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SYSTEM ANALYSIS AND EVALUATION FOR ROUTE RELINQUISHMENT



STATE ROUTE 98

11-IMP-98-PM 30.3/39.6

**From Dogwood Road to SR-7
(Specific relinquishment segment to be determined)**



Prepared by: Regional and System Planning Branch



CALIFORNIA DEPARTMENT OF TRANSPORTATION
PLANNING DIVISION
Planning Leads To Superior Solutions

Caltrans
DISTRICT 11

MAY 2009

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Transportation System Analysis and Evaluation (TSAE) for State Route 98 Relinquishment

May 2009

BACKGROUND

This Transportation System Analysis and Evaluation (TSAE) is developed by the District 11 System Planning Branch in conjunction with the Imperial Valley Regional Planning/Goods Movement Branch and Development Review Branch of the District 11 Planning Division. This document addresses the elements described below in determining the appropriateness of relinquishing portions of SR-98 between Dogwood Road (PM IMP 30.3) and SR-7 (PM IMP 39.6). The specific segment for relinquishment is still under study, but will be within the limits from Dogwood Road to SR-7. **(See Attachment 1- Vicinity Map).**

Imperial County and the City of Calexico have experienced historical rapid growth and development. This growth is expected to continue in the future. Several factors are driving this growth. Calexico is located directly across the border from Mexicali, Mexico, which has a population of approximately 1 million people and a high number of manufacturing jobs. However, Mexicali has limited housing opportunities and retail centers, which encourages some people employed in Mexicali to live in Calexico and take advantage of the housing and retail opportunities provided in Calexico. Additionally, San Diego's constrained housing market has caused many people working in adjacent San Diego County to look for more affordable housing opportunities in Imperial County.

There is a need to improve roadway safety and cross-border efficiency for trade and goods movement between the City of Calexico, California and the Municipality of Mexicali, Baja California, Mexico. Additional roadway capacity on SR-98 is needed to improve traffic flow and safety concerns for the high volume of cars and trucks on the existing two-lane highway. In addition, capacity improvements to SR-98 are also needed to facilitate interregional travel throughout the Imperial and Coachella Valleys, improve intercity and international travel between Baja California, Mexico and Los Angeles, and provide an improved facility for the movement of goods throughout the region. Improvements to SR-98 provide a supporting component to other improvements implemented or proposed within the Calexico border area and throughout the Imperial Valley. Additional needs to improve safety include reducing local and regional traffic conflicts in Calexico's residential and school areas.

Several widening projects have been proposed to reduce traffic congestion on SR-98. These projects will be discussed in a later section of this report.

Caltrans District 11 completed a Value Analysis (VA) Study in 2001 to address the needs of SR-98 in the Calexico area. This study analyzed five alternatives for improving the traffic conditions on SR-98 from Dogwood Road to State Route 7 (SR-7).

- Alternative 1.1 Widen existing SR-98 to four and/or six lanes from SR-7 to Dogwood Road
- Alternative 1.2 Widen SR-98 from SR-7 to Cole Road and realign SR-98 along Cole Road to Dogwood Road

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- Alternative 1.3 Realign SR-98 to a six lane highway from SR-7 along Jasper Road to Dogwood Road
- Alternative 1.4 Widen SR-98 from SR-7 to Bowker Road and realign SR-98 along Jasper Road to Dogwood Road
- Alternative 1.5 Widen SR-98 from SR-7 to Barbara Worth Road and realign SR-98 along Jasper Road to Dogwood Road

Based on extensive discussion of the alternatives with project stakeholders, including the City of Calexico, local landowners, developers, the County of Imperial, and Caltrans District 11, the VA study concluded that the preferred alternative would be Alternative 1.4 - widen SR-98 from SR-7 to Bowker Road and realigning SR-98 along Jasper Road to Dogwood Road. This alignment would have a six-lane ultimate capacity and 200 feet of right-of-way. The existing alignment would be maintained from SR 7 to Bowker Road, where it will turn north to Jasper, continue westward on Jasper to Dogwood, and turn south on Dogwood to existing SR 98.

This alternative has strong support from the City of Calexico, the business community, and local residents. The Calexico City Council has voiced their support for this alignment.

Additionally, the 2008 Imperial County Transportation Plan includes a project to widen and/or realign Jasper Road over a length of approximately 6.8 miles from SR-111 to SR-7. The route will be constructed as a six lane expressway or prime arterial (depending on jurisdiction) with limited access.

Both widening of the existing SR-98 highway between Dogwood Road and SR-7 and the construction of a new high-capacity roadway parallel to SR-98 in the Jasper Road corridor may be needed to accommodate future growth. Attachment 2 shows future land uses in the City of Calexico, as well as graphically depicting the future Bowker/Jasper/Dogwood transportation facility.

1. Description of Route and Basis of Request for Relinquishment

A) Provide county, route number, post miles, functional classification, and other designations (such as STAA truck terminal access route or other designations as applicable).

The information in the aforementioned Background section forms the basis for this relinquishment request. State Route 98 (SR-98) is a mostly two lane and four lane conventional highway, traversing the southern portion of Imperial Valley. The 56.9 mile route follows an east-west alignment through Imperial County and the City of Calexico parallel to Interstate 8 (I-8) and the U.S.A./Mexico International Border. SR-98 begins at I-8 near Ocotillo at Postmile (P.M). Imperial (IMP.) 0.3, intersects SR-111 (P.M. IMP 32.3) and SR-7 (P.M. IMP 39.6) and terminates at I-8 near Midway Well (P.M. IMP 56.9).

SR-98 was originally added to the State Highway System as Route 202 in 1933, at which time it was an 18-20 foot wide county road.

