

Calexico Intermodal Transportation Center



Community Impact Assessment

Calexico, California
Caltrans District 11
CML-6471 (014)

May 2021



Summary

The Project involves the construction of a bus transfer terminal in the downtown area of the City of Calexico (City). As described in this Draft Community Impact Assessment (CIA), the Project would not result in any substantial effects to the community.

Land Use

The Project is consistent with the zoning designation for the Project site, as well as with local, regional, and statewide plans.

Community Character

The Project would require the displacement of one commercial business; however, the Project would not be inconsistent with the existing or planned community character of downtown Calexico. The Project site occurs within an area that contains high proportions of minority and low income households; however, no disproportionate impacts would occur to these environmental justice populations.

Traffic and Transportation/Pedestrian and Bicycle Facilities

The Project involves the construction of a multimodal transportation facility that would facilitate bus transfers. As described in more detail in Chapter 4, the Project would not result in any deterioration to Level of Service (LOS) for the local roadway system. Bus transfer terminals are exempt from assessing Vehicle Miles Traveled (VMT) impacts pursuant to Senate Bill 743 (SB 743). Furthermore, the Project would include pedestrian improvements adjacent to the Project site.

Public Involvement

The Imperial County Transportation Commission (ICTC), City of Calexico, Southern California Association of Governments (SCAG), and the California Department of Transportation (Caltrans) have conducted extensive public outreach related to the Project since 2014, as described in more detail in Chapter 5.

Summary of Major Potential Impacts From Alternatives

Potential Impact		Alternative 1	No-Build Alternative
Land Use	Consistency with the Calexico General Plan	Consistent with the Calexico General Plan	Not consistent with the Calexico General Plan
	Consistency with the Imperial County General Plan	Consistent with the Imperial County General Plan	Consistent with the Imperial County General Plan
Relocations	Housing Displacements	No impact	No impact
	Business Displacements	The Project will require the displacement and relocation of one commercial land use (a discount retail establishment).	No impact
	Utility Displacements	No impact	No impact
Environmental Justice		Beneficial impacts to environmental justice populations are anticipated.	No impact
Traffic and Transportation/ Pedestrian and Bicycle Facilities		Beneficial impacts related to local and regional mobility are anticipated.	No impact
Cumulative Impacts			

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Chapter 1 Introduction

This Community Impact Assessment (CIA) is prepared for the California Department of Transportation (Caltrans) in accordance with Caltrans policies, procedures, and guidance as defined in the Standard Environmental Reference (SER). The information in this document has been prepared as a “blended” assessment to comply with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) and other substantive environmental laws applicable to the subjects addressed in this document.

The following topics are not addressed in this document, as impacts are not anticipated: Farmland and Timberland, Coastal Zone, Wild and Scenic Rivers, Parks and Recreation, Growth, and Community Facilities and Services.

1.1 What is a Community Impact Assessment

The purpose of this report is to provide information regarding social, economic, and land use effects of the Project so that final transportation decisions will be made in the public interest. The report is intended to clearly describe the relevant existing conditions and the potential socioeconomic impacts of the Project. Both CEQA and NEPA require consideration of social and economic impacts of projects in the preparation of environmental documents.

1.2 Regulatory Setting

The following list of existing regulations requires investigation to determine potential direct or indirect impacts to communities from the Project:

- CEQA;
- NEPA;
- Title VI of the Civil Rights Act of 1964;
- Executive Order 12898—Environmental Justice;
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended;
- The Americans with Disabilities Act of 1990; and
- 23 Code of Federal Regulations 652, Accommodation for Pedestrians and Bicyclists.

