

DSMP

DISTRICT SYSTEM MANAGEMENT PLAN

DISTRICT 11 PROFILE



NOVEMBER 2016

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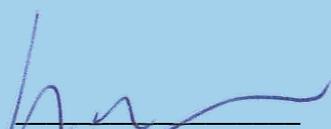
DSMP PURPOSE

California's State Highway System needs long range planning documents to guide the logical development of transportation systems as required by CA Gov. Code §65086 and as necessitated by the public, stakeholders, and system users. The purpose of the DSMP is to develop the District's vision of how the transportation system will be maintained, managed, and developed over the next 20 years and beyond. It provides a vehicle for the development of multimodal, multi-jurisdictional system strategies. The DSMP is developed with the goals of increasing safety, improving mobility, providing excellent stewardship, and meeting community and environmental needs throughout the District.

California Department of Transportation

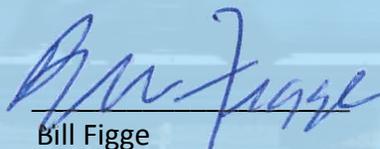
Mission: Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

Approvals:



Laurie Berman
District Director
District 11

11-2-2016
Date



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ABOUT THE DISTRICT SYSTEM MANAGEMENT PLAN

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

The System Planning process is primarily composed of four parts: the District System Management Plan (DSMP), the DSMP Project List, the Transportation Concept Reports (TCR), the Corridor System Management Plans (CSMP). The district-wide DSMP is the strategic policy and planning document that focuses on planning, managing, operating, developing, and preserving the transportation system. The TCR is a planning document that identifies the existing as well as future needs for each route on the SHS. The CSMP is a complex, multi-jurisdictional planning document that identifies future needs within corridors

experiencing or expected to experience high levels of congestion. The CSMP serves as a TCR for congested segments on the SHS in District 11. The DSMP Project List is an appendix to the DSMP and provides a list of planned and partially programmed transportation projects used to recommend projects for funding. These System Planning products are also intended as resources for stakeholders, the general public, regional transportation partners, Metropolitan Planning Organizations (MPOs), and local agencies.

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

For questions regarding the DSMP contact:
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Outreach to internal and external stakeholders is a fundamental component of the DSMP development. Internal district functional units were relied upon to provide input related to their particular specializations to obtain data and/or verify data accuracy.

After a thorough internal review, the final draft of this document was provided to key external stakeholders at the San Diego Association of Governments (SANDAG), the Southern California Association of Governments (SCAG), and the Imperial County Transportation Commission (ICTC).

STAKEHOLDER COORDINATION

EXECUTIVE SUMMARY

The DSMP is a long-range, policy planning document that describes how District 11 envisions the transportation system will be planned, managed, preserved, operated, and developed over the next 20 to 25 years. It provides a vehicle for the development of multimodal, intermodal, and multi-jurisdictional system strategies. These strategies are developed in partnership with related Caltrans functional units, divisions, and districts, as well as external partners, Metropolitan Planning Organizations (MPOs), Regional Transportation Planning Agencies (RTPAs), cities, counties, tribal governments, other partner agencies, and the public. As one of the district's long range plans, the DSMP plays a major role in guiding the development of both the Transportation Concept Reports (TCRs) and the Corridor System Management Plans (CSMPs).

The DSMP consists of three parts: District Profile, Management Plan, and Project List.

- **District Profile:** The District Profile provides the context for the Management Plan and the DSMP Project List. It serves as a high-level resource on the district's current and future characteristics. It includes a description of the State Highway System (SHS) routes, the transportation system, population, land use, transportation partners, planning efforts, and the environmental setting in the district.
- **Management Plan:** The Management Plan identifies the goals and policies for District 11. It identifies how the district proposes to implement the Department's Mission, Vision, and Goals and take specific actions to accomplish those goals.
- **Project List:** The DSMP Project List presents a district-wide, 20-25 year list of multimodal SHS transportation improvements identified in the district CSMPs, TCRs, the Interregional Transportation Strategic Plan (ITSP), Regional Transportation Plans (RTPs), and local Capital Improvement Programs (CIPs). It provides a current and readily available project list for our internal and external partners, including Caltrans planners, California Transportation Commission (CTC) staff, and regional agencies. The primary purpose of the DSMP Project List is to recommend a reasonable and effective range of prioritized transportation improvements for inclusion into the State Transportation Improvement Program (STIP) and State Highway Operation and Protection Program (SHOPP) proposals for Project Initiation Document (PID) development, and inclusion in other funding documents.

DISTRICT PROFILE

1. DISTRICT MAP



2. DISTRICT OVERVIEW

Caltrans District 11 is located in the southern region of California bordering Mexico, Arizona, and the Pacific Ocean. District 11 is one of the most geographically and culturally diverse areas in the country with a wide range of climates and terrain – from the temperate coastal region to chilly mountain peaks and blazing

desert sands. Heading east from the San Diego coastline, the landscape of canyons and mesas climbs into mountains reaching more than 6,000 feet and then drops down to 230 feet below sea level in the low desert of Imperial County.

District 11 Office in Old Town, San Diego



Caltrans Source File



Caltrans Source File

The district office is a five-building, 300,000 sq.-ft. campus, located at 4050 Taylor Street in the heart of Old Town, San Diego. The state of the art district office buildings integrate sustainable and energy efficient practices into its daily operations. The U.S. Green Building Council has awarded District 11 with Leadership in Energy and Environmental Design (LEED) for Existing Building Operations and Maintenance (EBO&M) Certification at the Gold level.

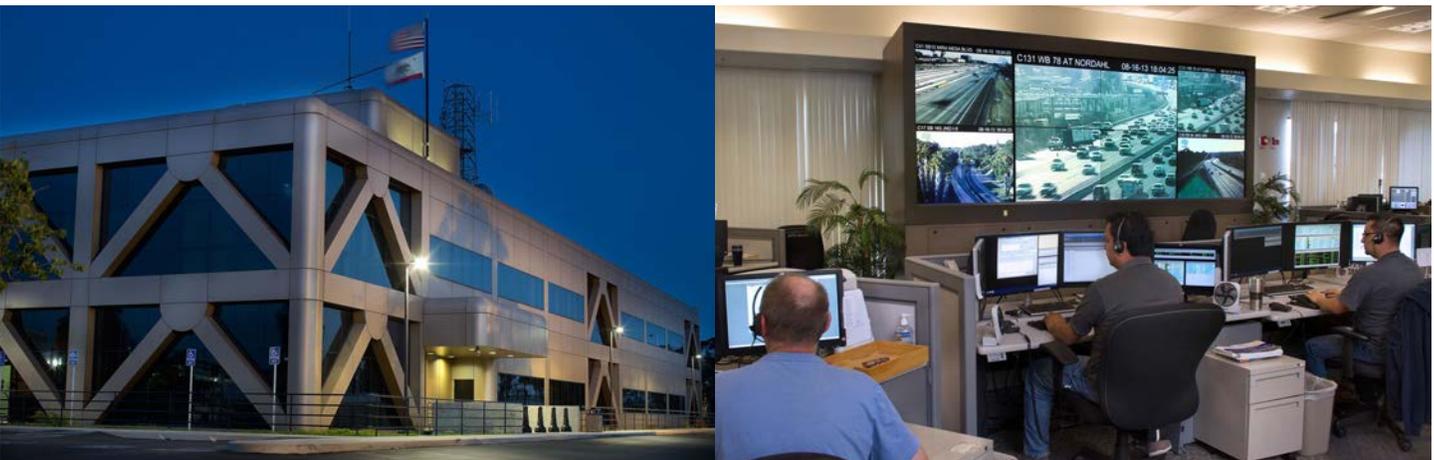
The district's staff of about 1,200 employees maintain 4,158 lane miles of roadway, manage roadway operations, deliver multi-modal projects in conjunction with our partners and respond to weather and disaster

events throughout the region. In addition to the main district office in Old Town and the Transportation Management Center (TMC) in Kearny Mesa, there are 16 maintenance yards in San Diego County and three existing and one proposed maintenance yard in Imperial County. (see Figure 2)

As of July, 2016, The District has more than \$705,500,000 million in currently awarded construction projects. Projects totaling \$41,600,000 million will be advertised for construction contract award during the rest of the 2016 calendar year.

Caltrans District 11 website:
<http://www.dot.ca.gov/dist11/>

District 11 TMC in Kearny Mesa, San Diego



Caltrans Source File

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District 11 is responsible for the State Transportation System in two large and distinctly different counties, San Diego County to the West and Imperial County to the East. (See Figure 1)

San Diego County, including 18 incorporated cities, contains approximately 4,200 square miles that cover 70 miles north to south and 86 miles east to west. The San Diego Association of Governments (SANDAG) is the Metropolitan Planning Organization (MPO) for San Diego County. The county is bordered by Riverside County and Orange County to the north; Imperial County to the east; the nation of Mexico to the south; and the Pacific Ocean to the west. According to the 2010 U.S. Census, San Diego County had a population of 3,095,313 people, making it the second most populous county in California after Los Angeles County.

San Diego County has 70 miles (110 km) of coastline. It has a mild Mediterranean to semi-arid climate with terrain ranging from coastal plains to coniferous mountains and high desert. There are 16 significant naval and military locations of the United States Navy, U.S. Marine Corps, and the U.S. Coast Guard, including Naval Base San Diego, Marine Corps Base Camp Pendleton, Marine Corps Air Station Miramar, and Naval Air Station North Island.

Once dependent on the military and defense-related industries, San Diego County now has a diverse economy that includes manufacturing, telecommunication, tourism, trade, biosciences, software, multimedia, and digital technology. These industries are largely located in the 18 cities, with the exception of agricultural production, which is primarily located in the unincorporated area and is a significant component of the San Diego economy.

After enjoying temporary declines in rush hour delay between 2007 and 2009, San Diego commuters have since experienced yearly increases in peak period freeway delay. The following link contains information on trip types, delay, congested segments, commute and travel time: [State of the Commute-SANDAG 2014: http://www.sandag.org/uploads/publicationid/publicationid_1937_19102.pdf](http://www.sandag.org/uploads/publicationid/publicationid_1937_19102.pdf)

For a snapshot of each of the San Diego region's 19 jurisdictions with historic, current information, and forecast population, housing, and employment data, click on the following link: Demographics and Other Fast Facts- SANDAG: http://www.sandag.org/resources/demographics_and_other_data/demographics/fastfacts/index.asp

Imperial County, including seven incorporated cities, extends over 4,597 square miles, bordering on Mexico to the south, Riverside County to the north, San Diego County on the west, and the State of Arizona on the east. The Southern California Association of Governments (SCAG) is the MPO, and the Imperial County Transportation Commission (ICTC) is the county transportation commission and the regional transportation planning agency representing Imperial County.

Naval Air Facility El Centro is a significant U.S. Naval aviation training base in Imperial County. With year-round great flying weather and the proximity of several instrumented bombing ranges, this facility is an integral part of naval aviation training in the region.

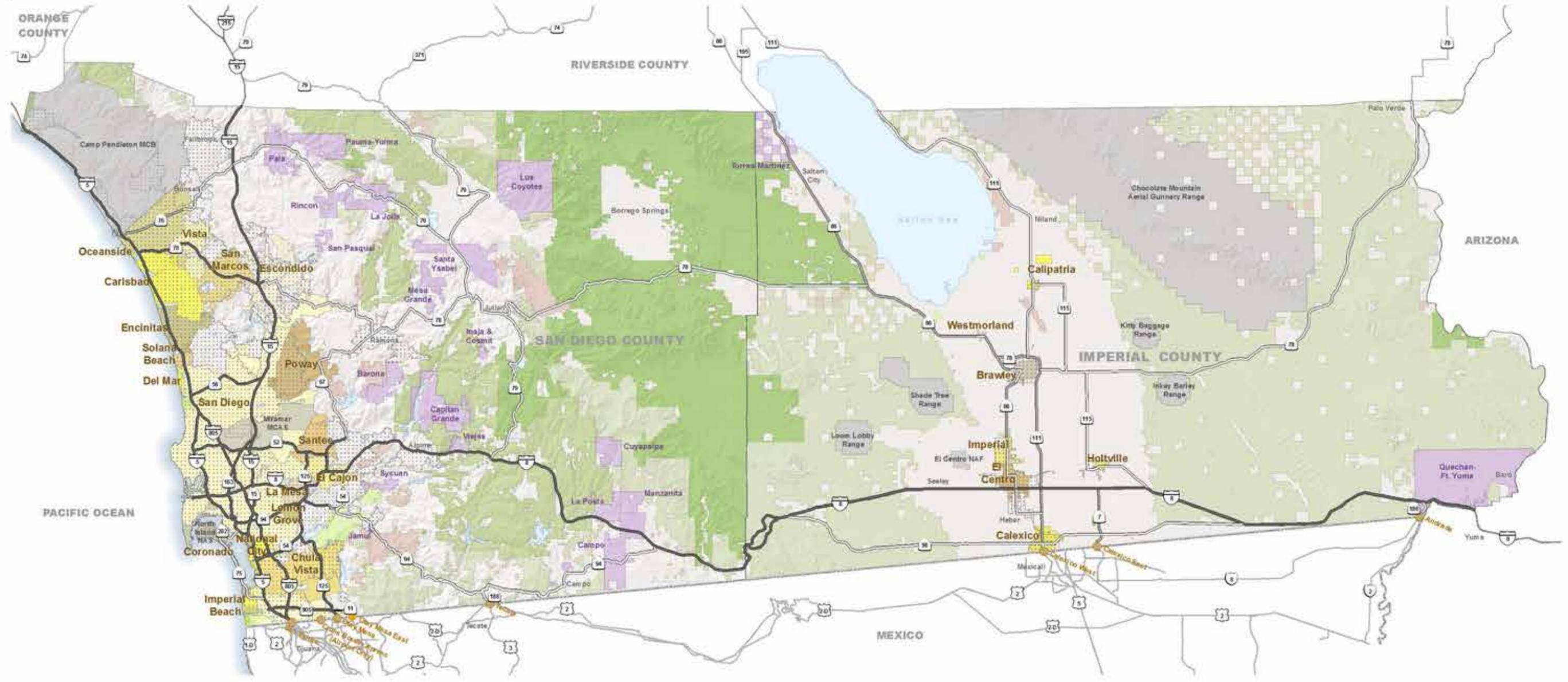
The terrain in Imperial County varies from 235 feet below sea level at the Salton Sea to 4,548 feet above sea level at Blue Angel Peak. According to the 2010 census, the population of Imperial County was 174,528. Established in 1907, it was the last county to be established in California. The climate varies considerably, ranging from lows in the mid 30's in January to highs of 110+ in July and August (mean temperatures: low-55.0; high-89.6), with little moisture (average annual rainfall: 2.92 inches; 25 percent average relative humidity).