The federal functional classification of SR-98 is as follows:

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- Rural Minor Arterial from I-8 (PM IMP 0.3) to Urban/Rural limit 0.27 miles east of Kemp Road (PM IMP 30.8)
- Urban Other Principal Arterial from Urban/Rural limit 0.27 miles east of Kemp Road (PM IMP 30.8) to Bowker Road (PM IMP 34.5)
- Urban Minor Arterial from Bowker Road (PM IMP 34.5) to Urban /Rural limit at Cole Road (PM IMP 35.2)
- Rural Minor Arterial from Urban /Rural limit at Cole Road (PM IMP 35.2) to End of Route at I-8 (PM IMP 56.9)

SR-98 is included in the Interregional Road System (IRRS) from SR-111 to SR-7. All of SR-98 is a designated State Highway Terminal Access Route connecting to the National Truck Network as per the Surface Transportation Assistance Act (STAA), a route system federally designated for use by larger trucks. SR-98 is included in the Caltrans District 11 designated International Border Trade Corridor (IBTC) system from SR-111 to SR-7.

B) Identify the category the route and route segment is included in the Two Tier System Report (primary or secondary). Identify if the district concurs with the category and why.

The Two-Tier Highway System was developed by Caltrans in 1995 in response to local entities expressing interest in gaining control of State Highways traversing their communities. This interest resulted from the limitations of the Caltrans encroachment permit process, workload and resulting controversies over sidewalks, landscaping, lane widths, parking, access control, design standards and other criteria that Caltrans uses to operate our system.

The legislative intent was that the State highway "Primary" system shall be an interconnected network of routes that provide the greatest mobility in both rural and urban areas. The Primary routes are generally characterized by their high speed and limited access control.

The State highway "Secondary" system shall consist of routes that should be operated and maintained by the appropriate governmental agency which can be most responsive to the public interests in the administration, planning, and/or construction of that facility. The legislative intent was that Caltrans has the authority to negotiate relinquishment agreements with local agencies for any State highway Secondary route or portions of that route.

All of SR-98 is included in the State highway "Secondary" system. District 11 concurs with this category because one of the criteria of the secondary system is to include routes functionally classified as Minor Arterials. SR-98 also fits meets an additional secondary system criteria, in that it provides for continuity of travel into, through, or around urban areas from rural highway approaches.

C) Evaluate if the segment proposed is in fact between two logical termini and identify any issues with the proposed limits of the relinquishment. Identify how these will be addressed. Examples of issues with logical termini are relinquishments that will create a stub route, terminate in mid block or intersection, etc.

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Although this relinquishment evaluation covers the portion of SR-98 from Dogwood Road to SR-7, the specific segments of SR-98 under consideration for relinquishment are dependent on the level of interest from the individual jurisdictions; in this case, the City of Calexico and the County of Imperial. Dogwood Road and SR-7 were selected as the logical overall termini because they represent the endpoints for the most likely proposed parallel facility to SR-98 along the Jasper Road alignment. In addition, there are planned developments proposed near both the Jasper Road/Dogwood Road intersection and the Jasper Road/SR-7 intersection. Additional discussions and negotiations with the City of Calexico and the County of Imperial are necessary to determine the location, reasonableness, and timing of any proposed relinquishment.

- D) Describe the basis of request for relinquishment and identify local jurisdiction(s) requesting it. Explain why the city or county does not want the State Highway designation. Explain the issues and history including requests for encroachment permits and issues with approving or denying requests. Include district/local jurisdiction IGR/CEQA discussions, comments, and issues. This is important for multiple reasons including documenting context sensitive solutions efforts and what could and could not be resolved. Explain how the relinquishment benefits local planning and community design and circulation considerations.**

The circulation system of the city of Calexico is primarily composed of a system of signalized and non-signalized arterial and collector facilities. The majority of vehicle delay occurs at the signalized intersections because vehicles are stopped to allow cross traffic to clear. Besides the limited current capacity of SR-98, there are several signalized and non-signalized intersections that do not operate efficiently. Without improvements to SR-98 and the development of a parallel facility along Jasper Road, congestion and delay on SR-98 are expected to continue. New and planned developments are proposed for many locations adjacent to SR-98 in the Calexico vicinity, and it is anticipated that the increase in traffic generated by these new developments will adversely affect traffic flow on SR-98, including a lengthening of peak period duration and excessive intersection queuing on SR-98 and adjacent city streets as well.

It is the goal of Caltrans as owner and operator of the State highway system to maintain and enforce an access management policy for State facilities. An effective access management program can extend the life of roads and highways, increase public safety, reduce traffic congestion, and improve the appearance and quality of the environment. As a result, traffic studies and analysis must consider the effects on any upstream or down stream intersections and be based on a reasonable speed and capacity for the State highway.

The preferred design is for signal spacing of 1/2 mile, and for right turn only access at 1/4 mile spacing. This allows for signal timing at a progression speed of 60 mph with a 60 second signal cycle. Along certain corridors, including those in urban areas, where 1/2 mile spacing is not achievable, proposed signalized intersections shall have spacing at one quarter mile increments or greater with no additional access points.

If a proposed project is approved by a local agency with additional access points and/or signalized intersections that do not meet Caltrans standards, Caltrans may establish signal

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timing to maintain progressive flow on the State highway. This could result in longer delays on local streets and queuing due to longer red cycles. It is also an option for the public agency to acquire the State highway into the local road system through the State relinquishment process.

Access management has been an issue on SR-98 in the Calexico area. Historically, there have been several requests for encroachment permits for new development access to SR-98. In some cases, encroachment permits were initially denied for a variety of reasons, including:

- Insufficient or incomplete environmental analysis
- Failure to submit required traffic studies
- Insufficiently detailed site plans
- Access points that do not meet the required ¼ mile spacing

Relinquishment of SR-98 benefits local planning and community design because it will give full access control to the City of Calexico. SR-98 traverses an urbanized area with schools, a community recreation area, and residences next to the highway. There is a lack of sidewalks and/or bike access for those pedestrian/bicyclists traveling through the corridor. Due to the number of schools nearby, there is a large number of pedestrians walking or biking immediately adjacent to the highway. School children from the nearby schools along SR-98 (William Moreno Jr. High School, Vincent Memorial High School, Blanche Charles Elementary, Mains Elementary School and Rockwood Elementary) currently walk or bike alongside of SR-98 mostly on unpaved dirt or grass paths. Relinquishment of SR-98 in Calexico will allow the City of Calexico to enhance safety along this portion of SR-98 and to develop context-sensitive solutions including the provision of sidewalks and bicycle facilities.