1.3 Assessment Process and Methodology Used

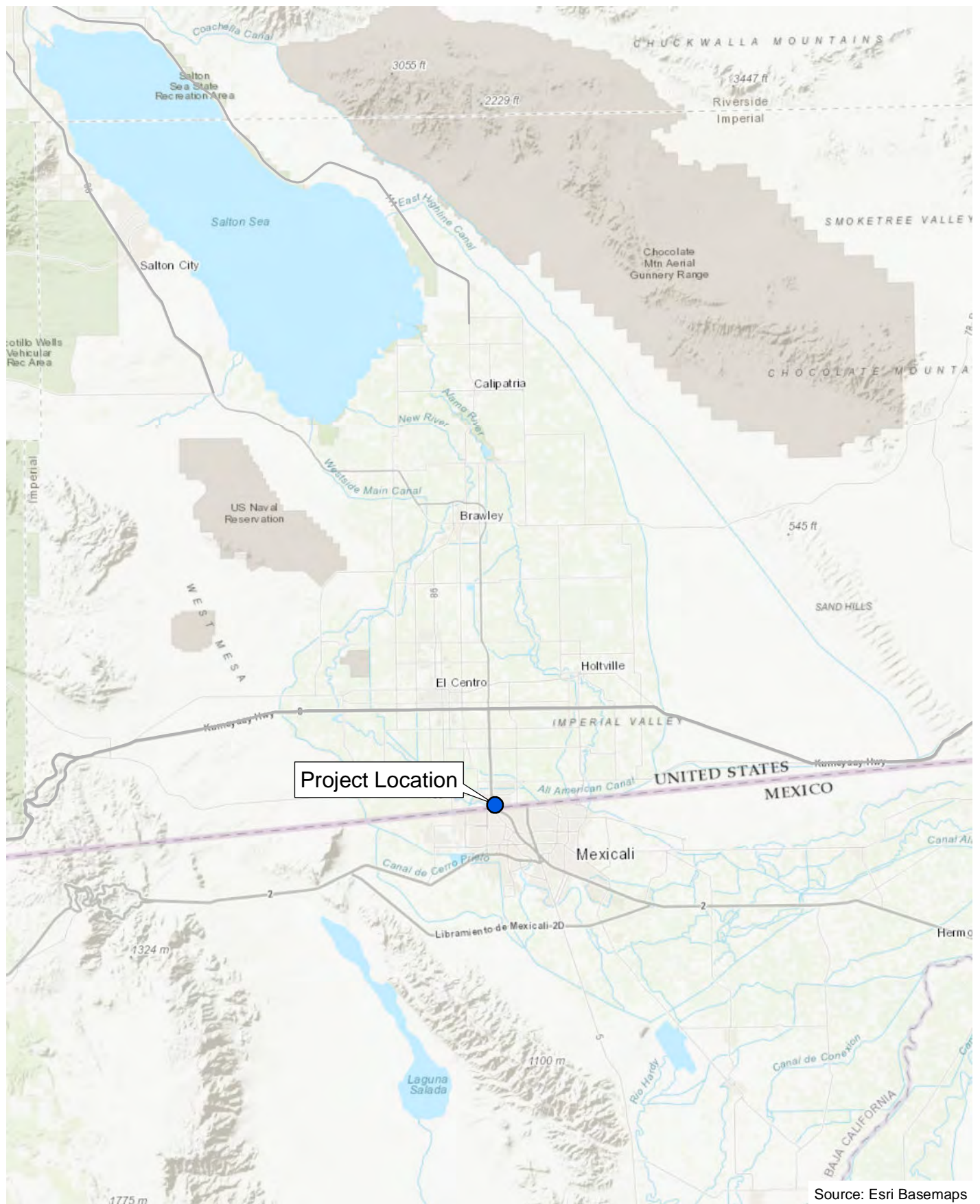
This CIA was prepared to be consistent with Caltrans policy/statements and guidelines, such as the Caltrans Environmental Handbook Volume 4 and the CIA Checklist. This CIA utilizes data from the United States Census Bureau. This CIA is based on research and analysis of existing planning documents; effects associated with Right-of-Way acquisition; an evaluation of community character based on a site visit; aerial mapping; Google Earth; among others.

1.4 Proposed Project

This CIA is being conducted for the Calexico Intermodal Transportation Center (“Project”). The Imperial County Transportation Commission (ICTC) proposes to construct the Project, which will primarily be a bus transfer terminal in the downtown area of the City of Calexico (City). This Project is needed to provide a centralized hub for a variety of transit modes and reduce individual vehicle and bus trips within the City. The Project is federally funded through the Congestion Mitigation and Air Quality (CMAQ) Program. Services that are partially funded with federal funds are subject to Part 26, Title 49, Code of Federal Regulations entitled “Participation by Disadvantaged Business Enterprises (DBE) in the Department of Transportation Financial Assistance Programs.” ICTC will construct this facility in close coordination with the City. A Regional Location map and a Project Location map are provided as Exhibits 1 and 2, respectively, which depict the location of the Project. A Project Footprint map is provided as Exhibit 3, which provides a more detailed view of Project improvements.