Although this region is a desert, with high temperatures and low average rainfall, the economy is heavily based on agriculture due to irrigation, supplied entirely from the Colorado River via the All-American Canal. The following link provided by SCAG contains information on trip types, delay, congested segments, commute and travel time for Imperial County: [Regional Transportation Plan-SCAG April 2016 http://scagrtpscscs.net/Pages/FINAL2016RTPSCS.aspx](http://scagrtpscscs.net/Pages/FINAL2016RTPSCS.aspx)

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Figure 1:
District 11 - Overview

- Freeway
- Expressway
- Conventional Highway
- Freeway (Under Construction)
- Freeway (Future)
- Tribal Land
- Military
- Urban Area
- City
- California Department of Fish and Wildlife
- California Department of Parks and Recreation
- US Forest Service
- US Fish and Wildlife Service
- US Bureau of Land Management
- Port of Entry
- Port of Entry (Future)



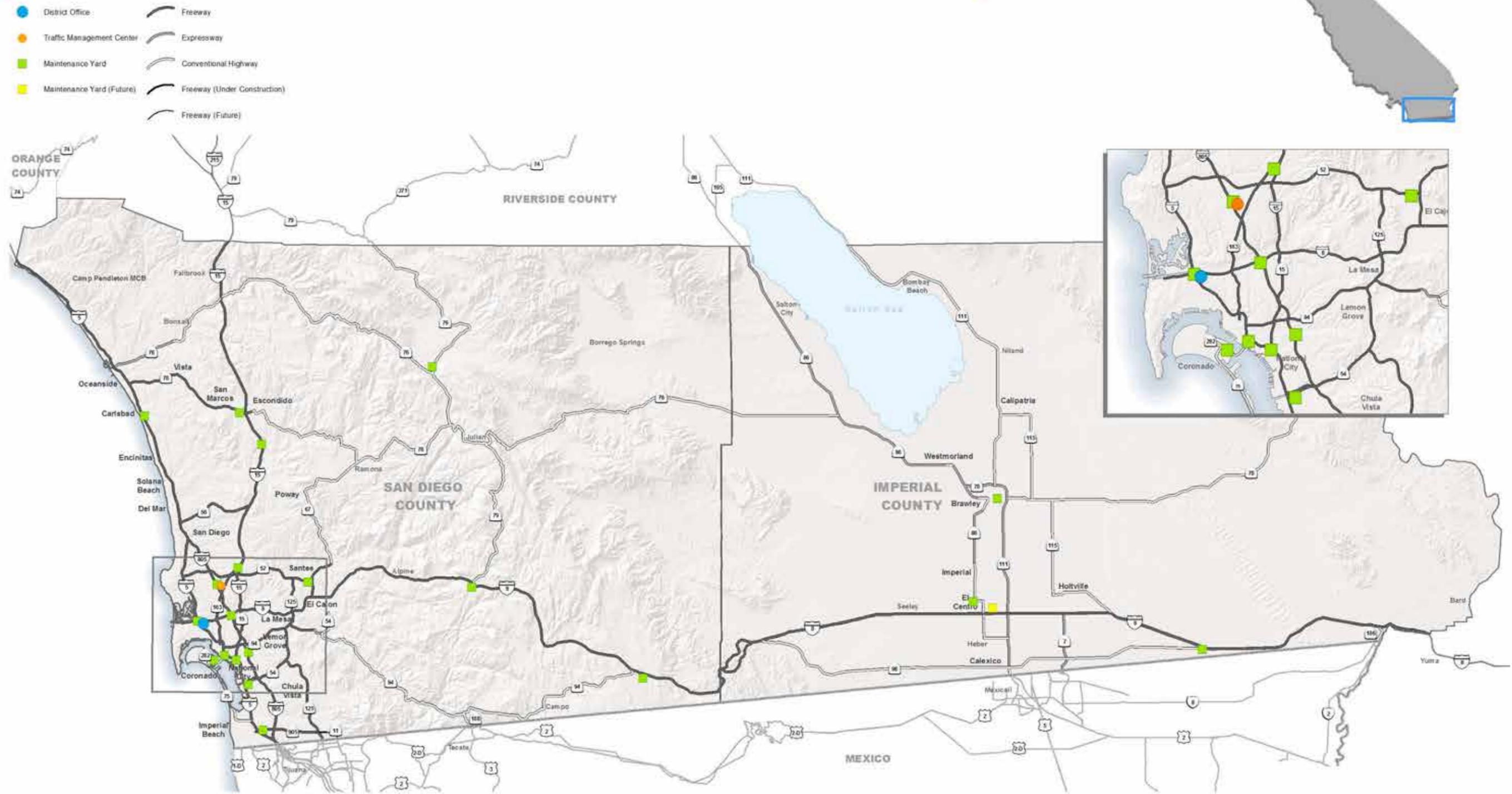
This map contains geographic information provided and/or maintained by Calltrans District 11 GIS, SanGIS, SANDAG, Open Street Map, Bureau of Indian Affairs Pacific Regional Office, California Protected Areas Database, California Resources Agency, Arizona Department of Transportation, and U.S. Census Bureau.

25 Miles



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Figure 2:
District 11 Offices & Maintenance Yards



This map contains geographic information provided and/or maintained by Caltrans District 11 GIS, SanGIS, SANDAG, Arizona Department of Transportation, and Open Street Map.

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TRIBAL GOVERNMENTS:

There are 19 federally recognized Native American Tribes and 20 reservations located in District 11. The tribal reservations are located in the rural backcountry of the unincorporated area of San Diego and Imperial counties. 2 of the federally recognized tribes are in Imperial County. The other 17 federally recognized Native American Tribes in San Diego County collaborate cooperatively on transportation issues within the region via SANDAG's Interagency Technical Working Group on Tribal Transportation Issues. The purpose of the Interagency Technical Working Group on Tribal Transportation Issues is to serve as a forum for regional tribal governments to discuss and coordinate transportation issues of mutual concern with the various public planning agencies in the region, including SANDAG, Caltrans, the County of San Diego, and the transit operators. Membership consists of representatives from each of the federally-recognized tribal governments and California tribes in the San Diego region, as well as advisory members from the staff of SANDAG, Caltrans, the County of San Diego, Reservation Transportation Authority (RTA), Bureau of Indian Affairs, and the transit agencies.

SANDAG's Interagency Technical Working Group Website:
<http://www.sandag.org/index.asp?committeeid=84&fuseaction=committees.detail>

In Imperial County, District 11 consults directly with representatives from each of the two tribes on transportation issues.

Transportation access to the reservations is by arterials and state highways. Activities impacting Native American tribal rights or resources are implemented in a knowledgeable and sensitive manner, respecting tribal sovereignty.

District 11 has a Native American Liaison who works directly with tribes within the district.

Caltrans establishes and adheres to government to government relationships when interacting with federally recognized California Native American Tribes (Tribal Governments) in a coordinated, cooperative, and consultative manner.

- Acknowledges these tribes as unique and separate governments within the United States.
- Ensures that its programs and activities avoid or minimize adverse impacts to cultural and other resources.
- Recognizes and respects important California Native American rights, sites, traditions, and practices.
- Consults with Tribal Governments prior to making decisions, taking actions or implementing programs that may impact their communities.

Tribes may enact ordinances which require all employers operating within tribal jurisdiction to provide Indian preference in employment and the application of a Tribal Employment Rights Ordinance (TERO) tax to fund the administration of the ordinances. Native American gaming is another special consideration which impacts the state highways. Passage of Proposition 1A in the spring 2000 election legalized the creation of state compacts between the Indian tribes and the State of California for Indian gaming projects (i.e. casinos). Individual tribes in both San Diego and Imperial counties have entered into compacts with the State of California for the creation and/or expansion of Indian Gaming projects on their reservations. These developments are approved through the Bureau of Indian Affairs under the Federal Department of the Interior.

For more information on Government-to-Government Relations with Native American Tribal Governments:
http://www.justice.gov/archive/otj/Presidential_Statements/presdoc1.htm

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3. TRANSPORTATION PARTNERS

Metropolitan Planning Organization (MPO)	SANDAG, SCAG
Regional Transportation Planning Agency (RTPA)	SANDAG, ICTC
Congestion Management Agency (CMA)	SANDAG, ICTC
County Transportation Commission (CTC)	SANDAG, ICTC
Counties	San Diego Imperial
Cities in San Diego County	Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista.
Cities in Imperial County	Brawley, Calexico, Calipatria, El Centro, Holtville, Imperial, Westmorland.
Other Local Agencies	San Diego Unified Port District; San Diego County Regional Airport Authority, Imperial County Airport Land Use Commission, Metropolitan Transit System (MTS); North County Transit District (NCTD); Imperial Valley Transit (IVT); San Diego County Water Authority; Imperial Irrigation District.
Tribes	19 Federally recognized Native American Tribes in San Diego and Imperial counties: Barona, Campo, Ewiiapaayp, Inaja & Cosmit, Jamul, La Jolla, La Posta, Los Coyotes, Manzanita, Mesa Grande, Pala, Pauma & Yuima, Rincon, San Pasqual, Santa Ysabel, Sycuan, Viejas, Quechan, and Torres-Martinez.
Air District	San Diego County Air Pollution Control District Imperial County Air Pollution Control District

District 11 is dedicated to achieving a comprehensive, continuous, and cooperative planning relationship with its local partners. In San Diego County, SANDAG is the MPO and the Regional Transportation Planning Agency (RTPA). The District cooperates with SANDAG in the preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP). SANDAG is the County Transportation Commission that administers the local sales tax program for transportation, known as *TransNet*. The District and SANDAG work closely and cooperatively to implement the *TransNet* program. In Imperial County, SCAG is the MPO. ICTC is the RTPA and the county transportation commission which exercises basic initiative and leadership in the transportation planning and programming process. ICTC also administers the local half-cent transportation sales tax program called Measure D. The District has always worked closely

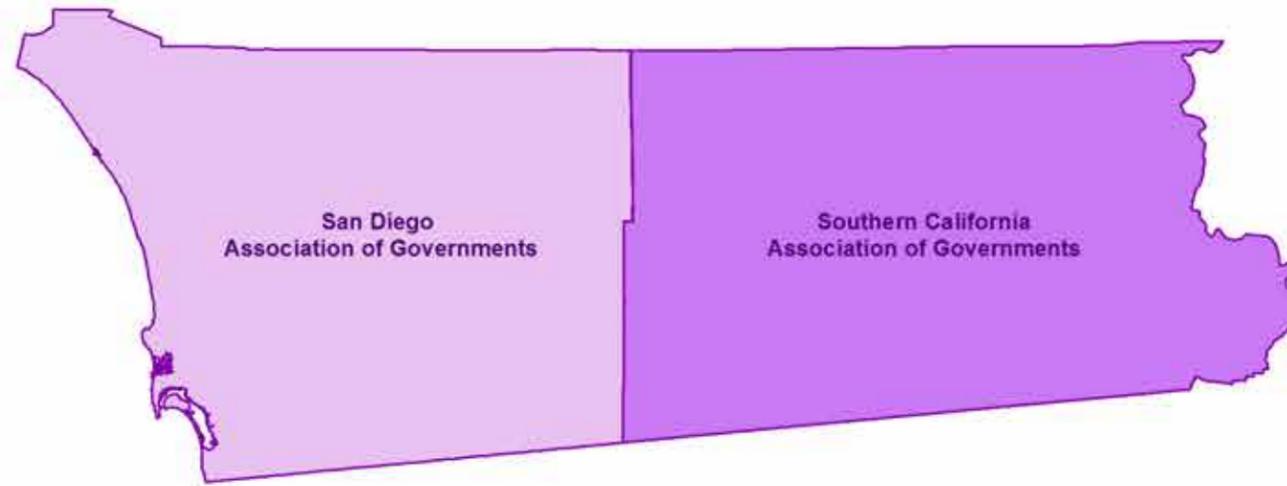
with these agencies in planning, programming, and building transportation projects throughout the region. District 11 partners with local agencies and governments within San Diego and Imperial counties. The district also partners with the San Diego Unified Port District on freight and access issues. District 11 works to integrate multimodal transportation with the Metropolitan Transit System (MTS), North County Transit District (NCTD), and Imperial Valley Transit (IVT). The district Native American Liaison coordinates with the 19 Native American Tribes within the district. District 11 was a pioneer in the public-private partnership method for highway construction in California, when it partnered with a private corporation to construct the region’s first toll road and continues to do so with innovative financing for new transportation projects. (see Figure 3)

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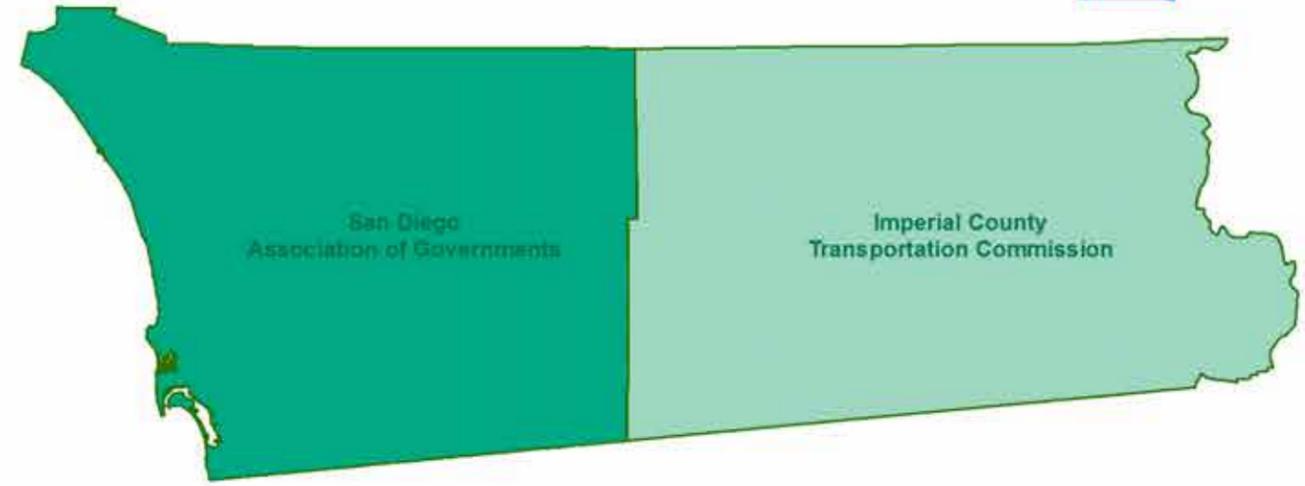
Figure 3:

Transportation Partners

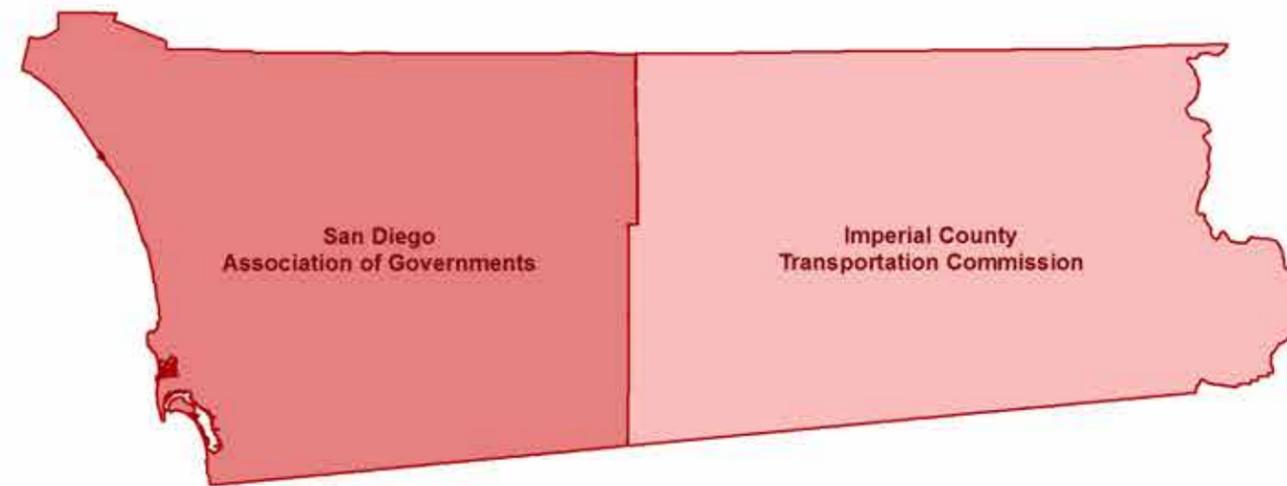
Metropolitan Planning Organization



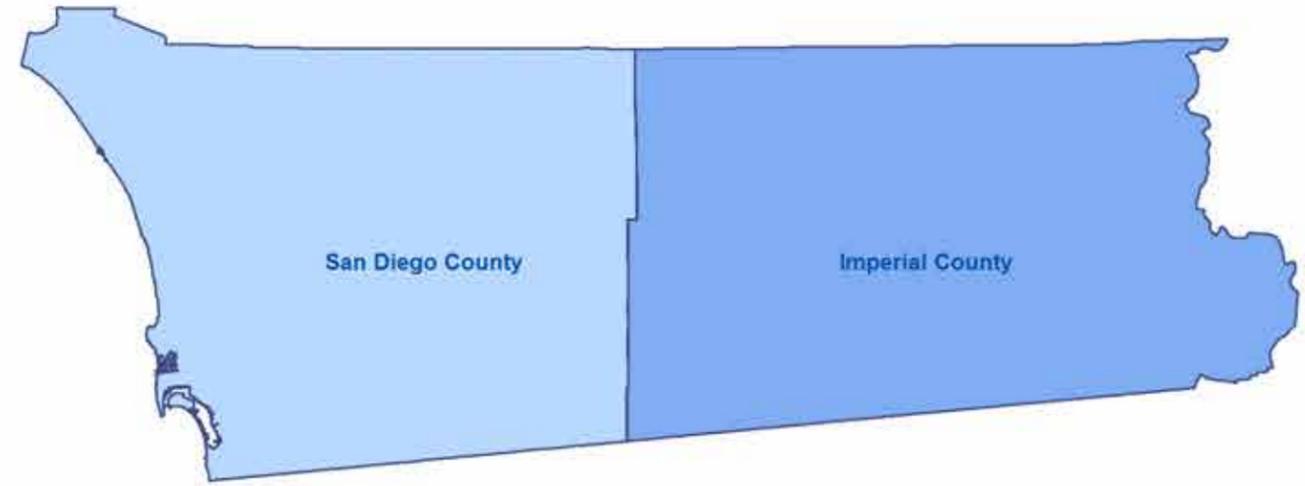
Regional Transportation Planning Agency



Congestion Management Agency/County Transportation Commission



Air Pollution Control District



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4. TRANSPORTATION SYSTEM



Caltrans Source File

A multimodal strategy involving several key components and focus areas is needed in order to successfully manage our transportation system. The region's distinct characteristics present a variety of opportunities and challenges for coordinating transportation planning along our interregional and binational borders.

San Diego County: SANDAG's San Diego Forward—A Regional Plan is an overarching blueprint for a more sustainable future. It combines a big-picture vision for how the San Diego region will grow over the next 35 years with an implementation program to help make that vision a reality. At its core, it relies on creating a transportation network that will provide more choices to people in the region, which in turn will protect the environment, create healthy communities, and stimulate economic growth.

The Regional Plan—adopted unanimously by the SANDAG Board of Directors in October 2015 – was developed in close partnership with the region's 18 cities and county government. It builds upon local planning efforts by emphasizing the link between land use planning and transportation planning.

2050 Regional Transportation Plan (SANDAG):
<http://www.sdfoward.com/about-san-diego-forward/what-san-diego-forward>

Imperial County: On April 7, 2016, SCAG's Regional Council adopted the 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy (2016 RTP/SCS or Plan). The Plan is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. The Plan charts a course for closely integrating land use and transportation – so that the region can grow smartly and sustainably. The Plan was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura.

016 RTP/SCS Plan:
<http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx>

The Imperial County Long Range Transportation Plan 2013 Update prepared by SCAG, ICTC, and Caltrans District 11 includes a review of the transportation infrastructure within Imperial County and a prioritized list of highway facility and roadway improvement projects.

4.1. State Highway System



Caltrans Source File

District 11 serves one of the most geographically and culturally diverse areas in the country. The District has roughly 1,009 centerline miles and 4,158 lane miles. The State Highway System (SHS) is comprised of over 51,000 lane miles of roadway and carries more than 80 million daily vehicle miles of travel (VMT).

The SHS serves the state's heavily traveled rural and urban corridors, connects the communities and regions of the state, and serves the state's economy by connecting centers of commerce, industry, agriculture, natural resource wealth, and recreation. Caltrans has the statutory responsibility for operations, maintenance, design, construction, and long-range planning of the SHS.

Caltrans establishes standards and policies to maintain the system and administers the State Highway Operation and Protection Program (SHOPP) for rehabilitation and operational improvements of the system. Caltrans conducts long-range system planning in both rural and urbanized areas to identify future highway improvements and strategies, recommends prioritized improvements for funding into local and regional plans, and provides the sound technical basis for informed discussions and decision-making.

2013 State of the Pavement Report:

[http://www.dot.ca.gov/hq/maint/Pavement/Pavement Program/PDF/2013 SOP FINAL-Dec 2013-1-24-13.pdf](http://www.dot.ca.gov/hq/maint/Pavement/Pavement%20Program/PDF/2013_SOP_FINAL-Dec_2013-1-24-13.pdf)

4.1.1. Unconstructed and Partially Constructed Routes:

Following is a list of unconstructed and partially constructed routes within the district:

SR-56: SR-56 from I-15 to SR-67 is an unconstructed, legislatively designated state highway with an adopted route location. Traffic currently traverses existing city streets owned and operated by the City of San Diego and the City of Poway. There are no plans for any state highway improvements within this portion of SR-56. This portion of SR-56 is a candidate to be rescinded and removed from the SHS.

SR-115: A relocated segment of SR-115 is currently proposed as a four lane expressway extending northerly from the I-8/SR-7 junction and connecting with the existing west junction of SR-115 and Evan Hewes Highway in Imperial County.

SR-125: The unconstructed portion of SR-125 begins north of SR-52/Mission Gorge Road. Although SR-125 was originally planned to extend north to a proposed easterly extension of SR-56, and is still legally defined as such in the California Streets and Highways Code Section 425, there are no local plans to extend this route.

SR-54: SR- 54 is a partially constructed route in southwestern San Diego County. The former portion of SR-54 from the El Cajon south city limit to I-8 was relinquished to the city of El Cajon in November 1999. The freeway/expressway alignment from SR-125 to I-8 is a candidate to be rescinded and removed from the SHS. A Route Inventory Report and Notice of Intention to Consider Rescinding the SR-54 Freeway Adoption between SR-125 and I-8 are currently being processed.

SR-11: SR-11 is a proposed four lane freeway/tollway that connects SR-905 and SR-125 (South Bay Expressway) to the proposed Otay Mesa East Port of Entry (POE). SR-11 is approximately 2.5 miles in length and is proposed to be developed as a toll facility. SR-11 will provide a connection to the Tijuana 2000 corridor which will provide direct connections to the Tijuana-Tecate toll road and the Tijuana-Ensenada toll road as well as the non-toll roads.

The SR-11 project is being developed in three segments:

- Segment 1, which started construction in December 2013, includes connectors to SR-905, plus a stretch of the new SR-11 highway from SR-905 east to Enrico Fermi Drive. This segment just opened to the public in the spring of 2016.
- Segments 2 will complete the highway by constructing a tolled segment, extending SR-11 from Enrico Fermi Drive to Siempre Viva Road, and the commercial vehicle enforcement facility (CVEF)
- Segment 3 will build the new Otay Mesa East POE.

Construction of Segments 2 and 3 is contingent on securing financing.

4.2. Freight

District 11 has an active leadership role in freight and international border planning activities within the San Diego and Imperial County regions. Through local, regional, and international partnerships, the District is successful in identifying and implementing strategies



Caltrans Source File

leading to improved economic competitiveness and efficiency in the flow of goods into, from, and through the region. These efforts have focused on policy strategies, planning efforts, highway construction, port access improvement projects, and operational efficiencies at the international land Ports of Entry, Port of San Diego, and air cargo facilities, as well as on the State Highway System.

Building upon previous efforts, and integrating with new initiatives, the District identifies key focus areas for goods movement and border studies. Planned activities are documented in a District Goods

Movement Business Plan every Fiscal Year. This plan also includes a list of ongoing District roles and initiatives in partnership development, programming advocacy, and technical tools for freight and border planning. The District catalogs accomplishments in goods movement and border studies through quarterly and annual reports.

Caltrans Goods Movement Action Plan
<http://www.dot.ca.gov/hq/tpp/offices/ogm/gmap.html>



Caltrans Source File

District 11 staff conducts an analysis of freight transportation system performance and future trends and contributes towards the development of freight mobility plans and modal studies. Staff also recommends improvements to goods movement systems and operations, conducts intergovernmental review tasks, participates on multi-state goods movement advisory committees, and performs other related activities.

Trucking, air cargo airports, rail lines, and seaports play a significant role in freight planning in District 11.

4.2.1. Trucking:

All major highways in District 11 are used for goods movement, connecting urban areas, warehousing, the Port of San Diego, and international land POE's at the U.S./Mexico International Border and indirectly serve airport air cargo facilities. (see Figure 4.2)

Major East-West Routes: I-8 (from coastal San Diego to the Arizona border), SR-76, SR-78, SR-94, SR-98, and SR-905.

Major North-South Routes: I-5 (Mexican border north through San Diego County, up the entire West Coast to

the Canadian Border), I-15 (a northeast route that continues to the Canadian Border by Montana), I-805, SR-86, SR-111, SR-125, and SR-163.

Routes Primarily Connecting Land POE's: I-5, I-805, SR-7, SR-11 (under construction), SR-111, SR-186, and SR-188 and SR-905.

4.2.2. Rail Lines:

Two Class I railroads operate in District 11: the BNSF Railway Company and the Union Pacific Railroad (UPRR).

1) BNSF Railway Company

BNSF primarily serves the Port of San Diego, providing automobile rail service along the coast, interfacing in Los Angeles with a primary California freight rail corridor– the Transcontinental (Trans-con) Route, an eastward connection to Chicago, Memphis, and Kansas City.

BNSF Website: <http://www.bnsf.com/>

2) Union Pacific Railroad (UPRR)

UPRR traverses a primary California freight rail corridor through the Imperial Valley moving commodity, bulk, containers, and mixed cargo east to Chicago, Kansas City, New Orleans, and St. Louis. In 2010, to accommodate future intermodal container shipments through the Ports of Los Angeles and Long Beach, UPRR announced a long-term program to double-track this former Southern Pacific Sunset Route between Los Angeles and El Paso. With the Colton to Indio portion complete, the second mainline segments in Imperial County are recently finished, under construction now, or will be scheduled soon.

UPRR branch lines also serve the Imperial Valley region near Plaster City, as well as cross the U.S.-Mexico border at the Calexico West/Mexicali I Port of Entry with manufactured products such as auto parts.

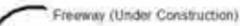
UP Website: <http://www.up.com/>

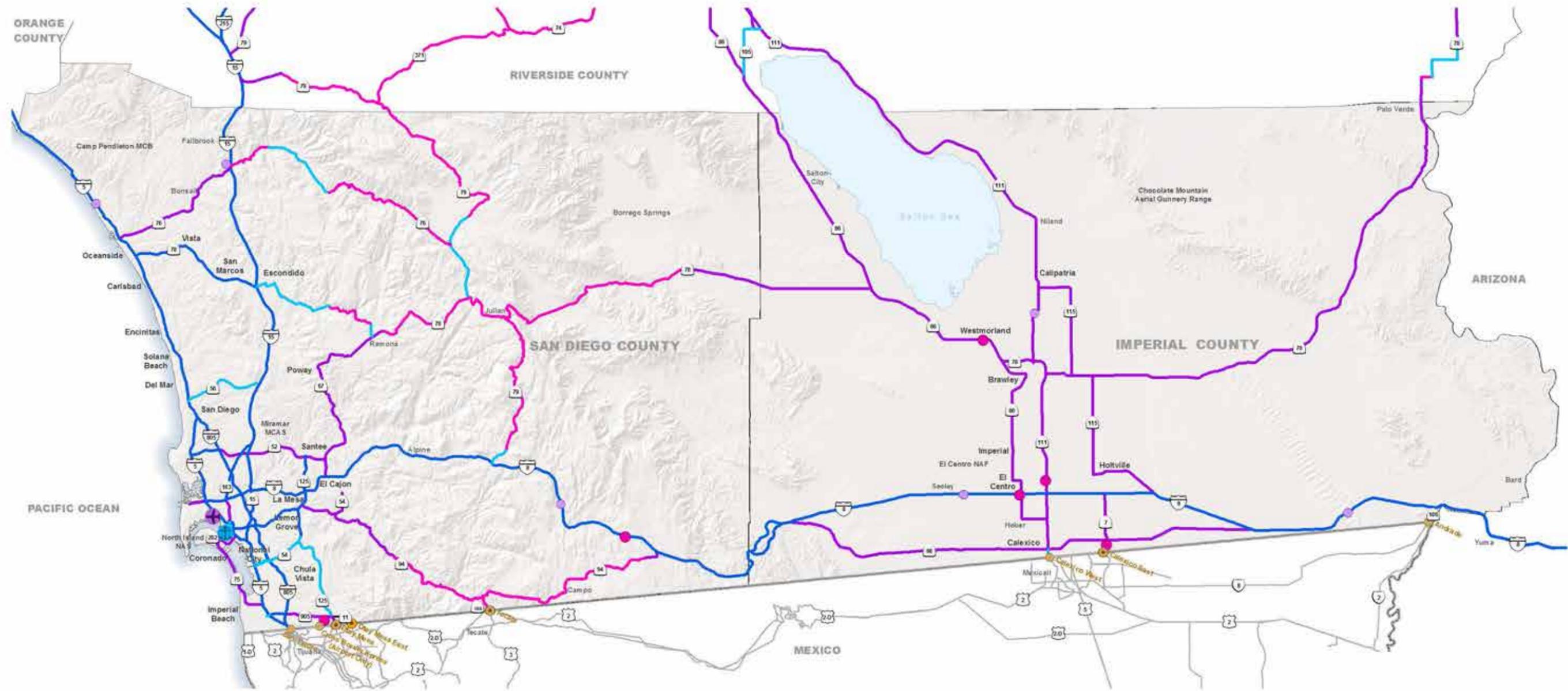
Short Line Railroads: Regional and short line (Class II and III) railroads play a crucial first-and-last-mile role in the 'door-to-door' collection and distribution of goods. They also provide rail service to shippers that must transport heavy, bulky, or hazardous commodities at cost-effective rates.