E) Identify status of the route in local agency circulation element of the General Plan and any current applicable local planning studies or community initiatives impacting the request.

The Final Draft of the City of Calexico General Plan Circulation Element classifies SR-98 as a four lane Divided Highway from Dogwood Road to Bowker Road, and a six lane highway from Bowker Road to Barbara Worth Road. **(See Attachment 3)**. The Circulation Element also states:

“SR-98 is planned to be widened and/or realigned between SR-111 and SR-7 from two lanes to four lanes (six lanes in some locations). A portion is planned to be realigned northerly to coincide with portions of the Jasper Avenue right-of-way. In the future, the City will request that Caltrans realign and reroute SR 98 from Birch Street to the Jasper Road alignment between Bowker Road and Dogwood Road. Jasper would then become a 6-lane highway.”

The Circulation Element of the Calexico General Plan Update includes the following stated goal: “The circulation system should promote the safe, efficient movement of people, goods and vehicles, and protect and enhance the environmental quality of Calexico.” Relevant objectives and policies provided by the Circulation Element include:

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- Access to highways, primary arterials, and major arterials shall be limited to maintain capacity, efficiency, and the safety of the traffic flow on the City's streets.
- Pedestrian facilities shall be developed throughout the city to encourage walking as an alternative to the automobile.
- All urban standard streets should have improved sidewalks on both sides of the road.
- Develop a well-designed bicycle network throughout the City that provides for safe and efficient means of transportation.

The proposed improvements to SR-98 and the construction of a parallel roadway in the Jasper Road corridor are consistent with both the Calexico General Plan Update and the Imperial County General Plan in that the improvements will enhance access, improve efficiency and highway capacity, encourage development of pedestrian facilities to encourage alternatives to the automobile, and develop a bicycle network.

2. Route or Corridor Concept and Recommendations for Route Development

A) Identify the route development or relinquishment recommendations in the districts route concept or transportation corridor report and other applicable internal reports or studies. (Cite date of latest Transportation Concept Report or Transportation Corridor Report).

The most recent Route/Transportation Concept Report for Route 98 was completed in May 2001. The report states:

“For Segments 3,4, and 5 (Dogwood Road to SR-7), the 2020 Concept calls for a four to six lane facility with the actual alignment to be determined based on further study.”

The most recent SR-98 Transportation Concept Summary (May 2008) that is posted on the Caltrans District 11 Planning Intranet website includes the following information relevant to this relinquishment request:

“Although not directly in the SR-98 corridor, the 2008 Imperial County Transportation Plan includes a project to widen and/or realign Jasper Road over a length of approximately 6.8 miles from SR-111 to SR-7. The route will be constructed as a six lane expressway or prime arterial (depending on jurisdiction) with limited access. The roadway travels parallel to irrigation canals along certain segments, and crosses over irrigation canals in certain locations. The roadway alignment will need to be straightened in several locations in the eastern portion near existing junctions with north-south roadways. Jasper Road is presently constructed as a two lane roadway.

There are also additional consultant-prepared studies underway to determine the feasibility and potential of relinquishing to the City of Calexico the portion of SR-98 from Dogwood Road to Bowker Road. Further studies and coordination with appropriate jurisdictions and agencies are necessary to determine which portions of SR-98 should be relocated to the Jasper Road corridor.”

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The SR-98 TCS also included information from the 2001 Value Analysis Study for SR-98. This information was included in the Background section of this report.

The Final Caltrans February 2009 Project Report for widening SR-98 between Dogwood Road and Rockwood Road states:

“The City and Caltrans are currently in discussion about relinquishing the project portion of SR-98 to the City. The portion of SR-98 represented in this project operates as a local road instead of a state highway, due to the close intersection spacing, low vehicle speeds, and extensive development surrounding the highway.”

B) Describe current and projected future traffic and components of the traffic stream (5 plus axle trucks) for the route as it exists in the state highway system and any system restrictions for large trucks. Identify how this is forecasted to change based on the relinquishment.

Traffic volumes on SR-98 are projected to increase in the future based on traffic modeling projections.

From Dogwood Road to SR-111, 2008 traffic volumes range from 8,700-21,400. Future 2025 estimated volumes range from 22,000-37,000.

From SR-111 to Bowker Road, 2008 traffic volumes range from 7,600-24,100. Future 2025 estimated volumes range from 34,000-43,000.

From Bowker Road to SR-7, 2008 traffic volumes range from 5,700-11,400. Future 2025 estimated volumes range from 34,000-53,000.

Truck percentages on SR-98 between Dogwood Road and SR-7 range from about 4-6% just east and west of SR-111 to about 13-25% from Bowker Road to SR-7. Although the opening of SR-7 between SR-98 and I-8 in 2005 accommodated commercial vehicle traffic from the Calexico East Port of Entry, truck traffic is still a safety and congestion issue on SR-98 within Calexico. To alleviate some of the issues caused by truck traffic on non-industrial secondary, collector and local streets, the Calexico General Plan Circulation Element establishes truck routes to serve major industrial and commercial areas of the City and to move trucks that do not have designated stops in Calexico to better be directed through the City. Initially, “Interim” truck routes would be used until SR-98 is realigned to the Bowker/Jasper/Dogwood alternative alignment. “Ultimate” truck routes would then be established once the Bowker/Jasper/Dogwood facility is completed.. (See Attachment 3)

C) Identify the primary origins and destinations for travel on the route segment in terms of interregional and major regional trips and sub area localized trips as applicable. Identify any primary route segment functions that may impact relinquishment considerations, for example, connectivity to a regional mall, a regional area industrial park, regional airport, and other functions.