The Project site for the new terminal is located on the south side of Third Street Rockwood Avenue and Heffernan Avenue. The site is located in downtown Calexico in the vicinity of the center of the City and is bounded on the south by a service alley which is across from and serves a number of existing businesses. Project construction will require acquisition of three adjacent parcels (Assessor Parcel Numbers 058-482-001, 058-482-002, and 058-481-003), which are developed with structures that will require demolition including one that is occupied with a commercial use.

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Regional Location

Calexico Intermodal Transportation Center



10 5 0 10
Miles

Exhibit 1



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Source: Esri, Maxar 2019

Project Location

Calexico Intermodal Transportation Center

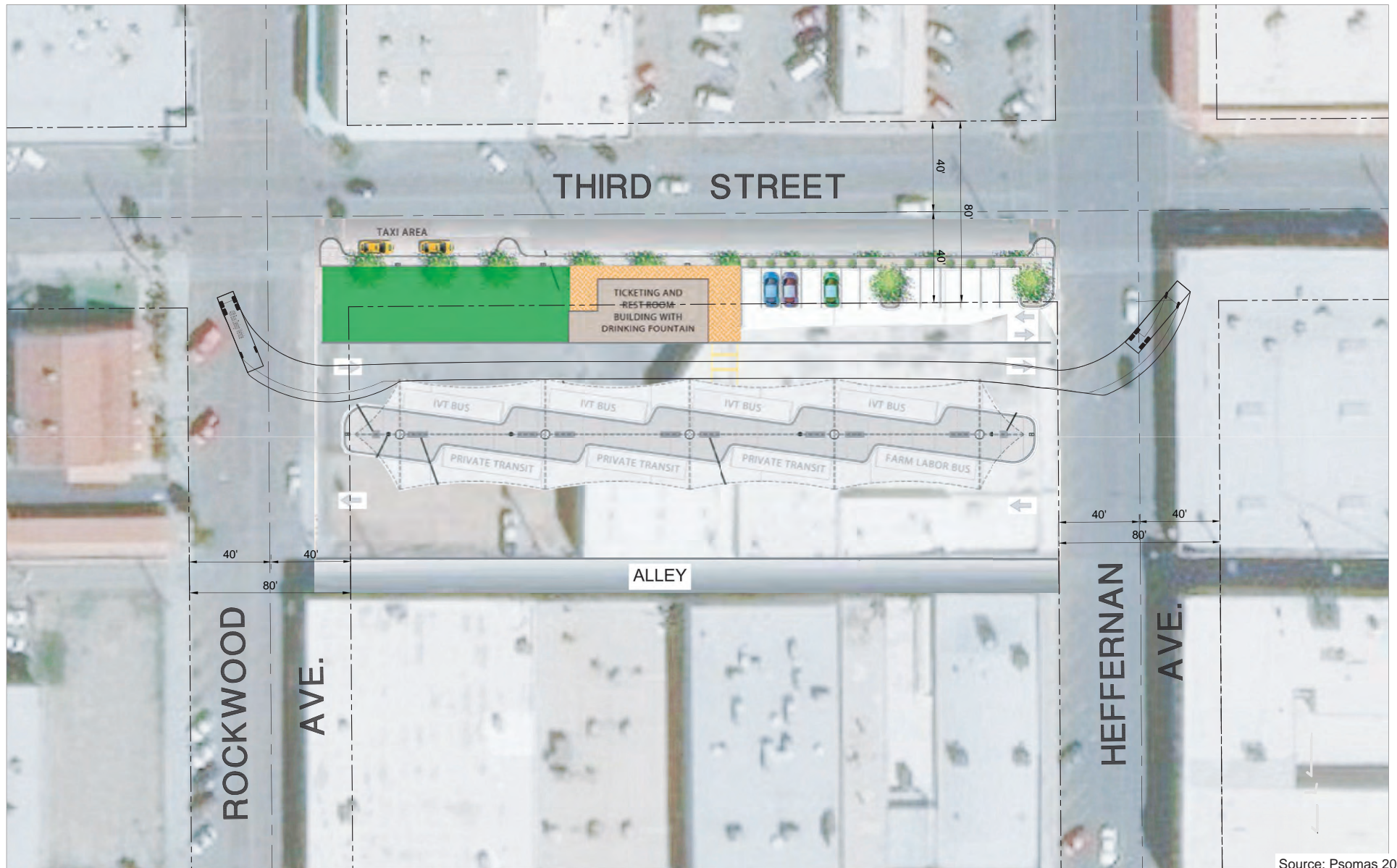


300 150 0 300
Feet

Exhibit 2



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Source: Psomas 2020

Project Footprint

Exhibit 3

Callexico Intermodal Transportation Center



The Project involves construction of a bus transfer terminal in downtown Calexico. The Project will provide stopping areas for 40-foot and 30-foot buses as well as shuttles/Dial-a-ride buses around the perimeter of a central island and a peninsula. Facilities for arriving and departing passengers will be provided on the island and peninsula with Americans with Disabilities Act (ADA) compliant pedestrian access will be provided to and through the Project Site. The Project includes a combination off-street and on-street bus spaces/stops around a peninsula and an island. The island and peninsula will be separated by a thoroughfare for buses across which a pedestrian crosswalk will be provided to connect the island and peninsula for pedestrians. A canopy will be provided that will cover the entire island. The Project includes a 1,000 square foot, single-story transit center building on the peninsula that will contain ticket machines, restrooms, drinking fountains, vending machines, telephones, and information kiosks. Shade trees and other landscaping will be installed along with benches, bike racks, and trash receptacles throughout the peninsula as part of the Project.

Project Site traffic circulation will be designed in accordance with the transit service needs. Transit routes and service hours will be considered to determine ingress and egress of buses, shuttles, and vehicles.

In addition, the Project will provide the following improvements:

General Site Improvements

- Installation of wet and dry utilities.
- Drainage control for entire site.
- Site landscaping and irrigation.
- Pedestrian areas.
- Lighting.
- The site will accommodate 40- and 30-foot buses as well as shuttles, including:
 - Imperial Valley Transit (IVT) bus bays.
 - Private transit shuttle provider bus area.
 - Intercity and tour bus area.