Three short lines operate in District 11:

- **Pacific Imperial Railroad (PIR)** - In December 2012, PIR executed a 99 year lease with the San Diego and Arizona Eastern Railway (SD&AE), MTS, and owners of the Desert Line right of way. The Desert Line extends from eastern San Diego County to Imperial County. The section between Tijuana and Tecate is owned by the Mexican Government. PIR will rehabilitate, manage, operate, and maintain the entire Desert Line. PIR is targeting the binational *maquiladora* market by connecting with the Baja California Railroad, Inc. (*Administradora de la Via Corta Tijuana-Tecate*) in Mexico and the UPRR in Plaster City.
- **San Diego and Imperial Valley Railroad (SDIY)** - SDIY provides connections with BNSF, UPRR, and the Baja California Railroad in Mexico. SDIY operates two short lines owned by MTS. One line connects the Santa Fe Depot in downtown San Diego with the San Ysidro border crossing and freight yard; the other with the City of El Cajon to the east. Major commodities transported include propane, petroleum gas, corn syrup, malt, and wood pulp.
- **Pacific Sun Railroad (PSRR)** - PSRR is a recently formed railroad, owned by Watco, that operates 62 miles of track in San Diego County. A portion (21 miles) of the track is leased from BNSF in the Escondido Subdivision between the Oceanside junction and Escondido. Interfaces and trackage rights with BNSF are at Stuart Mesa, which serves customers near Escondido, Miramar, and San Onofre. PSRR transports corn, soy, lumber, plastic pellets, beer, paints, and recyclables.

Figure 4.2:
Truck Routes

- A-Advisory Routes
- CL-CA Legal Network
- NN-National Network (STAA)
- TA-Terminal Access
-  San Diego International Airport
-  Port of San Diego
-  Truck Stop
-  Safety Rest Area
-  Freeway (Under Construction)
-  Freeway (Future)
-  Port of Entry, Commercial
-  Port of Entry, Commercial (Future)
-  Port of Entry, Non-commercial

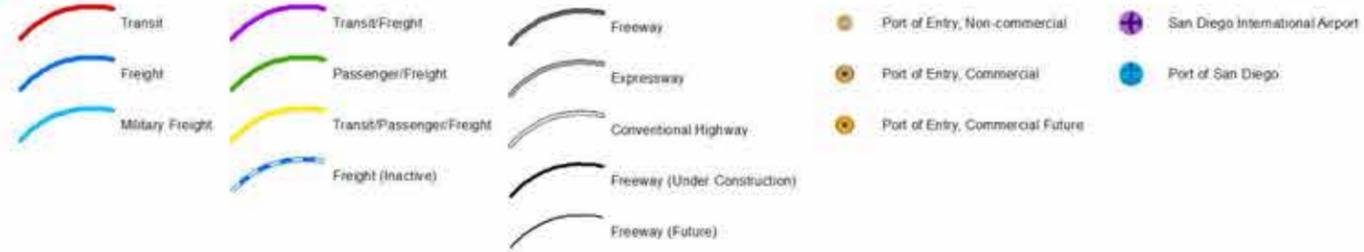


This map contains geographic information provided and/or maintained by Caltrans District 11 GIS, Caltrans ODAGIS, SanGIS, SANDAG, Open Street Map, and Arizona Department of Transportation.



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Figure 4.2.2:
Railroad



This map contains geographic information provided and/or maintained by Caltrans District 11 GIS, Caltrans ODAGIS, SanGIS, SANDAG, Open Street Map, and Arizona Department of Transportation.



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4.2.3. Seaports

The two main maritime facilities in District 11 are the San Diego Unified Port District and the San Diego Naval Base.

San Diego Unified Port District



Unified Port of San Diego Source File

The Port of San Diego is approximately 96 miles southeast of the Port of Los Angeles and 10 miles north of the U.S./Mexico International Border. The total trade value (imports and exports) in 2011 for the Port was \$36 billion.

The Port consists of one cruise terminal and two maritime cargo terminals: the Tenth Avenue Marine Terminal (TAMT) and the National City Marine Terminal (NCMT). These terminals handle container, dry bulk, liquid bulk, refrigerated, vehicle, break-bulk, and construction project cargo.

- The Port of San Diego serves as one of 17 “strategic ports” across the country, designated by the Defense Department to load and off-load military equipment. This Port is the busiest strategic port on the west coast.
- The Port handles containerized, roll-on/roll-off, bulk and break bulk imports and exports.
- BNSF provides rail service from the Port along the coast primarily for automobiles.
- Automobiles are the Port’s top import in terms of value.

<http://www.portofsandiego.org/>

Cross Border Xpress (CBX)

Cross Border Xpress (CBX), also referred to as the Tijuana Cross-border Terminal and the Puerta de las Californias, is an airport terminal located in San Diego, with an access bridge connecting it to the Tijuana International Airport in Tijuana, Baja California, Mexico. The CBX opened on December 9, 2015. It is the world’s first true binational airport passenger terminal. Although this terminal is physically located in the United States it serves the Tijuana International Airport. A pedestrian bridge spans the United States–Mexico border, connecting passenger terminals between the two countries.

<https://www.crossborderexpress.com/node/1>

Naval Base San Diego

Naval Base San Diego is home port for approximately 60 Navy ships and home base to 50 separate commands, each having specific and specialized fleet support purposes. It is the workplace for approximately 48,000 military and civilian personnel.

The U.S. Navy and other military operations support a large share of the economy in District 11.

4.2.4. International Land Ports of Entry (POEs)

The U.S.-Mexico international border has seven POE’s in California: San Ysidro, Otay Mesa, Tecate, Calexico West, Calexico East, and Andrade. District 11 collaborates with partner agencies to reduce congestion and improve mobility on the transportation network and at the POEs. District staff works with federal, State, and local government agencies and community stakeholders from the U.S. and Mexico to address the State’s border transportation issues, challenges, and opportunities.

- **San Ysidro POE (I-5)** - On the border between San Diego and Tijuana, this POE is considered the busiest passenger vehicle and pedestrian gateway in the Western hemisphere. The San Ysidro POE does not process commercial vehicles. This POE is undergoing a three-phased expansion project. In 2013 11 million vehicles and 7.7 million pedestrians crossed into the U.S. through this POE.

- **Otay Mesa POE (SR-905)** is a multimodal POE (commercial, non-commercial, and pedestrian). The port is the fourth-busiest land POE in the country and is the busiest commercial POE on the California/Baja California border. The POE handled approximately 769,000 trucks and \$22.9 billion worth of goods in the northbound direction in 2013.
 - **Future Otay Mesa East POE and SR-11** - This project, with an estimated cost of \$722.4 million, will increase border crossing capacity by adding a new POE and approximately 2.5 miles of a new four-lane tolled highway. Phase 1 of SR-11 is complete and opened in the Spring of 2016.
 - **Tecate POE (SR-188)** - This POE, located in rural San Diego County near SR-94, was recently updated to process truck, pedestrian, and passenger traffic. The POE handled approximately 47,000 trucks and \$371 million worth of goods in the northbound direction in 2013.
 - **Calexico West POE (SR-111)** - It is the most important non-commercial POE in Imperial County with significant auto and pedestrian activity. The U.S. General Services Administration plans to expand this POE immediately west of its current location within downtown Calexico. In 2013 4.1 million vehicles and 4.3 million pedestrians crossed into the U.S. through this POE.
 - **Calexico East POE (SR-7)** - This POE serves nearly all the international truck traffic crossings into Imperial County. It is the second-busiest commercial port on the U.S./Mexico International Border. The POE handled approximately 325,000 trucks and \$7.4 billion worth of goods in the northbound direction in 2013. In the same year, 3.5 million vehicles and 717,000 pedestrians crossed into the U.S. through this POE.
 - **Andrade POE (SR-186)** - Located in Imperial County, near I-8 and Yuma, Arizona, this rural POE primarily serves pedestrian and non-commercial vehicular crossings. In 2013 394,000 vehicles and 795,000 pedestrians crossed into the U.S. through this POE.
 - **California-Baja California Conveyor Belt International (CV-POE)** - Located in Imperial County, the CV-POE is the only one of a kind along the U.S. Mexico international border. The purpose of this facility is to import construction aggregates to the U.S. from Mexico. The privately owned facility, provides service on an “as needed basis” and operates via a movable arm that swings back and forth across the border to pick up and drop off aggregates.
- RITA- Research and Innovation Technology Administration:
http://transborder.bts.gov/programs/international/transborder/TBDR_BC/TBDR_BCQ.html
- 4.2.5. Air Cargo Facilities**
 District 11 partners with the San Diego International Airport to meet future passenger and cargo needs by improving ground access to this facility.
- San Diego International Airport (SAN)**
- SAN is ranked 32nd nationally for cargo, with a total trade value of \$4,129 million (2011).
 - SAN is located near the U.S./Mexico International Border and directly adjacent to downtown San Diego.
 - SAN faces encroachment in all directions. Expansion is limited, and relocation efforts have been unsuccessful.
 - Aside from small parcels, United States Postal Service packages and overnight mail, the majority of air cargo originating in or destined for San Diego County is handled by other airports in Southern California.
 - Competition from nearby international airports in Los Angeles, Ontario, and San Bernardino has hampered air cargo growth.
- <http://www.san.org/>
- Other Air Cargo Airports**
- Constrained by surrounding land uses, SAN is unable to expand its cargo operations. The Regional Aviation Strategic Plan has championed

two airports for air cargo growth in the Otay Mesa area: Brown Field Municipal and Tijuana International.

- Imperial County Airport handles limited air cargo. Overnight packages and small parcels are transported via propeller aircraft to SAN on a daily basis. This daily linkage allows Imperial County to send and receive next-day air shipments anywhere in the U.S.
- Although not a major cargo airport, the Calexico International Airport, adjacent to SR-111 and SR-98, offers customs service near the UPRR and International Border. Calexico has capacity to expand.

4.3. Transit

District 11 engages in multimodal transportation through various planning and transit programs including funds from the Traffic Congestion Relief Program (TCRP), STIP, Federal Transit Administration (FTA) Section 5311-Rural Transit, FTA Section 5304-



Caltrans Source File

Statewide Planning Grants, the Transportation Development Act (TDA), and other sources. In addition to administering State and federal grants to local jurisdictions, and coordinating planning and funding activities for rail and transit, the District conducts the Park and Ride and the Bicycle and Pedestrian Programs.

District 11 also participates in several local, regional, and statewide committees and planning efforts, working closely with SANDAG, MTS, NCTD and ICTC (for IVT). District staff provides input on project documents for bicycle, rail, transit, and pedestrian concerns; coordinates bus stops on State highways; and assists the Caltrans Headquarters Division of Rail and Mass Transportation in implementing statewide programs and projects.

San Diego County:

San Diego County has two transit districts: North County Transit District (NCTD) and Metropolitan Transit System (MTS). They operate fixed bus routes, express buses, light rail, and commuter rail service.

To initiate the transit planning effort for the SD Forward The Regional Plan, SANDAG developed an Urban Area Transit Strategy that focused on the most urbanized areas of the region. The current regional transit system in San Diego County has five primary modes of transit: commuter rail, light rail transit (LRT), Bus Rapid Transit (BRT), Rapid Bus, and local bus services, each with varying geographic service areas, timetables, and frequencies. Transit service in the region is provided by the two transit agencies: MTS and NCTD. These two transit agencies operate the region's fixed-route bus services, COASTER commuter rail, San Diego Trolley light rail, SPRINTER light rail, Sorrento Valley COASTER Connection, and Americans with Disabilities Act (ADA) paratransit services. MTS generates approximately 285,000 transit trips each weekday, while NCTD handles 40,000 weekday boardings. MTS and NCTD are also responsible for the service planning, scheduling, and performance monitoring of their respective transit services. Senate Bill 1703 in 2002 merged the long-range planning, financial programming, project development and construction functions of MTS and NCTD into SANDAG.

The California High-Speed Rail Authority High-Speed Rail Plan and its proposed 800+ mile system calls for San Diego be connected to Los Angeles via the Inland Empire. High-speed train (HST) service along the Inland Corridor would parallel Interstates 215 and 15 and extend south to downtown San Diego. HST service on the coastal corridor would extend no further south than Anaheim, as a result of environmental constraints

along the coast and in coastal communities between south Orange County and San Diego. The two proposed alternative alignments for High Speed Rail in San Diego County are: (1) from the I-15 corridor west to University City and the LOSSAN rail corridor, and (2) from the I-15 corridor via SR-163, I-8, and I-5. Station locations in San Diego County are proposed at Escondido and the Airport Intermodal Transportation Center at the San Diego International Airport.

The district also reviews and contributes to each region’s coordinated plan, which outlines an implementation plan for transit and specialized transportation services funded by local, state, and federal sources. The SANDAG Coordinated Plan in District 11 also serves as the short-range transit plan, and as such provides the framework for transit system development over the following five years, as well as equally reflects the goals and direction for service development as described in the RTP for SANDAG.

SANDAG Coordinated Plan:
<http://www.sandag.org/coordinatedplan>

Full Access and Coordinated Transportation, Inc. (FACT), is a nonprofit agency formed in 2005. In 2006, SANDAG designated FACT to coordinate public, nonprofit, private, and other transportation services in San Diego County. FACT seeks to improve access to transportation for seniors, persons with disabilities, veterans, and the income disadvantaged and fill gaps in existing services.

FACT information: www.factsd.org/history

SANDAG SD Forward The Regional Plan Technical Appendix U17:Urban Area Transit Strategy:
http://www.sdfoward.com/pdfs/RP_final/AppendixU17-UrbanAreaTransitStrategy.pdf

San Diego Metropolitan Transit System:
<http://www.sdmts.com/>
<http://sdmts.com/marketing/rapid.asp>

North County Transit District: <http://www.gonctd.com/>

Imperial County: IVT operates local, express, direct and deviated fixed-route service as well as lifeline

services throughout the area. The service is currently operated by First Transit and administered by ICTC. IVT service began in 1989 and has significantly grown from a three-bus system carrying about 36,000 riders a year to an 18-bus system serving about 320,000 passengers per year, as of 2008.