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The primary origins and destinations for travel on SR-98 is east-west access for interregional, intraregional and international travel. SR-98 is an alternative to I-8 for east-west travel through Imperial County. Within Calexico, SR-98 provides for intracity travel, with many businesses, homes, schools and a hospital located adjacent to the highway within the city limits. SR-98 also provides east-west access for many of the agricultural support roads that connect to agricultural areas.

SR-98 runs parallel to the U.S.A./Mexico International Border and provides the closest east-west access to the Calexico/Mexicali International Border Crossing and to the Calexico/Mexicali East International Border Crossing, approximately 6.5 miles to the east of Calexico. Truck traffic through the Calexico/Mexicali East Port of Entry (POE) serves interregional, interstate, and international trade and goods movement. From 1994 to 1999, the value of trade through Calexico/Mexicali has almost tripled from \$3 billion to \$8.1 billion. The volume of goods transported through the Calexico East POE has increased from 30% of the total tonnage (1.1 million tons) in 2000 to 36% of the total tonnage (1.7 million tons) in 2005. Ninety-seven percent of this trade is transported by truck. Most commercial truck traffic crossing the U.S./Mexico border in Imperial County is required to use the Calexico East POE. Auto and truck traffic generated at the Calexico East POE currently use SR-7 as a north/south connection to I-8. They also utilize State Route 98 as an east-west connection to/from the City of Calexico. Beyond the Calexico area these commercial trucks connect with Interstate 8 (I-8) and the Southwest Passage Corridor. Most of this truck traffic will use I-8 to connect with San Diego to the west and the State of Arizona and other destinations to the east. To the north these trucks access primarily SR-86 as an intermediate link to Los Angeles via the NAFTA Farm to Market Highway to I-10 and/or the I-5 and I-15 High Priority Corridors.

D) Identify any issues with the local agencies request that will or may negatively impact interregional or regional travel and connectivity, inter-modal transfer for freight, and other functions. Identify how the concerns will be addressed. This includes potential local restrictions of truck access and timing for deliveries.

None anticipated by the relinquishment.

E) Identify if the relinquishment is expected to cause diversion of interregional and regional trips (including large trucks) to other state routes or local arterials thus creating a potential need for additional improvements to accommodate increased travel demand on the routes.

The City of Calexico wants to encourage diversion of truck traffic away from SR-98, especially between Bowker Road and Dogwood Road because it creates unsafe conditions and traffic congestion on SR-98. One of the City of Calexico's "Interim" Truck Routes for SR-98 recommends diverting truck trips to Cole Road. One of the "Ultimate" Truck Routes would traverse the Bowker/Jasper/Dogwood alternative.

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- F) Identify any compatibility issues with the transition created by the proposed relinquishment for the adjoining jurisdiction and any “gaps” created by the relinquishment. For example will a relinquishment terminate at an intersection or mid-way in an identified bikeway segment creating potential traveler confusion or differences in design standards. Identify how compatibility issues will be resolved.**

No gaps or traveler confusion are expected to result from the relinquishment.

- G) Identify any issues with signal coordination and control along the route and existing agreements with local jurisdictions that will need to be modified with the relinquishment. Identify recommended actions to resolve.**

Caltrans will work closely with the City of Calexico throughout the relinquishment process on coordination and future ownership of City-owned and Caltrans-owned traffic signals.

- H) Identify actions that may be needed to advise interregional travelers and the trucking industry on connecting routes or adjacent route segments if the segment recommended for relinquishment will not accommodate through or connecting trips based on anticipated or known local redesign and development plans.**

No notification need is currently foreseen. Localized truckers serving local developments adjacent to SR-98 will continue to serve these commercial businesses via the relinquished SR-98.

International and interregional truckers are very familiar with the "North American Free Trade Agreement (NAFTA) Farm-To-Market Highway", which consists of the SR-7 expressway, the SR-111 expressway, the SR-78/111 Brawley Bypass, and the existing SR-86 expressway north of Brawley. This system facilitates interregional travel throughout the Imperial and Coachella Valleys, improves intercity and international travel between Baja California, Mexico and Los Angeles, and provides an improved facility for the movement of goods throughout the region.

- I) Identify any Department of Transportation funded studies ongoing or completed that impact the route portion (Environmental Justice, Community Planning, State Planning and Research and others) and related recommendations.**

There are no DOT-funded studies of this type that would impact the relinquishment recommendations.

- J) Identify adjacent local agency position(s) on the relinquishment and how they have been coordinated and addressed between jurisdictions.**

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As mentioned in previous sections, the City of Calexico supports widening SR-98 from SR-7 to Bowker Road and realigning SR-98 along Jasper Road to Dogwood Road. The City of Calexico General Plan Update states:

“In the future, the City will request that Caltrans realign and reroute SR 98 from Birch Street to the Jasper Road alignment between Bowker Road and Dogwood Road. Jasper would then become a 6-lane highway.”

Additional discussions between Caltrans and the City of Calexico are needed to determine the City of Calexico’s interest in relinquishing the portions of SR-98 within their jurisdiction. Similar discussions should also occur with the County of Imperial for the portions of SR-98 under their purview.

3. District Coordination with Regional Transportation Planning Agency

A) Identify steps the district has taken to coordinate the relinquishment request with the Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO).

Both the Southern California Association of Governments (SCAG) and the Imperial Valley Association of Governments (IVAG) are aware of the historical interest in relinquishment possibilities for SR-98. Caltrans will continue to work closely with these agencies throughout the relinquishment negotiation process.

B) Identify the route development strategy in the Regional Transportation Plan and any supportive or contrary recommendations on the relinquishment.