 - Farm labor pick-up and drop-off—three bays at a minimum to accommodate a 45 foot prototypical bus pulling a 12 foot trailer.
 - Curbside taxi stand.
 - Passenger pick-up and drop-off (“kiss-and-ride”).
 - Transit Center Building (approximately 1,000 square feet).

- ADA compliant secured public restrooms for public and transit operation staff.
- Bicycle storage—provide bicycle storage as space allows.
- Trash receptacles.
- Fare ticket and pass sales —operational and capital considerations required.
- Other amenities including drinking fountain, shelters, benches, vending machines, information area, camera security system, etc.

Offsite Improvements

- The Project's offsite improvements will include concrete pavement within the City street right-of-way at the Project site's frontages on Third Street, Heffernan Avenue, and Rockwood Avenue to account for bus circulation loading.
- The Project will include pedestrian ramps, crosswalks, and traffic calming (e.g., bulbouts) at the following intersections: (a) Third Street and Heffernan Avenue; (b) Third Street and Heber Avenue.
- The Project will include sidewalk and curb ramp improvements along the east side of Rockwood Avenue from First Street to Third Street.

1.5 Study Area

The Project site is located in Calexico, which is a city in southern Imperial County situated on the United States-Mexico border, just north of the City of Mexicali. Calexico is approximately 122 miles east of San Diego and 62 miles west of Yuma, Arizona.

The study area used for this CIA consists of the Project site itself as well as a 0.25-mile buffer around the Project site as depicted in Exhibit 4, the CIA Study Area map. The study area generally includes the downtown area of Calexico, which extends to the north to E. 7th St.; to the west to Cesar Chavez Blvd./River Rd.; to the south to the United States/Mexico border; and to the east to Blair Ave.

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Source: Esri, Maxar 2019

Community Impact Assessment Study Area

Exhibit 4

Calexico Intermodal Transportation Center



500 250 0 500
Feet

PSOMAS

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Chapter 2 Land Use

2.1 Existing and Future Land Use

2.1.1 Affected Environment

The Project site and surrounding parcels are located in the downtown portion of the City and are zoned as Commercial Specialty (CS) according to the City's Zoning Map (Calexico 2016). As described in the City's Municipal Code, the CS zone is a commercial zoning designation that is intended to provide for commercial uses including mixed-use development centralized in the old downtown area along the international border. The Project, a transit hub, will be a permitted use within the CS zone, which allows for public facilities. The Project will be subject to minimum design standards contained in the Chapter 17.05 of the City's Municipal Code, which dictate requirements such as building setbacks, building heights, and requirements for walls and fences (Calexico 2020).

