planning	$205,973,223	No	$205,973,223	No	2015	High	High	Puerta México-El Chaparral	Rail Line has a Terminus at the Border	The construction of a transportation terminal from the International POE checkpoint is designed to provide riders coming from the Trolley in the U.S. to continued their journey on the Tijuana Trolley without interruption, resulting in a more fluid trip with reduced transfer	SIDUE

Appendix H-6
Project Inventory List
Short-Term Operational and Minor Capital Investment Projects

Project No.	Project Name	County/ Jurisdiction	Project Location	Project Description	Existing Condition	Condition after Project Completion 2040	Year Project Becomes Operational	Current Phase of Project	Total Project Cost 2010 USD	Funds Still Needed to Complete Project	Identify the POE primarily served by this project	Explain how this project could reduce border wait times	Submitting agency
6020002	Southbound border wait times detection system at Otay Mesa POE	San Diego County	Otay Mesa POE	Provide baseline data in build-up to POE completion for financial and pricing considerations. Provide more accurate and comprehensive wait times for existing crossings	Current wait times are not monitored using a detection system. This project would provide a technology and allow for more accurate measurement of border wait times.	More accurate monitoring of border wait times.	2015	Conceptual Planning	$900,000	$900,000	Otay Mesa POE	This project would be developed as a monitoring system for wait times at border crossings.	SANDAG