The proposed projects for widening SR-98 between Dogwood Road and SR-7 are both included in the “Project Listings” section of the Southern California Association of Governments 2008 Regional Transportation Plan (RTP) and the 2006 Regional Transportation Improvement Plan (RTIP). In addition, “widening Jasper Road to a six lane expressway from SR-111 to SR-7” is also included in the Financially Constrained RTP Project Listings.

These improvements are also included in the May 2008 Imperial County Transportation Plan.

Relinquishment recommendations and/or actual relinquishment of portions of SR-98 will be coordinated closely with SCAG RTP planning staff. Another benefit of relinquishment from a funding perspective is that more dollars will be available for improvements to remaining State routes in Imperial County.

C) Identify district actions to provide information and recommendations to the RTPA technical committee and as applicable the policy committee and other applicable groups to educate and inform on state highway issues and coordinate the relinquishment. This should include how the district has worked with the technical advisory committee to encourage consideration of relinquishment of entire routes and route segments that were identified as eligible in the Two Tier analysis from 1995.

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As mentioned, IVAG is aware of the local jurisdictional interests regarding this proposed relinquishment and future discussions between IVAG and Caltrans are anticipated. Additionally, Caltrans planning staff also met with IVAG staff when the Two-Tier Highway System was proposed.

D) Identify regional studies on this portion of the route or impacting it and the related recommendations from the studies. Identify if the study recommendations support the relinquishment request.

In addition to the 2001 VA Study, the 2008 Imperial County Transportation Plan, and the City of Calexico General Plan Update, several other studies have been done regarding transportation issues related to SR-98:

1993 - A cooperatively funded Minor A project addressing safety concerns from Ollie Avenue to V.V. Williams Avenue was initiated, but suspended in 1994 due to costs exceeding the funding limit.

1995 - A downscaled Minor B safety project was completed in 1995, with approval conditioned on future upgrading of resulting nonstandard features.

1996 - Caltrans approved a Project Study Report (PSR) for the portion of SR-98 from Kloke Road to SR-111 which proposed a number of widening alternatives. Due to the time frame to perform and approve a Project Report for the revised Alternative 2 and pressing safety concerns, Caltrans proposed the construction of traffic signals and curb ramps on SR-98 at the Eady Avenue and Ollie Avenue intersections.

1999 - A Project Report for traffic signals and curb ramps at the Eady Avenue and Ollie Avenue intersections. was approved in November 1999 and construction was completed in January 2001.

2000 - The Downtown Calexico/Mexicali Border Transportation Study (June 2000) prepared by Katz, Okitsu, and Associates, and the Cole Road Corridor Study (December 2000) was prepared by Dahl, Robins, and Associates, Inc.

2007 – The SR-98 Widening Update- Traffic Volumes/Traffic Operational Report (April 2007) was prepared by Dokken Engineering.

2008 – The SR-98 Roadway Widening Project Initial Study with Mitigated Negative Declaration/ Environmental Assessment with Finding of No Significant Impact was prepared by Caltrans District 11 in October 2008.

2009- The Final Caltrans Project Report for widening SR-98 between Dogwood Road and Rockwood Road was approved in February 2009. This document states:

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“The City and Caltrans are currently in discussion about relinquishing the project portion of SR-98 to the City. The portion of SR-98 represented in this project operates as a local road instead of a state highway, due to the close intersection spacing, low vehicle speeds, and extensive development surrounding the highway.”

E) In regional areas where State congestion management planning and program statutes apply (counties with an urbanized area or portion of urbanized area) and where the county and cities have not exercised the “opt out” provision, identify district actions to encourage relinquishment of the entire Two Tier route in order to most effectively link local land use decisions to transportation planning and funding decisions across jurisdictions for comprehensive congestion management.

SCAG’s Congestion Management Process is a comprehensive strategy designed to relieve traffic congestion and maintain high levels of service on roadways within the Southern California region. SCAG has facilitated efforts by counties and subregions to develop County-level Congestion Management Programs (CMPs) in cooperation with regional and subregional transportation providers, local governments, Caltrans, and the South Coast Air Quality Management District.

In the SCAG region, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties are contained within Transportation Management Areas (TMAs). The Federal Highway Administration (FHWA) defines TMAs as the following:

- 1) All urbanized areas over 200,000 in population, and any other area that requests such designation
- 2) An urbanized area with a population over 200,000 (as determined by 2 the latest decennial census) or other area when TMA designation is re-requested by the governor and the MPO (or affected local officials), and officially designated by the administrators of the FHWA and the FTA.

Under California law, the Congestion Management Programs (CMPs) are prepared and maintained by the respective Congestion Management Agencies (CMAs):

- The Los Angeles County Metropolitan Transportation Authority (LACMTA)
- The Orange County Transportation Authority (OCTA)
- The Riverside County Transportation Commission (RCTC)
- The San Bernardino Associated Governments (SANBAG)
- The Ventura County Transportation Commission (VCTC)

Imperial County does not have a CMA.

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4. Coordination with State Plans and Programs

- A) Identify any known Plans of other State Agencies, Departments or Public entities impacting the route portion and adjacent portions (Coastal Plans, Coastal Bike Trails and Pedestrian Plans, other plans).**

There are no known plans from other State or public entities that would impact the proposed relinquishment.

- B) Identify projects that are now programmed or planned on the state highway within the area or in adjacent segments that may be impacted by the relinquishment. Include all programs regardless of funding type (STIP, SHOPP, Local Programs – CMAQ, TEA, RSTP), and include transit capital programs as applicable.**

In summary, these are the three primary projects on SR-98 or on adjacent roadways that may be impacted by this relinquishment request.