The Project site and rest of the downtown area of Calexico is identified in the City of Calexico's General Plan Land Use Map as Commercial Core Mixed Use (CC). As described in the City's General Plan, the CC category accommodates a range of commercial and office uses. Mixed uses are permitted in this area, and residential uses are permitted on the upper floors above retail, commercial or office uses on the lower floors or freestanding on the same site. Civic uses, transit services, schools, postal services, banks, and theaters are permitted by the CC category (Calexico 2015 and 2020).

2.1.2 Environmental Consequences

The Project will not substantially alter the surrounding land use pattern or affect existing or future land uses within the study area. The Project involves the acquisition of three parcels, one of which contains a commercial land use (e.g., a discount retailer), to construct a multimodal transportation hub in the downtown area of the City. The Project is consistent with the permitted uses of the CS zone. The Project will not physically divide an established community. Rather, the Project will improve access to this area of the City, which may help to revitalize the area by providing a more steady flow of travelers and shoppers for parcels within walking distance of the Project site. Therefore, no significant adverse effects to land use will result from the Project.

2.1.3 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures will be required.

2.2 Consistency with State, Regional, and Local Plans

2.2.1 Affected Environment

The Project is subject to the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the 2019 Federal Transportation Improvement Program (FTIP), other regional planning documents, as well as the City of Calexico's General Plan. An evaluation of Project consistency with each of these planning documents is provided below.

2.2.2 Environmental Consequences

2020 Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy

On September 3, 2020, the Southern California Association of Government's (SCAG's) Regional Council voted to approve and adopt Connect SoCal (e.g., SCAG's 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy), and the addendum to the Connect SoCal Program Environmental Impact Report. Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal outlines more than \$638 billion in transportation system investments through 2045. It 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.

The Project List Technical Report is an appendix to Connect SoCal and is intended to provide the public with a comprehensive list of projects anticipated to be initiated or completed through Connect SoCal's horizon year of 2045. The Project is listed in Connect SoCal as FTIP ID IMP160410, and is described as a "New Intermodal Transportation Center in the City of Calexico". The design concept and scope of the

Project are consistent with the description of the Project in the FTIP. Therefore, the Project is consistent with the 2020 RTP/SCS, Connect SoCal.

Federal Transportation Improvement Programs

The FTIP is a listing of multi-modal transportation projects proposed over a six-year period for the SCAG region. The projects include highway improvements, transit, rail and bus facilities, high occupancy vehicle lanes, active transportation, signal synchronization, intersection improvements, freeway ramps, etc. SCAG produces a biennial FTIP update for the region on an even-year cycle. The FTIP is prepared to implement projects and programs listed in the RTP/SCS and is developed in compliance with State and federal requirements. The six County Transportation Commissions (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) in the SCAG region have the responsibility under State law of proposing their county program, using current RTP/SCS policies, programs, and projects as a guide, from among submittals by cities and local agencies. The locally prioritized lists of projects are forwarded to SCAG for review. From their lists, SCAG develops the FTIP based on consistency with the current RTP/SCS, inter-county connectivity, financial constraint, and conformity determination. This Project is listed in the 2019 FTIP as Project ID IMP160410 and RTP ID 6120006. The Project is described in the FTIP listing as: “New Intermodal Transportation Center in the City of Calexico.” The scope and location of the Project are consistent with the description of the Project in the FTIP. Therefore, the Project is consistent with the current FTIP.

Calexico Transit Needs Assessment

In 2017, the City, SCAG, and Caltrans partnered to prepare the *Calexico Transit Needs Assessment Study Final Report* (Calexico, SCAG, and Caltrans 2017). The purpose of the *Calexico Transit Needs Assessment Study Final Report* was to identify mobility needs and develop potential strategies to meet those needs. One of the four key recommendations resulting from the *Calexico Transit Needs Assessment Study Final Report* was to construct the Calexico Intermodal Transportation Center. The report states: “The design and construction of the proposed Project will create benefits for transit users while also breathing new life into downtown Calexico. While the ICTC has taken the lead on acquiring funds for the initial design of the facility, the City of Calexico should provide political, technical, and financial support to realize this important asset to the community and region.”