Caltrans Source File

Imperial County Coordinated Public Transit–Human Services Transportation Plan, October 2008:
<http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/CoordinatedPIng/IMPERIAL.pdf>

For more information on transit within Imperial County, please refer to the following links:

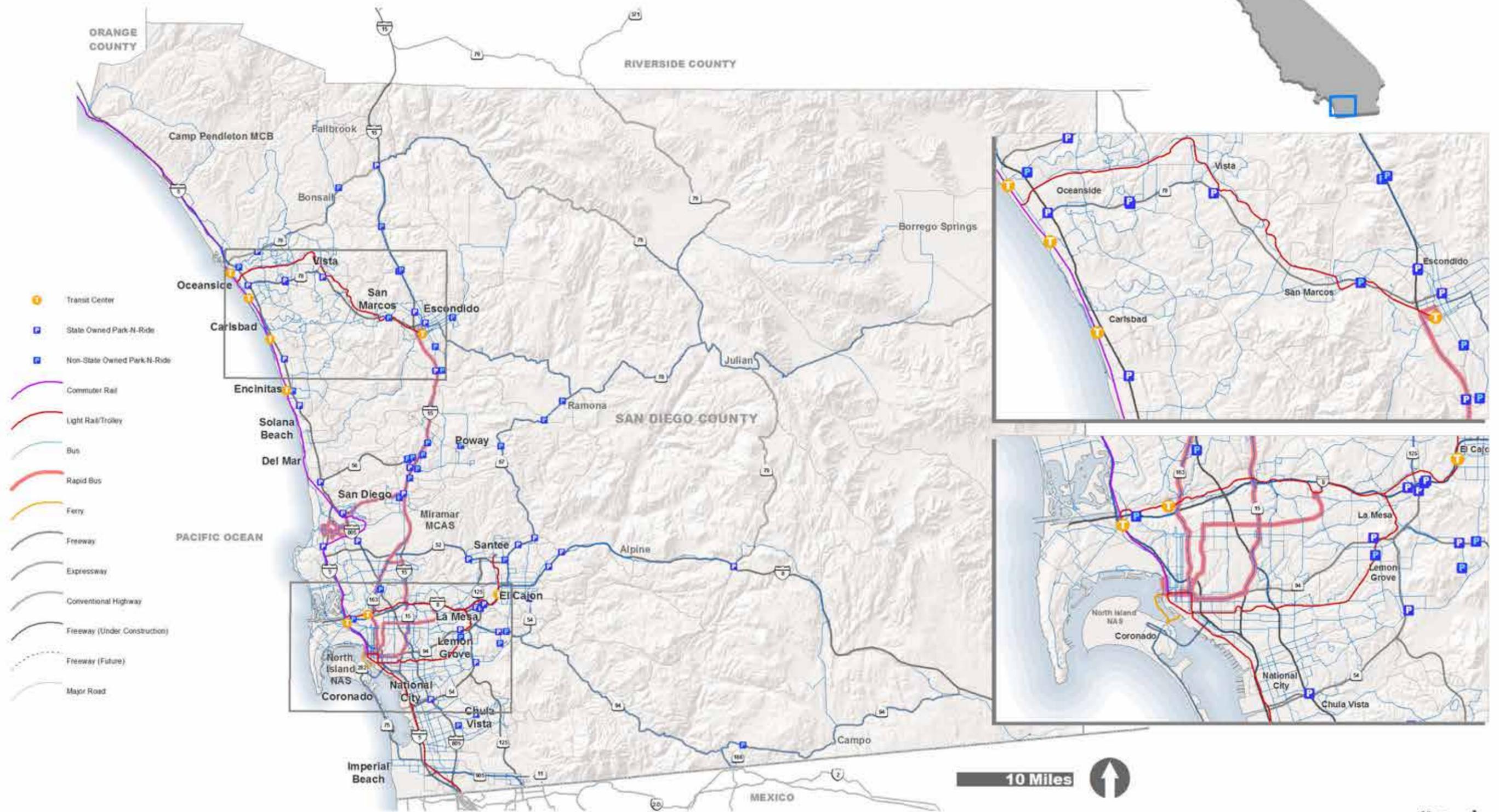
Imperial Valley Transit: <http://www.ivtransit.com/>

Imperial County 2008 Coordinated Public Transit–Human Services Transportation Plan:
<http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/CoordinatedPIng/IMPERIAL.pdf>

Interregional

For San Diego County, connections to adjacent regions further north are provided by Amtrak California’s “Pacific Surfliner” rail route, which runs from San Diego to San Luis Obispo through six counties, and the Metrolink commuter rail service from Oceanside to the counties of Orange, Riverside, San Bernardino, Los Angeles, and Ventura. For Imperial County, connections to adjacent regions are provided by Greyhound bus service from El Centro and Calexico to San Diego, Indio, and points north, as well as from Yuma onward to Phoenix and points east. Yuma

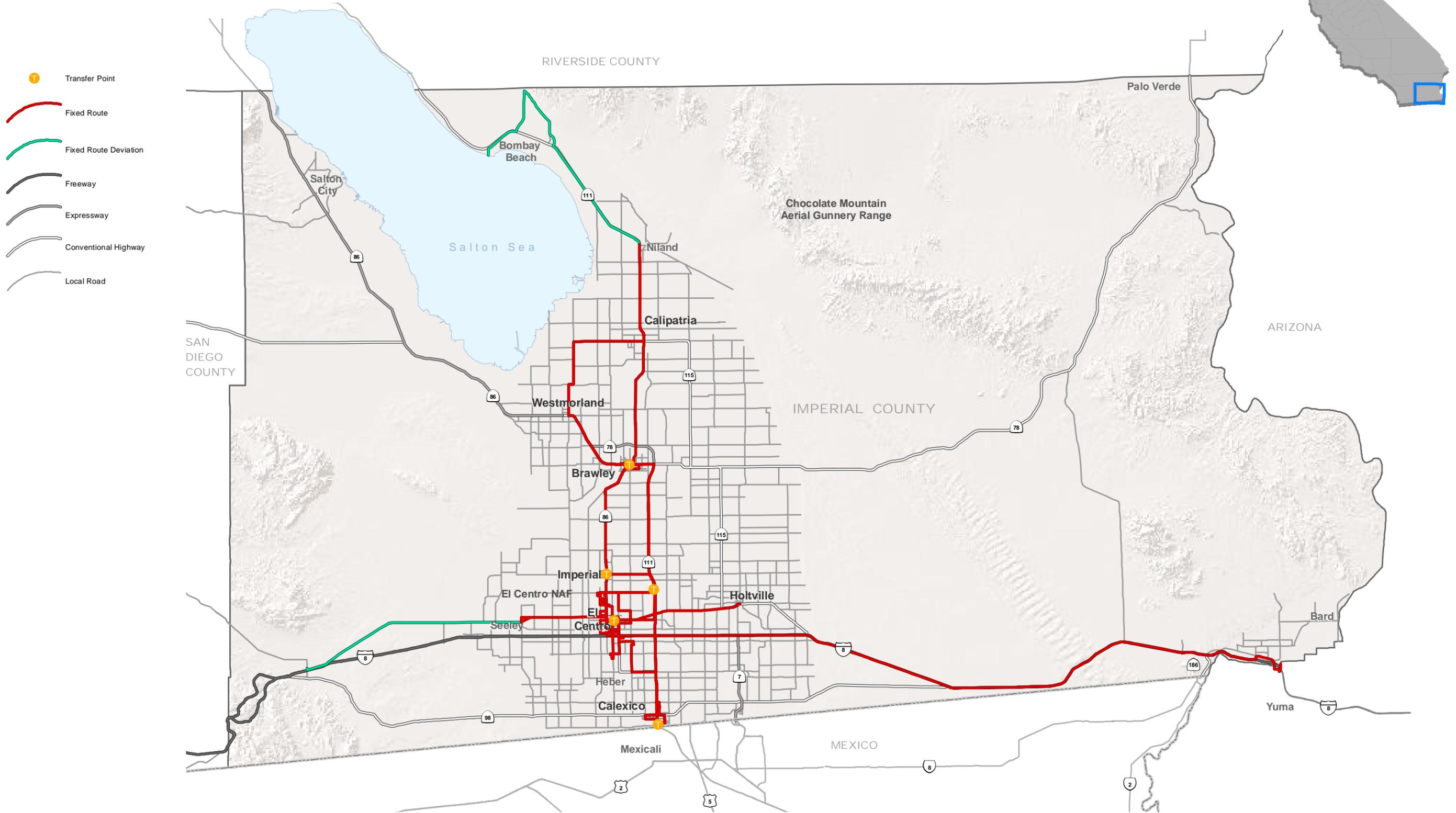
Figure 4.3.A:
Transit Lines & Facilities - San Diego County



This map contains geographic information provided and/or maintained by Caltrans District 11 GIS, SanGIS, SANDAG, Open StreetMap, Arizona Department of Transportation, and U.S. Census Bureau.

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Figure 4.3.B:
Transit Lines & Facilities - Imperial



This map contains geographic information provided and/or maintained by Caltrans District 11 GIS, SanGIS, SANDAG, Open Street Map, and Arizona Department of Transportation.

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County Intergovernmental Public Transportation Authority and *Transportes InterCalifornias* also provide interregional transportation services into and out of District 11.

Specialized Medical Public Transportation Service: “Med Trans” (formally Med Express) service offers non-emergency medical transportation from Imperial County to San Diego to access medical facilities, including hospitals, clinics, and doctor appointments. The service is primarily designed for older adults and persons with disabilities, but is also open to the general public on a space-available basis. Med Trans service is available four days each week (Tuesday, Wednesday and Thursday, plus alternating Mondays and Fridays every other week), with a van departing Imperial County at 5:30 AM and returning from San Diego around 6:30 PM. The Association for Retarded Citizens (ARC)-Imperial Valley operates the service under contract with Imperial County. Service is provided in a wheelchair-accessible Ford E450 van. The service is funded with TDA (Transportation Development Act) Article 8C funds, fares, and local transportation funds.

Source: Imperial County Coordinated Public Transit–Human Services Transportation Plan, October 2008:
<http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/CoordinatedPIng/IMPERIAL.pdf>

4.4. Aviation



Caltrans Source File

District 11 is served by commercial airline and general aviation airports . There are 18 public use airports, and

6 military airfields in the district. Twelve of the 18 public use airports are in San Diego County, the remaining 6 are in Imperial County. Three airports have commercial air service: San Diego International (SAN) and McClellan-Palomar in San Diego County, and Imperial County Airport in Imperial County. The remaining 12 airports are general aviation airports.

San Diego County: The San Diego County “Airport System” is defined by the twelve public-use airports in San Diego County and the Tijuana Rodriguez International Airport, located just south of the California-Mexico international border. Also, four military airfields in San Diego County are generally excluded from regional planning efforts. Only two airports in the County – San Diego International Airport and McClellan-Palomar – are certified by the Federal Aviation Administration (FAA) for commercial airline service.

The San Diego County Regional Airport Authority along with SANDAG and Caltrans District 11 are working to improve infrastructure that will be needed to accommodate future aviation demand in the region, as well as surface transportation that will provide ground access to airports. For the San Diego region, SANDAG is proposing a number of ground access improvements to provide increased capacity and direct connections to airports that may be recommended for expansion of commercial passenger service-general aviation, or air cargo under the Regional Aviation Strategic Plan, including:

Lindbergh Field: SANDAG, the San Diego Regional Airport Authority, Caltrans District 11, and other project partners have worked together on the development of the Intermodal Transportation Center (ITC) along the existing rail corridor to provide direct connections to Amtrak, COASTER, Trolley, bus services, and the southern terminus for the proposed high-speed train service. SDForward SANDAG’s regional plan includes the Airport ITC in its Revenue Constrained Network at a cost of \$170 million, while direct access between the airport and I-5 is included in the Unconstrained Network at a cost of \$32 million.

San Diego International Airport: <http://www.san.org/>
SD Forward http://www.sdfoward.com/pdfs/RP_final/AppendixA_B_C.pdf

Tijuana’s General Abelardo L. Rodriquez International

Airport: The Regional Aviation Strategic Plan identifies the potential utilization of Tijuana International Airport for commercial service. SANDAG is evaluating additional transit and direct bus services to the planned San Diego-Tijuana Airport Cross Border Facility (CBF), a facility on the U.S. side with pedestrian access to Tijuana International Airport. Public transit could connect the CBF with Blue Line Trolley service to downtown San Diego, and future I-805 BRT service. Direct bus services offer passengers a rapid, limited stop connection, and routes are currently being evaluated from downtown San Diego and the Interstate 15 corridor. In February 2010, SANDAG completed a feasibility study of extending HST service from downtown San Diego to the future CBF with direct access to Tijuana International Airport.

Tijuana International Airport:
<http://www.tijuana-airport.com>

McClellan-Palomar Airport: Enhanced commercial passenger service is under evaluation for McClellan-Palomar Airport. Potential Airport Multimodal Accessibility Plan recommendations include a new transit center with access from Palomar Airport Road and arterial street improvements; the adopted 2050 RTP/SCS Revenue Constrained Network includes BRT and Rapid bus service to the airport.



Caltrans Source File

County of San Diego-McClellan-Palomar Airport:
<http://www.sdcounty.ca.gov/dpw/airports/palomar.html>

Gillespie Field Airport: The Gillespie Field airport has the potential to foster considerable economic development in the area due to its location in east San

Diego County, multimodal connectivity, and industrial mix. The Cities of Santee and El Cajon, and the East County Economic Development Council, are therefore proposing a Gillespie Field Aerotropolis Vision Plan to solicit input from the general public and key stakeholders, including Caltrans District 11, in order to



Caltrans Source File

draft a blueprint for strategic investment and implementation that can expedite such development, advance the Caltrans California Aviation System Plan, and develop a transit-oriented center as promoted by SANDAG’s Sustainable Communities Strategy. The effort would also include a mobility study to identify improvement opportunities that embrace Complete Streets (AB 1358), while taking advantage of planned improvements along Prospect Avenue by the City of Santee. The possible relocation of the Gillespie Field Trolley Station, per SANDAG’s Airport Multimodal Accessibility Plan, will also be studied to improve transit access to jobs.

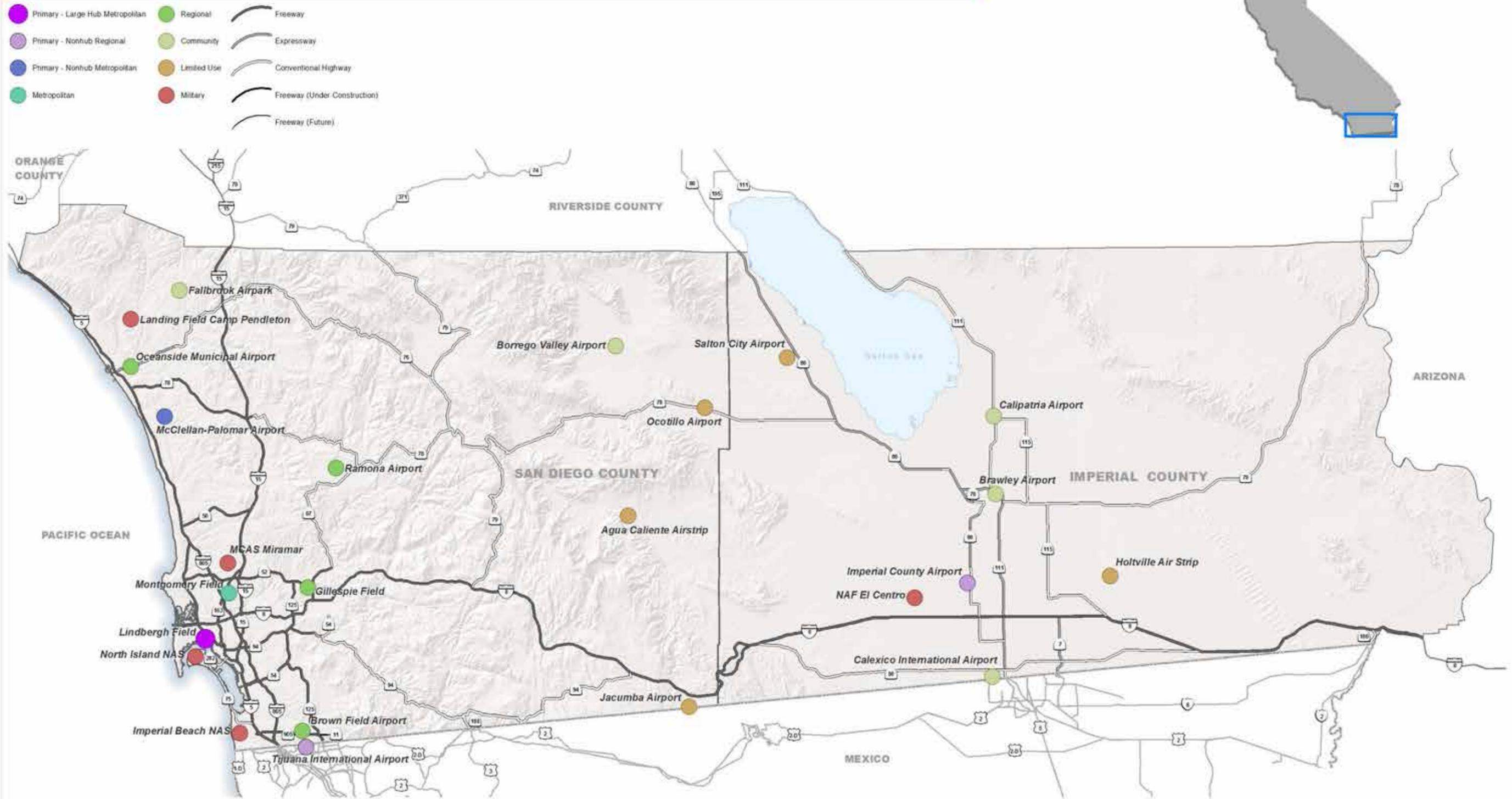
County of San Diego-Gillespie Field Airport:
<http://www.sdcounty.ca.gov/dpw/airports/gillespie.html>

The following link contains detailed information regarding Airport and Land Use Compatibility Plans (ALUCPs).