POST MILE	LOCATION	DESCRIPTION
30.3 – 32.3	Dogwood Road to SR-111	Upgrade to 4-lane conventional highway
32.3 – 39.6	SR-111 to SR-7	Upgrade to 4 lane conventional highway (6 lanes in some sections)
TBD	Jasper Road- SR-111 to SR-7	Widen and/or realign Jasper Road as a 6-lane expressway or prime arterial (owner/operator to be determined)

The following table includes some additional planned projects on SR-98:

Post Mile	Location	Description	Phase/ Fiscal Year
22.0 -31.3	West Main Canal Bridge to Kloke Road	Pavement Rehabilitation	2007 10-Year SHOPP Plan-FY2016/2017
30.3	Dogwood Road	Construct signal	2007 10-Year SHOPP Plan-FY2016/2017
0.0 – 57.2	Junction SR-98/I-8 (West) to Junction SR-98/I-8 (East)	Upgrade 71 Signs (Materials and Exit #s)	2007 10-Year SHOPP Plan-FY2017/2018
0.0 –R57.2	Junction SR-98/I-8 (West) to Junction SR-98/I-8 (East)	Provide centerline rumble strips and upgrade end treatments	2007 10-Year SHOPP Plan-FY2011/2012
Various	Various	Bridge Rail Upgrade and Deck Rehabilitation	2007 10-Year SHOPP Plan-FY2012/2013

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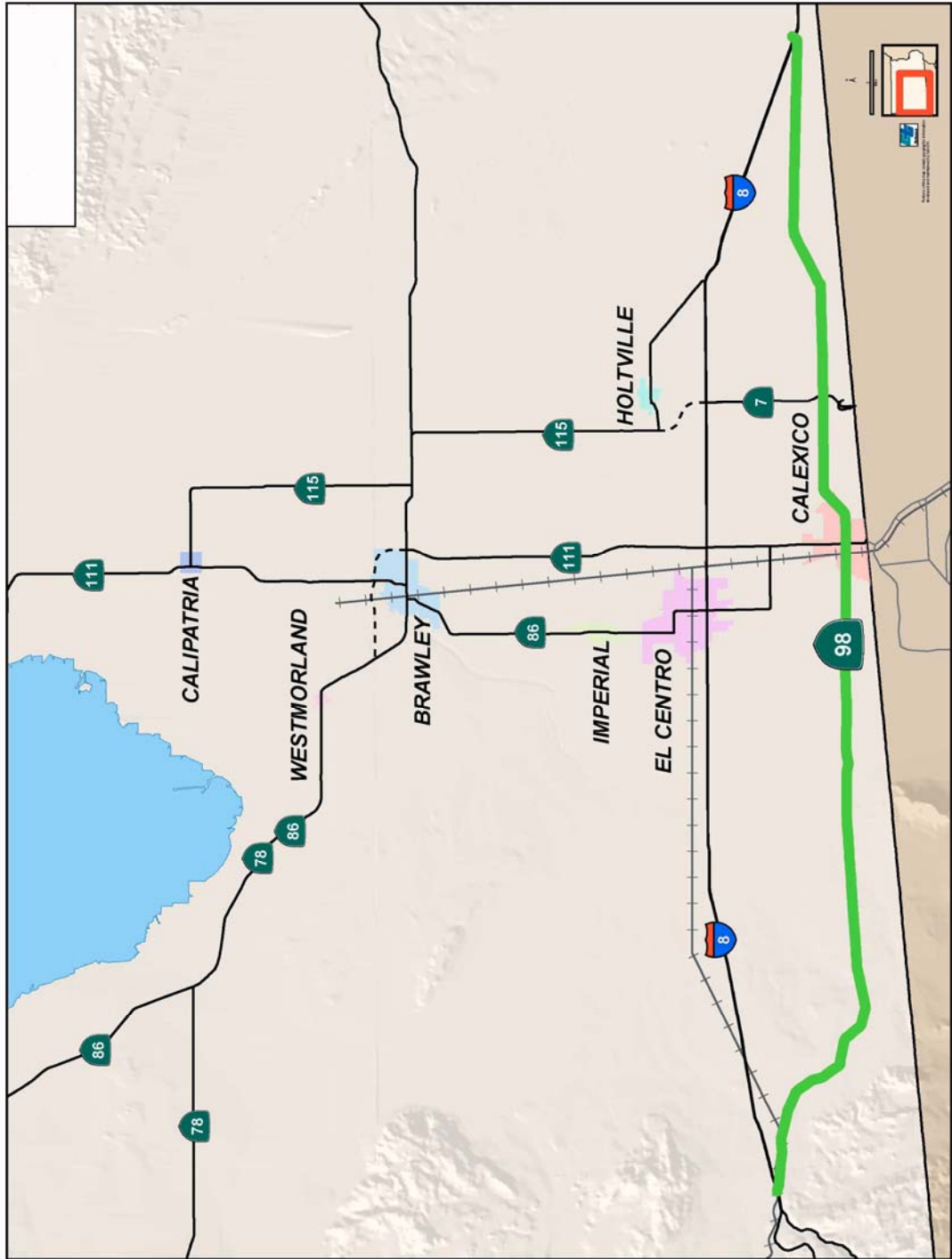
5. Internal District Coordination

- A) Identify the functional unit in the district and project manager for the relinquishment package and person to call for questions on the system evaluation.**

For the Relinquishment Project Manager, contact Sam Amen, 619-718-7835. For the Transportation System Analysis and Evaluation (TSAE), contact Bill Figge, District 11 Planning Director (619) 688-6681, or Kim Sturmer, Regional/System Planning Branch (619) 688-6967.