Calexico General Plan

An evaluation of the Project’s consistency with applicable goals and policies in the City of Calexico General Plan is provided in Table 1 (Calexico 2015).

**Table 1: Summary of Project Consistency with Goals
of the City of Calexico General Plan**

General Plan Goals	Consistency Evaluation
<p><u>Land Use Element/General Land Use Goal:</u></p> <p>Promote land development that conserves precious resources including air quality; water and energy; encourages a healthy lifestyle; and enhances alternative to modes of transportation.</p>	<p>Consistent. The Project involves the construction of a multimodal transportation center, which would help to encourage more sustainable modes of transportation for local residents.</p>
<p><u>Land Use Element/Downtown Calexico Goal:</u></p> <p>Create a vibrant, exciting, and prosperous Downtown Calexico.</p> <p><u>Policies:</u></p> <p>-Enhance transportation options. Create easy opportunities for bus, taxi, walking and automobile travel and create seamless connections between them.</p>	<p>Consistent. The Project will help to further the City's goal of encouraging development and improvements within Downtown Calexico by creating greater access to transit opportunities in the region.</p>
<p><u>Circulation Element/Public Transportation Goal:</u></p> <p>The City shall develop a transit network capable of satisfying both local and regional travel demand.</p> <p><u>Policies:</u></p> <p>-The City shall work with ICTC and other local and regional transit agencies to develop an adequate public transportation system that best serves the needs of the entire community.</p> <p>-Encourage maximum utilization of the existing transit system in Calexico through education and provision of bus shelters and benches.</p> <p>-To assist international pedestrians and farm workers that need or want to reach destinations within Calexico, the implementation of the proposed Calexico Intermodal Transportation Center proposed by the ICTC on the south side of 3rd Street between Rockwood and Heffernan Avenue. Public transportation should be routed to easily pick up consumers and/or students within walking distance of the border.</p> <p>-Require the design of transit stops to be compatible with adjacent development and provide for adequate seating, signs, and shade.</p>	<p>Consistent. The Project is a result of past studies that have looked at the best ways to optimize transit in the City and region, which have been conducted by ICTC, the City, SCAG, Caltrans, and other partners. The Project would enhance transit operations in the City and would provide amenities for transit users as specified in these policies.</p>

**Table 1: Summary of Project Consistency with Goals
of the City of Calexico General Plan**

General Plan Goals	Consistency Evaluation
<u>Circulation Element/Pedestrian Facilities Goal:</u> Pedestrian facilities shall be developed throughout the City to encourage walking as an alternative to the automobile.	Consistent. The Project proposes pedestrian connections between the proposed multimodal transit hub and the international border, encouraging both pedestrian travel and pedestrian use of transit as an alternative to the personal automobile.
Source: Calexico 2020, Psomas 2020.	

Calexico Border Intermodal Transportation Center Feasibility Study

In 2014, ICTC and SCAG studied the feasibility of providing a new intermodal transportation center in downtown Calexico, which resulted in the preparation of the *Calexico Border Intermodal Transportation Center Feasibility Study* (ICTC and SCAG 2014). The study evaluated the feasibility of an intermodal transportation center, including developing and evaluating alternatives, identifying impacts, and estimating costs and financial feasibility. The final recommendation was used to generate funding support for eventual design, construction, and operation of the facility.

The final site recommendation from the *Calexico Border Intermodal Transportation Center Feasibility Study* was a property located on the block of E. 3rd Street, between Rockwood and Heffernan Avenues. The study found that that site represented the best opportunity to fulfill the study objectives, which were to;

- Facilitate improved pedestrian mobility throughout Calexico and surrounding areas by providing a central location to access multiple alternative transportation options.
- Collaboratively and cooperatively determine the feasibility of locating and operating a new intermodal transportation center in Calexico, with proximity to the Calexico East Port of Entry pedestrian crossing, and available to multiple transportation providers.
- Identify the multiple users of the potential ICTC facility and program design requirements to accommodate their unique needs.

The final preferred alternative was approved by both the City of Calexico City Council and ICTC at their respective meetings on October 21st and 22nd, 2014. The Project site includes the same parcels as those which were identified in the *Calexico*

Border Intermodal Transportation Center Feasibility Study; therefore, the Project is consistent with this planning document.

Conclusion

Based on the Project's consistency with applicable regional and local plans and policies, no significant adverse effects will result from the Project.

2.2.3 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures will be required.