San Diego County Regional Airport Authority Land Use Compatibility:http://www.san.org/sdcraa/airport_initiatives/land_use/default.aspx

SANDAG Regional Airport Access:
<http://www.sandag.org/index.asp?classid=31&fuseaction=home.classhome>

Figure 4.4:
Aviation



This map contains geographic information provided and/or maintained by Caltrans District 11 GIS, SanGIS, Imperial County GIS, Arizona Department of Transportation, and Open Street Map.

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Imperial County: There are a total of four public use airports and one public use commercial airport in Imperial County .

Imperial County Airport, is a county owned public use commercial airport, located partly in the City of Imperial and partly in the unincorporated area. The airport is used for general aviation and has one scheduled airline.

County of Imperial-Imperial Airport:
<http://www.co.imperial.ca.us/Airport/Airport.htm>

The Caltrans Division of Aeronautics administers noise regulation and land use planning laws that foster compatible land use around airports through Airport Land Use Compatibility Plans (ALUCPs), and encourages environmental mitigation measures to lessen aircraft noise, air pollution, and other impacts caused by aviation. Aviation system planning provides for the integration of aviation into transportation system planning on a regional and statewide basis, and District 11 serves as the local resource and partner.

4.5 Bicycle



Caltrans Source File

Bicycle facilities in District 11 are numerous and range in facility type from Class I bike paths to Class II bike lanes, Class III shared lanes, undesignated but shared roadways, and freeway shoulders that are open to roadways, and freeway shoulders that are open to bicyclists. District 11 staff works closely with local agencies, SANDAG and ICTC staff, to ensure adequate

and appropriate bicycle accommodation along local and regional corridors in both San Diego and Imperial counties. The District 11 Bicycle and Pedestrian Coordinator is a liaison to the local and regional bicycling community and advocacy groups.

The role of this Coordinator is multi-fold and includes the responsibility of being a subject-matter expert in best practices in the active transportation field. Review and comments on bicycle and pedestrian treatments and design takes place collaboratively with District Design and Traffic Operations staff in order to engage in discussions that ultimately provide for these active transportation modes. The Bicycle and Pedestrian Coordinator has input on Caltrans projects, local oversight projects, and permit projects, and serves in a liaison role between Caltrans, local and regional public agencies, biking and walking advocates, and members of the public.

4.6. Pedestrian



Caltrans Source File

Pedestrian facilities and uses vary within District 11 due to the many roadway types that the district operates. Freeway over and under-crossings (crossings) are dominant in the urbanized areas and provide a link between communities. Most freeway crossings within the district have five-foot wide sidewalks, while some of the earliest freeway crossings lack any pedestrian accommodation. New construction of sidewalks adjacent to all State Highways should include minimum six-foot wide sidewalks, following

the sidewalk width guidance in the Highway Design Manual. Pedestrians are prohibited on all freeways in District 11. Other facility types, including expressways, conventional highways, and rural highways often serve as baseline pedestrian facilities, with the highway shoulder serving as the pedestrian facility. At-grade local street crossings typically include sidewalks, pedestrian activated pushbuttons and signals, and Americans with Disabilities Act (ADA) accommodation. All new projects adhere to ADA guidelines, and the District is actively retrofitting existing infrastructure to improve our facilities to current ADA guidance standards.

Highway Design Manual:
<http://www.dot.ca.gov/hq/oppd/hdm/pdf/english/chp0100.pdf>

4.7. Park and Ride

Park and Ride lots are valuable resources that support transit usage and carpooling, which leads to improved performance of the entire transportation system. They provide a location for individuals to park their vehicles in order to join carpools and to access bus and rail services, thereby taking vehicles off local streets



Caltrans Source File

and roads and the SHS. The goals of a network of park and ride lots include, but are not limited to, increasing the mobility options for travelers, increasing person throughput on the system, decreasing the number of vehicle trips, decreasing the greenhouse gas and air pollution associated with transportation, and decreasing congestion on transportation facilities.

Caltrans Park and Ride Program Resource Guide 2010:
http://www.dot.ca.gov/hq/traffops/systemops/hov/Park_and_Ride/Park_and_Ride_Program_Resource_Guide.pdf

There are 62 active Park and Ride facilities in San Diego County: 31 of these facilities are owned by the State of California, while the other 31 are owned by either various cities, the county, or private organizations. Bicycle lockers are available at some facilities.

District 11 Park and Ride Facilities:
http://www.dot.ca.gov/hq/traffops/trafmgmt/hov/Park_and_Ride/maps/d11.html



Caltrans Source File

5.1. The California Transportation Plan

The California Transportation Plan (CTP) is a statewide, long range transportation plan that will guide transportation decisions and investments in the 21st Century. The CTP provides a policy framework for meeting statewide transportation needs. It defines goals, policies, and strategies to achieve our collective vision for California's transportation future. The plan envisions a sustainable system that improves mobility and enhances our quality of life. Key to this vision is considering "the three E's" - a prosperous **E**conomy, quality **E**nvironments, and social **E**quity - in all transportation decisions

Achieving the vision will take considerable effort. All transportation providers and system users are encouraged to be partners in helping to make the CTP a reality. Communities must plan and use their land wisely, transportation providers must manage the system efficiently, and users must choose services carefully.

The current focus is to review and update the CTP for a 2040 planning horizon by incorporating elements of previous plans and integrating new recommendations. Ongoing community outreach through an interactive website, as well as workshops and focus groups throughout the state, will be important elements of the plan's development. By collaborating with Caltrans, the public can influence the content of the

final plan and, ultimately, decisions about investing transportation dollars.

CTP website:

www.californiatrnsportationplan2040.org

5.2. Rail Plan

Caltrans is beginning work on its new 2018 Rail Plan which will provide an exciting new framework for California's rail network and set the stage for new and better rail and community connections in the State for the next 20 years and beyond. The 2018 Rail Plan will present a vision and strategies for California's future passenger and freight rail network, which will guide state investments supporting implementation of an integrated rail network. It also fulfills state and federal rail plan requirements. The Rail Plan is an important element in the comprehensive examination of statewide transportation investment strategies tied to the 2040 California Transportation Plan: This overall plan for the State seeks to build on regional initiatives for curbing greenhouse gas emissions and climate change by coordinating statewide planning for all transportation modes, including air, roads and highways, local and regional public transit, and passenger and freight rail.

http://www.dot.ca.gov/californiarail/docs/CASRP_Factsheet_Mar_102016.pdf

and federal HSR investments will require well-coordinated and integrated planning, programming, and execution by multiple agencies. Rail networks face increasing freight and passenger demand, often on freight-owned rail infrastructure. Additionally, multiple passenger rail operators (HSR, intercity, and commuter) must respond to traveler expectations of coordinated rail service operations, safety, ticketing, and traveler information.

5.3. Corridor System Management Plan (CSMP)

A CSMP is used to outline the multi-jurisdictional and multi modal management of a corridor experiencing delay due to congestion. A CSMP results in a listing and phasing plan of recommended operational improvements, Intelligent Transportation System (ITS) strategies, and system expansion projects to preserve or improve performance measures within the corridor. CSMPs were required for all projects receiving Proposition 1B (2006) Corridor Mobility Improvement Account (CMIA) funding.

District 11, working with its regional partners, has completed CSMPs for the North Coast Corridor on I-5 as well as for I-15 and I-805.

District 11 Corridor System Management Plans:

<http://www.dot.ca.gov/dist11/departments/planning/#corridorstudies>

5.4. Transportation Concept Report

A Transportation Concept Report (TCR) provides a long term (20 years or more) plan for each State route within the district, identifying current operating conditions, future deficiencies, and establishing management goals and improvements needed to sustain or reach those goals. The Transportation Concept Report (TCR) is a planning document, which describes the Department's basic approach to the holistic development of a given corridor addressing transportation users' needs, including transit, bicycles, pedestrians, and motorized vehicles. The TCR is a preliminary planning phase that leads to subsequent programming and the project development process.

District 11 TCR List:

<http://www.dot.ca.gov/hq/tpp/corridor-mobility/d11-page.html>

5.5. The Interregional Transportation Strategic Plan (ITSP)

The primary purpose of the ITSP is the identification and prioritization of highway system improvements for the Interregional Road System (IRRS). The set of highway routes that constitute the IRRS was identified by statute in 1989 and includes 93 State Highway Routes or portions of routes (out of 265 state routes). SR-7, SR-111, SR-78, SR-86, and SR-905 are part of the Mexico Gateway routes. Each route is considered a Focus Route within the IRRS. Most of the project work on these routes has been completed. Some of these projects were designed to accommodate increased trade due to the North American Free Trade Agreement (NAFTA). The initial ITSP was developed in 1998 and a status update to the 1998 ITSP was published in October of 2013. The 2015 ITSP update will re-evaluate the list of High Emphasis Focus Routes and associated projects. This update cycle will assess if the current ten Focus Routes are still the priority for Interregional Improvement Program funds and will also continue to implement an intercity rail program.

ITSP status update:

http://www.dot.ca.gov/hq/tpp/offices/omsp/system_planning/itsp.html

5.6. Project Initiation Document

A Project Initiation Document (PID) is an engineering document or technical report that documents the scope, cost, and schedule of a project. The PID is an outcome of the project scoping effort. The PID is a record of the *purpose and need* for the project, and the approach that will be taken to meet or reduce transportation deficiencies. It is a record of the existing information, initial assumptions, identified risks, and constraints that drove the development of the project work plan. PIDs are used to obtain approval for inclusion of a project into a programming document or to get conceptual approval of a project funded by others. PIDs are required to be developed and approved by Caltrans before any major (greater than \$1 million) or high complexity project can be programmed and constructed on the SHS. Projects requiring a PID must be identified in a RTP or or the 10-Year SHOPP Plan. There are several types of PIDs: Project Study Report (PSR), Project Scope Summary Report, Project Study Report - Project

Development Support, Project Report, Project Study Report-Project Report, Small Capital Value Project, etc. Project Development Procedures Manual Chapter 9: http://www.dot.ca.gov/hq/opdp/pdpm/chap_pdf/chapt09.pdf

5.7. California Sustainable Freight Action Plan

District 11 is an active participant in the California Freight Advisory Committee (CFAC). The CFAC was formed to serve as a forum for the discussion of freight related topics, to help coordinate regional freight priorities with other organizations, and to advise the State on freight related priorities, issues, projects, and funding needs. One of the goals of the CFAC is to update the California Freight Mobility Plan.

Through the District's ongoing roles in both planning for goods movement and delivering freight-related capital projects, SANDAG and SCAG representatives on the California Freight Advisory Committee work with District staff to incorporate regional needs in this statewide plan to meet new Caltrans goals and federal funding requirements.

The California Sustainable Freight Action Plan is an ambitious statewide effort to improve freight efficiency and transition the freight transport system to zero-emission technologies, while continuing to support California's economy. In July 2015, Governor Brown issued [Executive Order B-32-15](#), which directs the Secretary of the California Transportation Agency, Secretary of the California Environmental Protection Agency, and the Secretary of the Natural Resources Agency to lead the appropriate State departments in the development of a California Sustainable Freight Action Plan by July 2016.

The integrated action plan will identify strategies and actions to achieve a sustainable freight transportation system that meets California's environmental, energy, mobility, safety and economic needs. The plan will also identify and initiate corridor-level freight pilot projects within the State's primary trade corridors that integrate advanced technologies, alternative fuels, freight and fuel infrastructure and local economic development opportunities.

http://www.casustainablefreight.org/app_pages/view/154

5.8. Smart Mobility Framework

Caltrans, in partnership with the U.S. Environmental Protection Agency (USEPA), and in collaboration with other state project partners, the Governor's Office of Planning and Research, and the California Department of Housing and Community Development, produced a planning guide that integrates smart growth concepts into transportation in California. The goal was to ensure applicability of the framework for Caltrans as well as for partner agencies. Smart Mobility activities move people and freight while enhancing California's economic, environmental, and human resources by emphasizing:



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- Convenient and safe multimodal travel
- Speed suitability
- Accessibility
- Management of the circulation network
- Efficient use of land

Smart Mobility principles respond to the transportation needs of the state's people and businesses, address climate change, advance social equity and environmental justice, support economic and community development, and reduce per capita vehicles miles traveled.

A Caltrans groundbreaking report, *Smart Mobility 2010: A Call to Action for the New Decade*, laid out a vision for developing a new approach to transportation that is multimodal, sustainable, and integrated with land use.

Smart Mobility Framework:

<http://www.dot.ca.gov/hq/tpp/offices/ocp/smf.html>
http://www.dot.ca.gov/hq/tpp/offices/ocp/documents/smf_files/smf_factsheet_may2012.pdf#zoom=65

5.9. Complete Streets (DD-64-R1)

District 11 is active in the implementation of the Caltrans Complete Streets Policy, Deputy Directive 64-R1 (DD-64 R-1). This Deputy Directive states that Caltrans staff ensures that the needs of all users of the State's transportation system are included in the planning, design, construction, and on going maintenance of the State Highway System. Specifically, staff participates in the Caltrans Complete Streets Implementation Action Plan (CSIAP) and the Complete Streets Technical Advisory Committee. District 11 Planning staff serve as Complete Streets subject matter experts and advise on the Complete Streets policy and best practices. Technical and working groups include Caltrans Active Transportation and Livable Communities meetings, Smart Mobility Framework meetings, SANDAG Regional Active Transportation Committee, San Diego County Safe Routes to School Coalition meetings, the California Bicycle Advisory Committee, and participation in several other working groups that relate to Complete Streets.

Complete Streets Implementation Action Plan:

http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html

California State Bicycle and Pedestrian Plan (CSBPP)

The process is underway to develop the first-ever California State Bicycle and Pedestrian Plan, which will be a visionary and comprehensive policy plan to support active modes of transportation and to increase safe bicycling and walking in California. District 11 is actively involved in developing this plan. The plan will guide the State in developing an integrated, multi-modal transportation network for all users, including: bicycle and pedestrian accommodation on the State Highway System where appropriate; connections to intercity rail and public transportation; and support for local government efforts to develop safe active transportation networks.

http://www.cabikepedplan.org/files/managed/Document/57/CaltransBikePed_Factsheet_102315.pdf

5.10. Regional Bike Plan

Planning for a more bicycle friendly region helps to resolve multiple complex and interrelated issues, including traffic congestion, air quality, climate change, public health, and livability. By guiding the region toward the creation of a substantial regional bicycle network, this plan can affect all of these issue areas, thereby improving existing and future quality of life in the region.