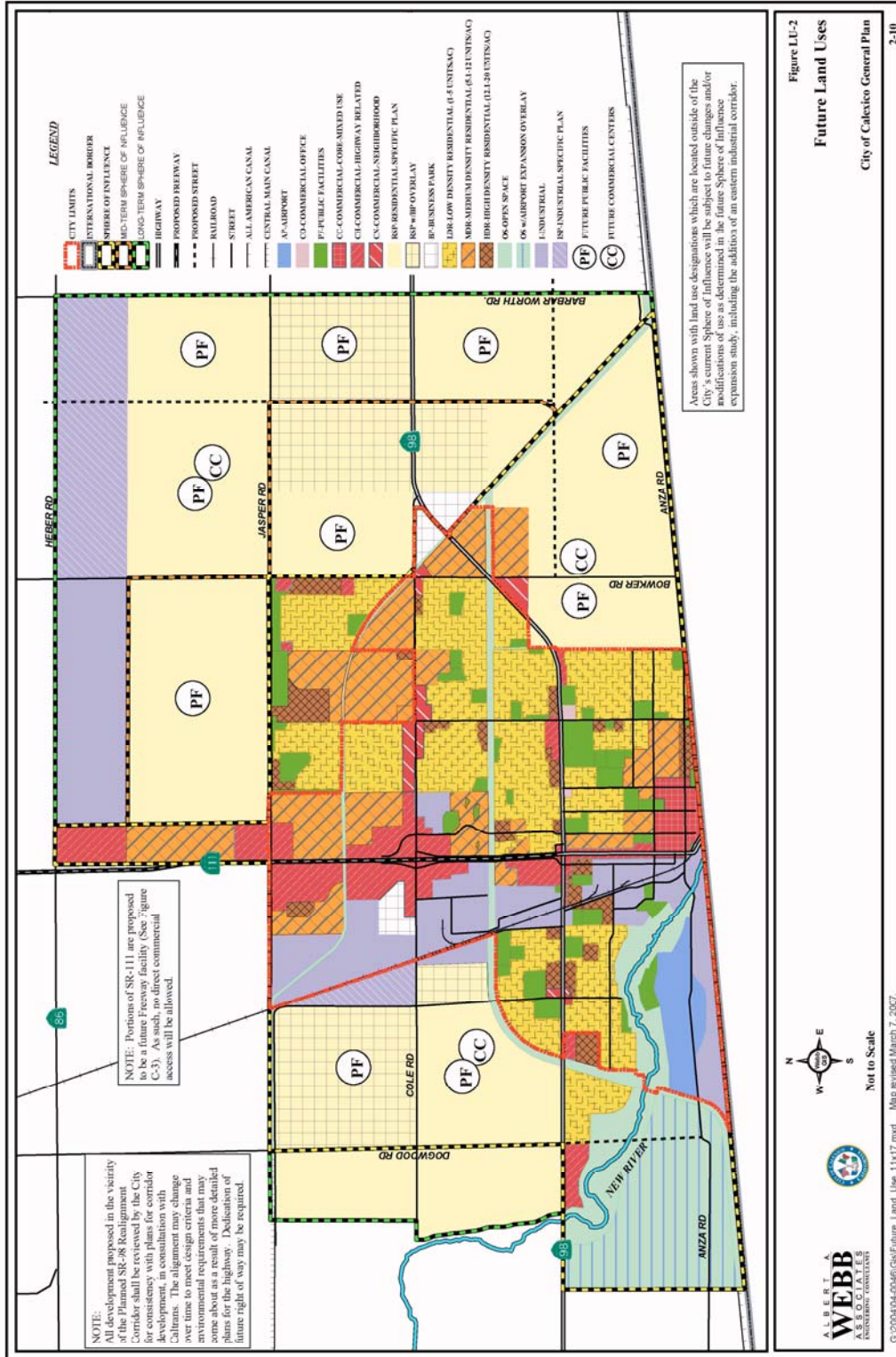
- B) Identify functional unit and responsible position in the district for ensuring that the state highway inventory accurately reflects the relinquished segment post miles with final approval.**
Kim Sturmer, Regional/System Planning Branch (619) 688-6967.

DRAFT
ATTACHMENT 1-VICINITY MAP



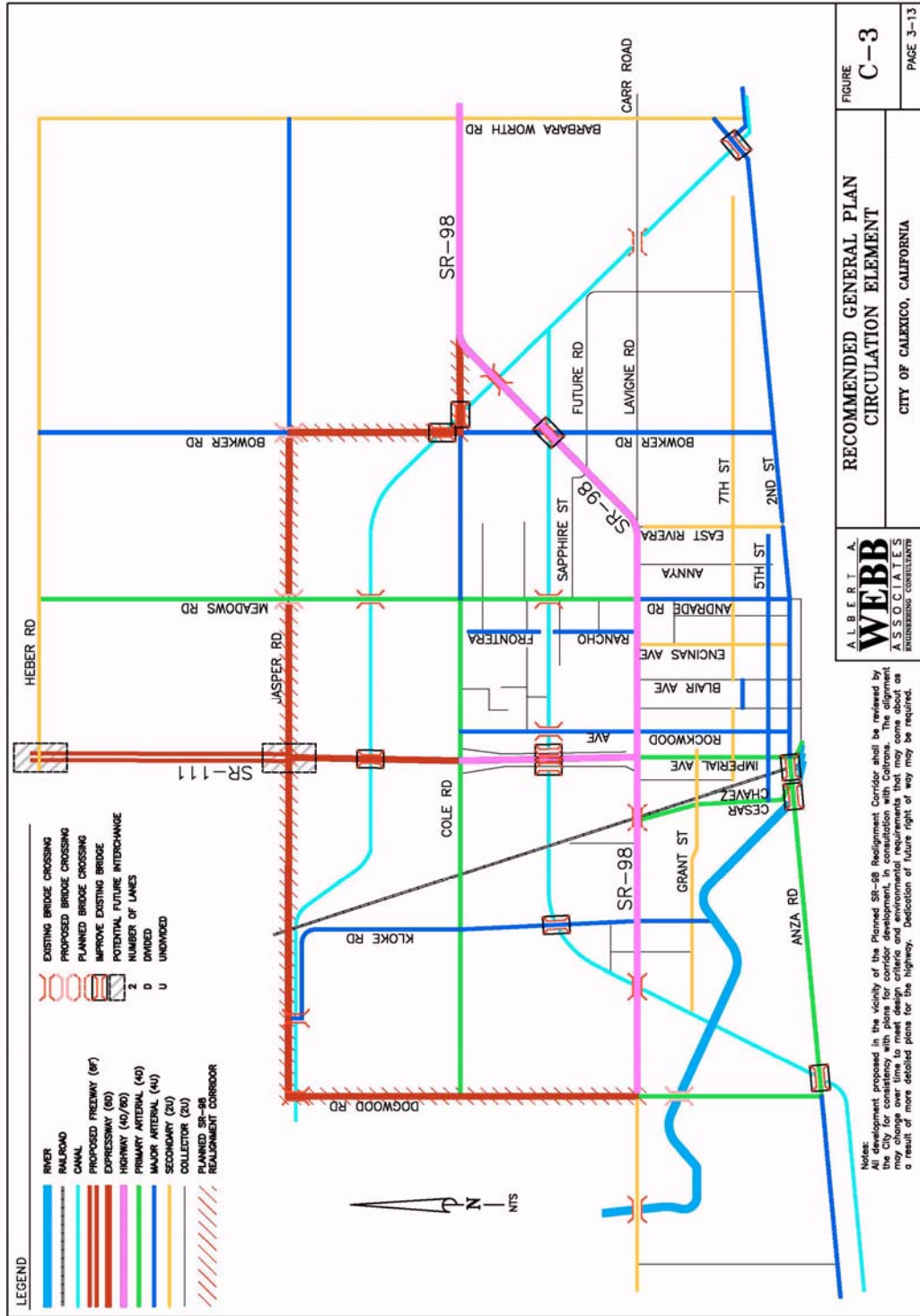
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ATTACHMENT 2 – CALEXICO FUTURE LAND USE