Chapter 3 Community Character

3.1 Economic Conditions

3.1.1 Affected Environment

According to the Caltrans 2019 Imperial County Economic Forecast (Caltrans 2019), Imperial County had a population of 189,468 people and a total of 63,700 wage and salary jobs in 2018. The income per capita was \$36,100 in 2018, which was lower than the income per capita for all other Southern California counties in 2018. Imperial County's economy is heavily agricultural. The most valuable commodities in Imperial County are cattle, lettuce, and alfalfa. With approximately 11,700 farm workers in 2018, the county generates \$2 billion of agricultural output each year. The public sector also plays a large role in the region's economy, and with 18,800 workers, it is the County's largest employment sector. A substantial number of these government jobs in Imperial County are related to the two state correctional facilities within the County.

As described in SCAG's 2019 Economic Forecast for Imperial County, the County historically has higher unemployment rates than other areas in California because of three primary factors. First, the region's largest industry is agriculture, which has seasonal elements impacting labor. Second, the region is located along an international border with Mexico. The greater Mexicali Valley (located just south of the international border) has a population of approximately 1,050,000 or about five times that of Imperial County. The sheer size of Mexicali and proximity to Imperial County provides for greater immigration/migration for work, shopping, entertainment, and housing, which influences unemployment rates as people (from both sides of the border) enter and leave the labor force. Third, Imperial County is more rural in nature than most areas in California. Population density in California is approximately 243 persons per square mile while population density in Imperial County is only 42.5 persons per square mile.

Over the last ten years, the region has experienced significant economic investment in the form of utility scale renewable power production facilities (e.g., solar, wind, geothermal). In 2017, Imperial County produced 7,320 Gigawatt hours (GWh) of renewable energy, which ranks them as second by county in renewable energy production in the State of California.

The City of Calexico is a designated opportunity zone. The Investment in Opportunity Act in 2017 amended the Internal Revenue Service code to authorize the designation of opportunity zones in qualified communities and to provide tax incentives for investments in the zones, including deferring the recognition of capital gains that are reinvested in the zones. Opportunity zones are designed to spur economic development by providing tax benefits to investors.

3.1.2 Environmental Consequences

The Project will result in improved mobility for Calexico and the nearby portions of Imperial County. The Project specifically includes accommodations for buses that will transport farm laborers. The Project site consists of one local-serving commercial business which will be displaced as part of the Project, which will likely relocate to a vacant property somewhere within the downtown Calexico area as described below in Section 3.2.

3.1.3 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures will be required.

3.2 Relocations and Real Property Acquisition

3.2.3 Affected Environment

The Project is located in downtown Calexico. According to active real estate listings, there are six commercial properties available for lease and 18 available for sale within the City (LoopNet 2020). Additional properties may also be available which are not actively being marketed or are being marketed on other websites. A Relocation Impact Memorandum (RIM) has been prepared for the Project and is attached as Appendix B.

3.2.4 Environmental Consequences

One existing commercial business (e.g., a discount retailer) will be acquired as part of the Project. Right-of-Way acquisition procedures will be followed in accordance with the Caltrans Right Of Way Manual (January 2020). Based on analysis of available properties in the vicinity discussed above under Section 3.2.3, the one affected business will be able to find a suitable replacement site in the area. Furthermore, all activities will be conducted in accordance with the Uniform Relocation Assistance

and Real Property Acquisition Policies Act of 1970, as amended. Therefore, no significant adverse effects will result from the Project.

3.2.5 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures will be required.