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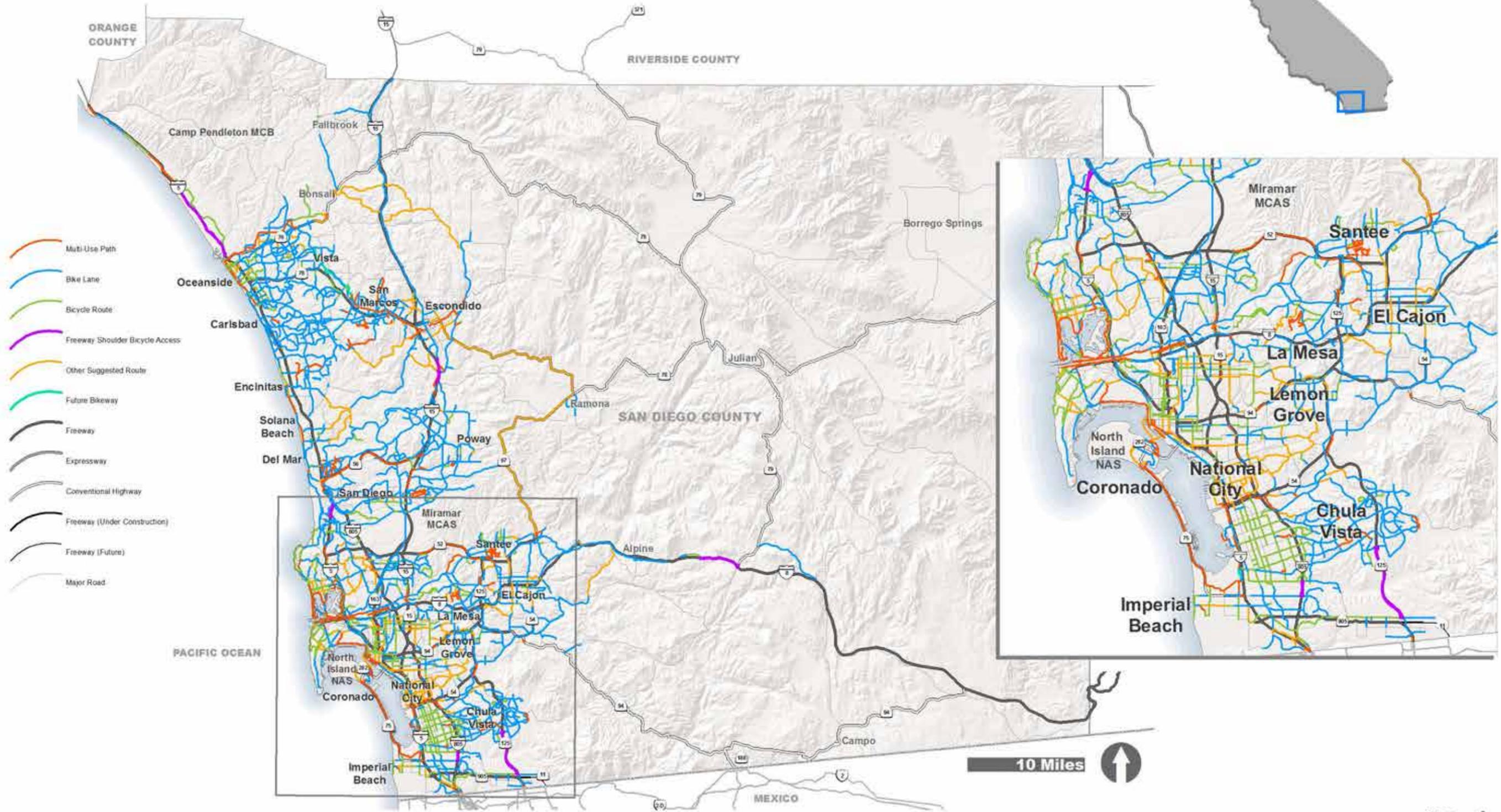
The **San Diego** Bike Plan outlines a range of recommendations to facilitate accomplishing the regional goals of increasing the number of people who bike and frequency of bicycle trips for all purposes, encouraging the development of Complete Streets, improving safety for bicyclists, and increasing public awareness and support for bicycling in the San Diego region. The recommendations include bicycle infrastructure improvements, bicycle related programs, implementation strategies, and policy and design guidelines. (see Figure 5.10.A)

San Diego Regional Bicycle Plan-Riding to 2050:

http://www.sandag.org/uploads/projectid/projectid_353_10862.pdf

For the **Imperial County** region, the County of Imperial Bicycle Master Plan is intended to serve as the guiding document for the development of an integrated network of bicycle facilities and supporting programs designed to link the unincorporated areas and land uses throughout the County. The network will

Figure 5.10.A:
Regional Bike Plan - San Diego County

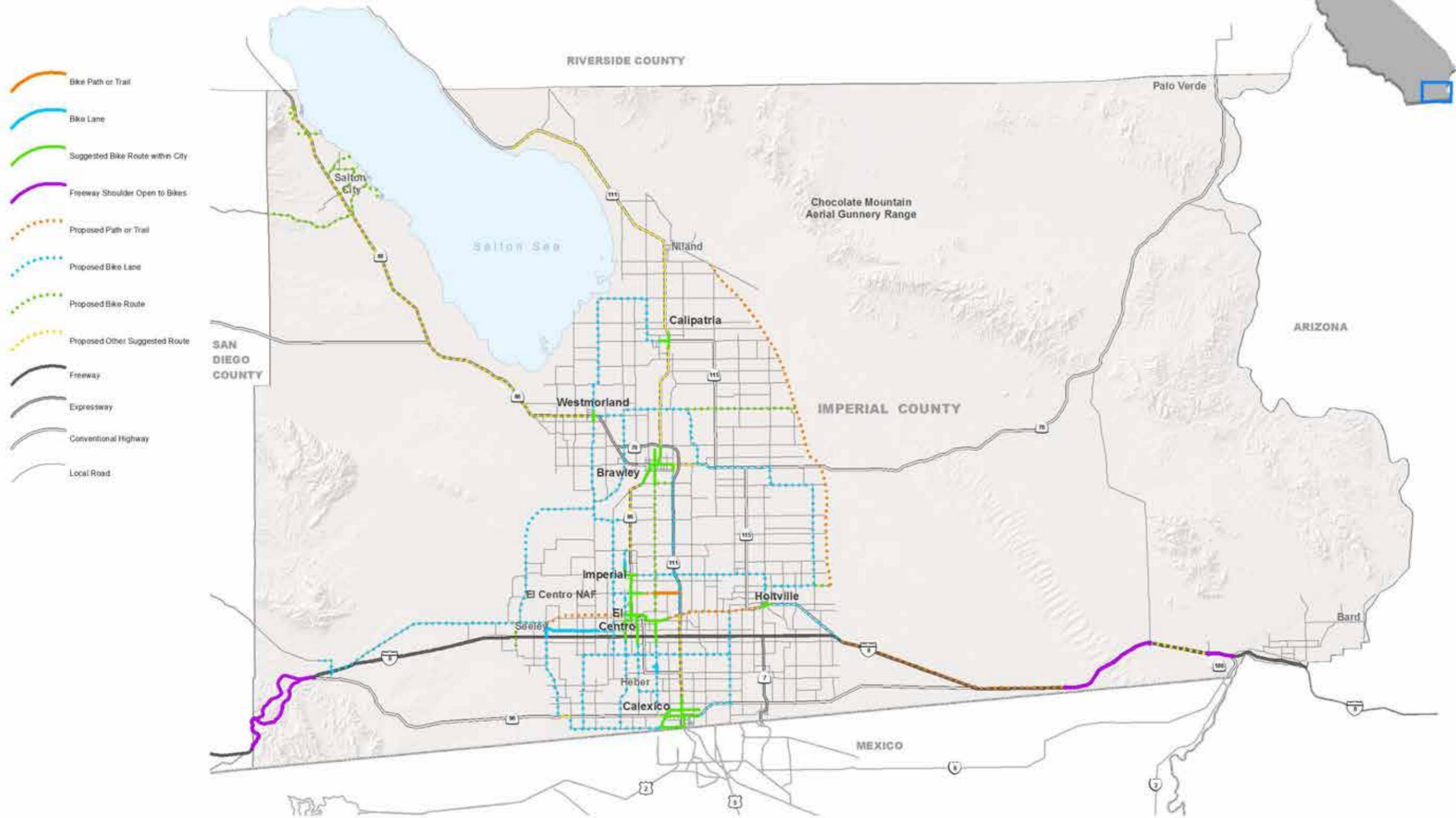


This map contains geographic information provided and/or maintained by Caltrans District 11 GIS, SanGIS, SANDAG, and Open Street Map.

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Figure 5.10.B:

Regional Bike Plan - Imperial County



Imperial bike information is from the County of Imperial Bicycle Master Plan Update 2011. This map contains geographic information provided and/or maintained by Caltrans District 11 GIS, Imperial County Public Works, Open Street Map, and Arizona Department of Transportation.

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not only make cycling a more viable mode of transportation, but will contribute to an enhanced quality of life for residents and visitors. (see Figure 5.10.B)

County of Imperial’s Bicycle Master Plan:
<http://www.co.imperial.ca.us/publicwork/PDFdocuments/PublicReview/ImperialCountyBMPFinalPlan050712.pdf>

5.11 California-Baja California Border Master Plan

One of the unique aspects of District 11 is its location adjacent to the U.S./Mexico International Border. The entire length of the California-Mexico border is within Caltrans District 11. The California-Mexico international border has seven POEs: San Ysidro, Otay Mesa, Tecate, Calexico West, Calexico East, and Andrade. Substantial cross border travel occurs

enhance coordination of planning and implementation of POE and related transportation facilities on both sides of the California-Baja California border.



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between the State of California, U.S and the State of Baja California, Mexico as evidenced by the fact that the San Diego/Tijuana border crossing is reported to be the busiest land crossing in the western hemisphere. District 11 has a border liaison who works directly with the federal, State, and local government agencies and community stakeholders from the U.S. and Mexico, in addition to representing the State of California in a number of national and binational forums to address the State’s border transportation issues, challenges, and opportunities. The California-Baja California Border Master Plan is a multi-agency, bi-national framework to prioritize infrastructure projects and

2014 California-Baja California Border Master Plan Update: This District led, Caltrans funded effort convened border stakeholders to reprioritize the ranking categories, define transportation modeling needs to conduct sensitivity analyses of projects within San Diego and Imperial Counties, as well as for northern Baja California (Mexicali, Tijuana, Tecate, and Rosarito), and launched a binational effort to secure sustainable funding for converting grant-funded "studies" into a recognized binational planning process for the border region.

http://www.dot.ca.gov/dist11/departments/planning/pdfs/bor/der/2014_California_Baja_California_Border_Master_Plan.pdf

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6. ENVIRONMENTAL SETTING



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San Diego County: Located in the southwest corner of the United States, the San Diego region is composed of more than 4,200 square miles and four general physiographic regions: the coastal plain, the foothills, the mountains, and the desert. The region's borders are both political and geological. To the north, the region is bordered by Orange and Riverside counties. To the south of the region is the U.S. border with Mexico. The Pacific Ocean forms a natural border to the west, and the region shares a border with Imperial County to the east. The Coronado peninsula lies west of the mainland in the Pacific Ocean and is connected by the Coronado Bridge. The coastal plain ranges in elevation from sea level to approximately 600 feet above mean sea level (AMSL). Although much of the coastal plain has been developed for commercial, industrial, recreational, and residential uses, it also contains state parks, beaches, wetlands, and ecological reserves. Marine terraces step up the coastal plain west to east toward the inland foothills. The foothills range in elevation from 600 to 2,000 feet AMSL and are distinguished by hills and mesas with river valleys and narrow canyons. Several rivers run from the mountain area and through the foothills and coastal plain, flowing into intermittent drainages or the Pacific Ocean.

Most intensive urban development, including population, housing, and employment within incorporated and unincorporated communities, is found in the coastal and foothill areas of the region where topography and mild coastal climatic conditions are favorable. Elevations in the mountain region range from 2,000 to 6,000 feet AMSL. The mountains are



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generally steep and covered with conifer and broadleaf trees, granitic boulders, meadows, and chaparral vegetation. The eastern portion of the San Diego region is desert. Elevations range from sea level to 3,000 feet AMSL and the terrain includes mountains, alluvial fans, and desert floor. The mountain and desert regions are sparsely populated with scattered towns as part of the unincorporated area of San Diego County. Much of the desert region is part of the Anza-Borrego State Park, the largest state park in California.

The climate of the San Diego region varies by location. Temperatures are typically moderate on the coastal plain, with an average high temperature of 69.9 degrees Fahrenheit (°F) and an average low temperature of 56.6°F. Average monthly temperatures rarely exceed 80°F. Average precipitation is 10.13 inches. In contrast, the average high temperature of the unincorporated town of Borrego Springs in the desert region is 87.6°F, and the average low is 58.3°F. Average monthly temperatures in the desert region typically exceed 100°F in summer months, which are very dry and see little precipitation. Average precipitation is 5.84 inches. Like much of the coast of Southern California, the climate of the San Diego region is influenced by the Pacific Ocean, and coastal fog is common. Hot, dry winds known as "Santa Ana" winds occasionally come through the region from late fall through early winter.

3.0 Environmental Setting SANDAG 2050 RTP/SCS EIR 3-2 June October 2011: <http://www.sandag.org/uploads/2050RTP/F2050RTPPEIR3.pdf>

Imperial County: Imperial County covers an area of 4,597 square miles. Agricultural production has been the major economic industry in Imperial County since the 1900s. Several factors including climate, fertile soils, and availability of irrigation water have led to Imperial County's agricultural productivity.

Irrigation from the Colorado River has helped extend the growing season and has supported an active agriculture industry. Imperial County has sustained agricultural production ranging in value from \$1.02 billion in 1990, to \$1.96 billion in 2011 (Source: Imperial County Agricultural Commissioner).

During the summer months, when storm systems sweep through Imperial County, they often cause flash floods. These flash floods can cause severe damage to state highways, culverts, drains, and bridges.

Imperial County website:
http://www.imperialctc.org/CMS/Media/2013_LRTP_Final_Approved_11-13-13-reduced.pdf

<http://www.icpds.com/?pid=628>

6.1 ENVIRONMENTAL RESOURCES:

San Diego County: Due to its diverse topography, geological conditions, and moderate climate, the San Diego region is home to several rare and unique ecological and biological resources. The region encompasses a variety of habitats such as coastal sage scrub, chaparral, grassland, riparian, woodlands, vernal pools, forest, and desert. Several habitats and species in the region are considered sensitive by State and federal agencies, local jurisdictions, and conservation organizations. In fact, the San Diego region is considered a biological "hot spot" for biodiversity and species endangerments, as many unique and endangered species are found only in this region. Thirty-seven federally listed species are present including the California gnatcatcher and the arroyo toad. Along the coast, the Torrey Pines State Natural Reserve is home to the Torrey pine, the rarest pine in North America. Coastal sage scrub is another unique vegetation community. An important habitat for many species, coastal sage scrub is found from the coast to the mountain regions. Nearly 70 percent of its

original habitat has been lost to development and agriculture. As a wetland, the riparian vegetation community (scrub, woodland, and forest) found in the region is one of the most sensitive habitats in California. The San Diego Bay is another important natural resource in the region. The eelgrass beds and estuary resources in San Diego Bay are important to the region.