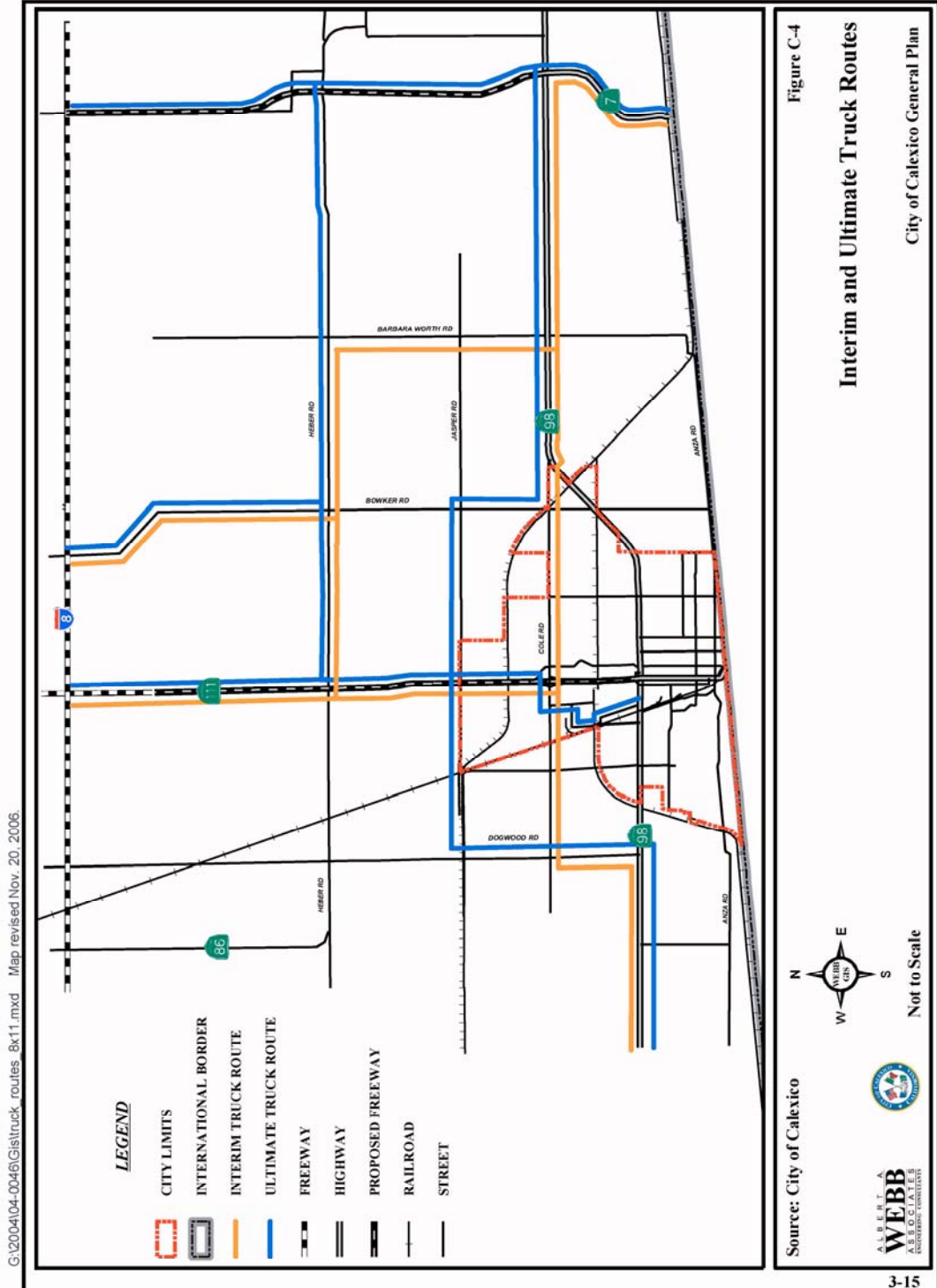
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**ATTACHMENT 3-CITY OF CALEXICO GENERAL PLAN
CIRCULATION ELEMENT MAP**



DRAFT

ATTACHMENT 4 – CALEXICO INTERIM AND ULTIMATE TRUCK ROUTES



G:\2004\04-0246\Gis\truck_routes_8x11.mxd Map revised Nov. 20, 2006.