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3.0 Environmental Setting SANDAG 2050 RTP/SCS EIR 3-2 June October 2011:

<http://www.sandag.org/uploads/2050RTP/F2050RTPEIR3.pdf>

Imperial County: : Imperial County is rich in environmental resources. Approximately 20 percent of the County's land is irrigated for agricultural purposes. Three of the primary irrigated areas include the Imperial Valley (512,163 acres), Bard Valley (14,737 acres) in the southeast corner of the County, and Palo Verde Valley (7,428 acres) in the northeast corner. A wide variety of irrigated crops are cultivated in the County including lettuce, carrots, onions, tomatoes, cauliflower, and broccoli; alfalfa, Sudan grass, and other animal feed; sugar beets; wheat and other grains; melons; cotton; and various citrus, fruits, and nuts. Imperial Valley is one of California's top five producers of spinach, potatoes, cauliflower, sweet corn, broccoli, and onions. The lush fields of Imperial County provide habitat to hundreds of thousands of birds every year. Of the 800 or so bird species found in the United States, over 400 species have been spotted in the Imperial Valley. Imperial County also supports

deserts and wetland habitats. The burrowing owl, a California State Species of special concern, is a conservation focus in this region. Over 70% of the state's burrowing owls reside in Imperial County. There are more owls per square mile here than anywhere else in the United States.

Imperial County Farm Bureau:

<http://www.icfb.net/countyag.html>

In recent years, several factors have significantly altered the agricultural conditions in the County. Expanded population has given rise to booming residential and commercial development, which in turn has substantially increased the value of land and the cost of water and labor necessary to sustain agricultural production. As urbanization expands throughout the County, there is a growing economic incentive for local farmers to sell agricultural lands or relocate. As a result, agricultural land within the County is gradually disappearing. However, during the recent housing slump and economic recession, the pace of agricultural conversion has slowed.

County of Imperial:

<http://www.icpds.com/?pid=628>

Imperial County also has the largest mass of sand dunes in the state. Formed by windblown sands of ancient Lake Cahuilla, the dune system extends for more than 40 miles in a band averaging 5 miles wide. Widely known as "Glamis", and a favorite location for off-highway vehicle enthusiasts, the dunes also offer beautiful scenery, opportunities for solitude, and a home to rare plants and animals.

U.S. Department of the Interior- Bureau of Land Management:

<http://www.blm.gov/ca/st/en/fo/elcentro/recreation/ohvs/isdra.html>

District 11 has more Federal and State listed endangered species than any other District in California. There are 25 plant and 21 animal threatened or endangered species within the District. In order to better address the environmental setting, it is important to highlight the District's participation in the following areas:

6.1.1. Environmental Mitigation Program:

The district has taken novel approaches to create thriving environments for multiple endangered species in advance of project construction to preserve the richness of natural resources in the area. The vastness of the mitigation land developed and managed in District 11 is without parallel anywhere in the United States. SANDAG's Environmental Mitigation Program (EMP) provides funds through *TransNet* to protect, preserve, and restore native habitats as offsets to disturbance caused by the construction of regional and local transportation projects. The \$850 million program began purchasing property in 2008 and has now acquired more than 3,300 acres around the region at a cost of \$99.5 million.

The *TransNet* EMP goes beyond traditional mitigation programs, buying large parcels of land early to comprehensively satisfy the mitigation requirements of current and future projects. For example the Groves property (268 acres) in northern San Diego County, which was purchased as advanced mitigation for the SR-76 widening projects, supports the California gnatcatcher, coastal sage scrub, San Diego ambrosia, and wildlife communities. The purchase of mitigation lands in advance of need results in cost savings. In addition to the early acquisition of land, the EMP will provide funds for regional management and monitoring to maintain the biological value of conserved habitat lands.

Environmental Mitigation Program:

<http://www.keepsandiegomoving.com/EMP/EMP-intro.aspx>

http://www.keepsandiegomoving.com/Libraries/Lossan-doc/2285-EMP_Brochure-Dec2013_4WEB_1.sflb.ashx

6.1.2. San Diego County and Imperial County Transportation Air Quality Conformity

Transportation conformity is required under the federal Clean Air Act (CAA) to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant National Ambient Air Quality Standard (NAAQS). Conformity applies to non-attainment and maintenance areas for the following transportation related criteria pollutants: ozone, particulate matter (PM_{2.5} and PM₁₀), carbon monoxide (CO), and nitrogen dioxide (NO₂).

San Diego County:

Ozone: San Diego County is classified as maintenance for the 1997 8-hour ozone standard of 0.08 ppm. San Diego County submitted a Re-designation Request and Maintenance Plan for the 1997 National Ozone Standard in December 2012. Effective April 4, 2013, USEPA found that the motor vehicle emissions budgets for ozone for the years 2020 and 2025 are adequate for transportation conformity purposes.

USEPA has promulgated the 2008 ozone standard of 0.075 ppm. On May 21, 2012 the USEPA classified San Diego County as marginal nonattainment. For this nonattainment designation, tribal areas that were previously excluded are now included as part of the San Diego region nonattainment designation. However, one small portion of land (approximately 119 acres), belonging to the Pechanga Band of Luiseno Indians purchased within the north portion of San Diego County piece of tribal land was excluded from the San Diego region 2008 8-Hour ozone nonattainment designation. All other tribal lands within San Diego County were included in the designation. As of July 20, 2013 the 1997 ozone standard was revoked and replaced with the 2008 ozone standard.

Particulate Matter (PM₁₀):

San Diego County is classified as attainment for PM₁₀.

Fine Particulate Matter (PM_{2.5}):

San Diego County is classified as attainment for the Annual and the 2006 PM_{2.5} standard.

Carbon Monoxide (CO) and Nitrogen Dioxide (NO₂):

The San Diego air basin is a maintenance area for CO and NO₂.

Imperial County:

Ozone:

Imperial County attained the 1997 8-hour ozone standard of 0.08 ppm in 2008. However the USEPA has promulgated the 2008 ozone standard of 0.075 ppm. On May 21, 2012 the USEPA classified Imperial County as marginal nonattainment with an attainment year of 2015. The U.S. EPA also provided for the revocation of the 1997 Eight-Hour Ozone NAAQS for transportation conformity purposes effective July 20, 2013.

Particulate Matter (PM₁₀):

Imperial County is classified as nonattainment/Serious for PM₁₀. The two reasons for PM₁₀ exceeding the standard are transport from Mexicali, Mexico (especially in the Calexico area) and occasional high wind activity.

Fine Particulate Matter (PM_{2.5}):

Imperial County is classified as attainment for the Annual and the 2006 PM_{2.5} except in a small area of the county including Calexico which is classified as nonattainment for PM_{2.5}. On July 8, 2010 U.S. EPA published a limited approval and a limited disapproval of proposed controls of Fine Particulate Matter (PM_{2.5}). Highway sanctions, based on this limited disapproval began on August 9, 2012. Imperial County Air Pollution Control District (ICAPCD) adopted revisions to the disapproved Rules No. 800, 804, 805, and 806, to correct deficiencies identified in our limited disapproval action. The State California Air Resources Board submitted these revisions to USEPA on November 7, 2012. Effective May 22, 2013, EPA's final action permanently terminates the Imperial County highway sanctions.

Carbon Monoxide (CO) and Nitrogen Dioxide (NO₂):

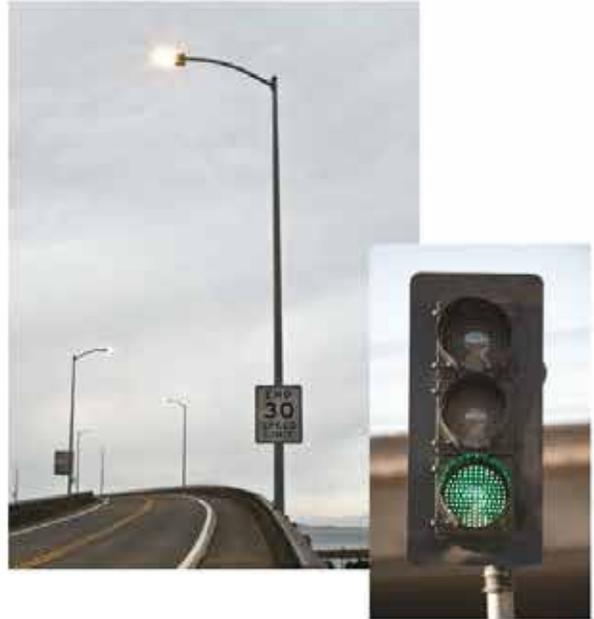
Imperial County is in attainment for CO and NO₂.

6.1.3.Climate Change

Caltrans is responsible for articulating a long-term vision for California’s transportation system. This involves planning for future improvements to the State Highway System and intercity rail services, and collaborating with regional transportation agencies across California to create a transportation system that achieves Caltrans’ mission. Over the past decade, Caltrans has shifted from focusing on roadway expansion to managing and maintaining the existing system by operating the system more efficiently, encouraging smart land use patterns, and providing alternatives to driving. This approach is more cost effective and is crucial to reducing transportation sector GHG emissions. Reducing energy consumption and GHG emissions and encouraging alternatives to driving are the explicit focus of many Caltrans’ high-level plans and policies. The Department is now beginning to extend this focus to guidance issued on specific aspects of the planning process. Caltrans also has created funding and technical assistance programs dedicated to helping local and regional governments implement these plans and policies. In addition, Caltrans funds, conducts, and disseminates innovative new research that improves the state of the practice in transportation planning. (Source: Caltrans Activities to Reduce Climate Change, February 2013.)

District 11 uses Rubberized Asphalt Concrete (RAC) to pave the shoulders of roads in almost every resurfacing project. RAC produces fewer embodied GHG emissions than conventional asphalt because it contains recycled rubber instead of asphalt cement derived from petroleum production. It also has a longer service life, so it takes less energy and materials to maintain. District 11 also is testing LED highway lighting, which has a huge potential to reduce GHG emissions associated with electricity consumption and maintenance because there are so many roadway lights—almost 2,400—in the district. District 11 has installed four fixtures in a test area in Imperial County to determine whether these lights provide sufficient visibility and are sufficiently durable to withstand weather conditions in the desert. In general, LED lights consume 60 percent less energy and last four to five times as long as the HPS lights that currently light most of California’s highways, and District 11 staff have found even greater gains in efficiency of up to 66 percent.

District 11’s GHG reduction efforts are not limited to operational emissions. The district has partnered with SANDAG to examine the impacts of congestion and delays at crossings along the U.S.-Mexico border on vehicle emissions, including carbon dioxide. The resulting studies have identified best practices and performance measures to reduce emissions when planning future changes to border infrastructure. District 11 is also working with San Diego Gas and Electric to install a



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solar array that powers electric vehicle charging stations in the parking lot at a state owned park and ride lot. The project will include batteries that store excess energy generated by the solar panels when no vehicles are charging, which means that drivers may be able to charge their vehicles using solar energy even after dark. The goal of the project is to establish an approach for installing similar facilities at other state owned park and ride lots across the state.

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7. APPENDICES

APPENDIX A

ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
ALUCP	Airport and Land Use Compatibility Plans
AMSL	Above Mean Sea Level
ARC	Association for Retarded Citizens
BNSF	Burlington Northern Santa Fe Railway
BRT	Bus Rapid Transit
CAA	Clean Air Act
CALTRANS	California Department of Transportation
CBF	Cross Border Facility
CFAC	California Freight Advisory Committee
CIP	Capital Improvement Program
CMA	Congestion Management Agency
CMIA	Corridor Mobility Improvement Account
CO	Carbon Monoxide
CSIAP	Complete Streets Implementation Action Plan
CSMP	Corridor System Management Plan
CSRP	California State Rail Plan
CTC	California Transportation Commission
CTP	California Transportation Plan
DSMP	District System Management Plan
EBO&M	Existing Building Operations and Maintenance
EMP	Environmental Mitigation Program
FAA	Federal Aviation Administration
FACT	Full Access and Coordinated Transportation
FTA	Federal Transit Administration
GHG	Green House Gases
HSR	High Speed Rail
HST	High Speed Train
ICAPCD	Imperial County Air Pollution Control District
ICTC	Imperial County Transportation Commission
ITC	Intermodal Transportation Center
ITS	Intelligent Transportation System
IRRS	Interregional Route System
ITSP	Interregional Transportation Strategic Plan
IVT	Imperial Valley Transit
LEED	Leadership in Energy and Environmental Design
MPO	Metropolitan Planning Organization
MTS	Metropolitan Transit System
NAAQS	National Ambient Air Quality Standard

APPENDIX - A (cont'd)

NAFTA	North American Free Trade Agreement
NCMT	National City Marine Terminal
NCTD	North County Transit District
NO2	Nitrogen Dioxide
PID	Project Initiation Document
PIR	Pacific Imperial Railroad
PM	Particulate Matter
POE	Port of Entry
PSR	Project Study Report
PSRR	Pacific Sun Railroad
RAC	Rubberized Asphalt Concrete
RTA	Reservation Transportation Authority
RTP	Regional Transportation Plan
RTIP	Regional Transportation Improvement Program
RTPA	Regional Transportation Planning Agency
SAN	San Diego International Airport
SANDAG	San Diego Association of Governments
SCAG	Southern California Association of Governments
SCS	Sustainable Community Strategy
SDIY	San Diego and Imperial Valley Railroad
SD&AE	Diego and Arizona Eastern Railway
SHOPP	State Highway Operation and Protection Program
SHS	State Highway System
SIP	State Implementation Plan
STIP	State Transportation Improvement Program
TAMT	Tenth Avenue Marine Terminal
TERO	Tribal Employment Rights Ordinances
TCR	Transportation Concept Report
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TMC	Transportation Management Center
UP	Union Pacific
UPRR	Union Pacific Railroad
USEPA	United States Environmental Protection Agency
VMT	Vehicle Miles Travels

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

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

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

Centerline Mile – A mile of highway, without considering the number of lanes in the facility.

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

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

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

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

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

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

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

Lane Mile – A pavement measuring one mile long and one lane wide. A mile stretch of a two-lane road equals two lane miles. A segment of road one mile long and four lanes wide is four lane miles. This is the unit

APPENDIX - B (cont'd)

of measure used to develop the total cost of pavement projects.

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

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

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

Railroad Class III – Typical Class III is a short line railroad, which feeds traffic to or delivers traffic from a Class I or Class II railroad. Carriers with annual operating revenues of \$34.7 million or less, and all switching and terminal companies regardless of operating revenues are classified as Class III.

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

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

System Operations and Management Concept – Descriptions of system operations and management elements that may be needed within 20-25 years. This can include non-capacity increasing operational improvements (Aux. lanes, channelization's, turnouts, etc.), conversion of existing managed lanes to another managed lane type or characteristic (e.g. HOV land to HOT lane), TMS Field Elements, Transportation Demand Management, and Incident Management.

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

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

200, Table 204.3.

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

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

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

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

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

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