3.3 Environmental Justice

3.3.1 Affected Environment

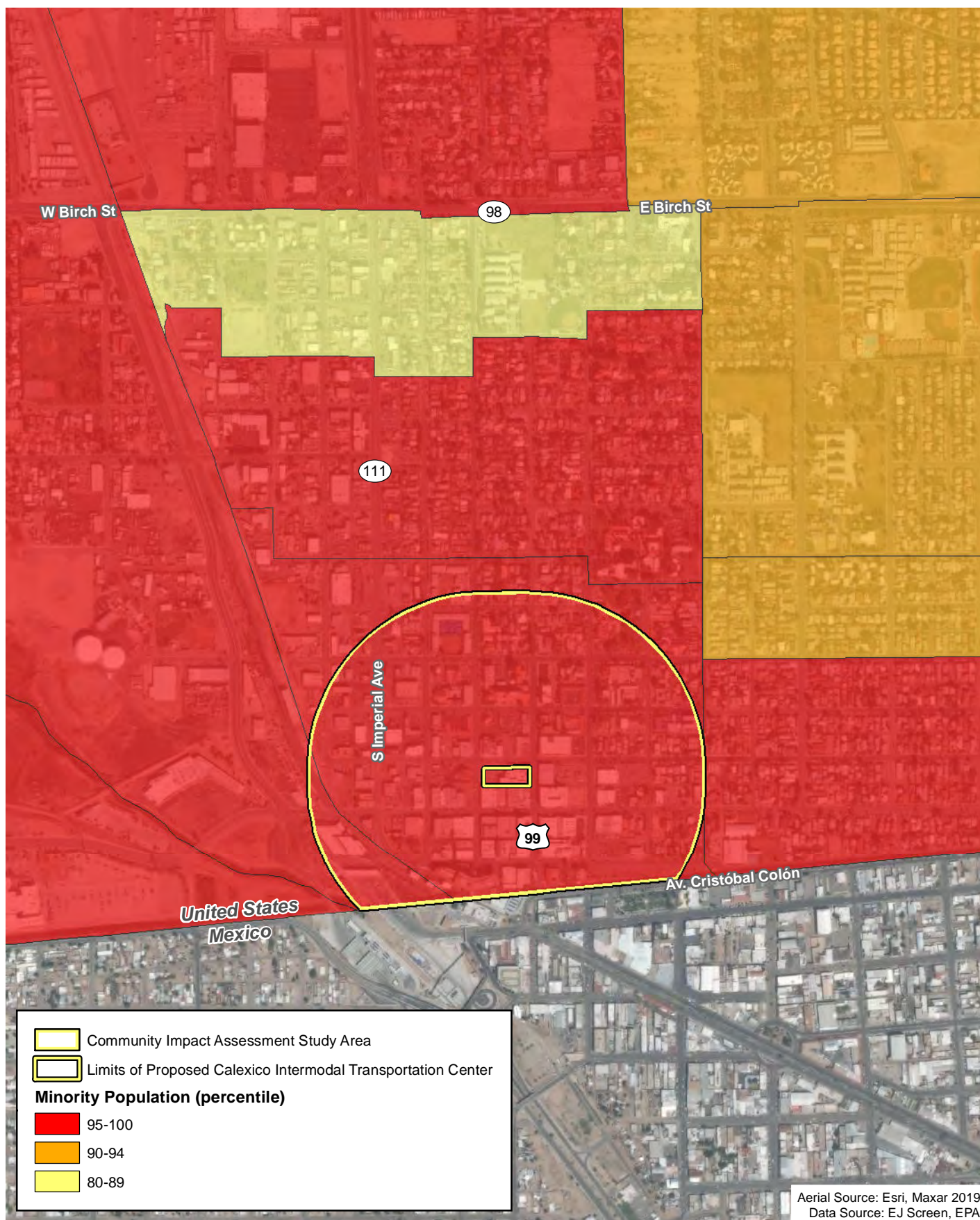
Executive Order 12898—Federal Actions to Address Environmental Justice in Minority and Low-Income Populations—requires federal agencies to identify and address, as appropriate, the disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations, and to avoid or minimize such effects to the extent feasible. Minority populations are defined as all people other than Non-Hispanic Whites, while low-income populations are defined as those living below the poverty line by the U.S. Census Bureau.

As of 2018, the City’s population was approximately 39,825 with 44.3 percent of the population foreign born and 97.8 percent of residents were of Hispanic or Latino origin (US Census 2020).

According to data available through the Environmental Protection Agency’s Environmental Justice Screening and Mapping Tool (Version 2019) (e.g., ENVIROSCREEN) and as illustrated in Exhibit 5, all of Calxico is above the 90th percentile in minority population with neighborhoods generally ranging from 95- to 99- percent minority population.

Furthermore, the ENVIROSCREEN data identify the several blocks north of the international border, which include the City’s commercial downtown area as well as the Project site, as areas with very high proportions of low income individuals, up to the 99th percentile. The low income percentiles for the study area are shown in Exhibit 6. North of the City’s downtown (e.g., north of 7th Street), the ENVIROSCREEN data show the percentile of low income households reducing to the 73rd percentile, although as noted above these are still areas with very high densities of minority households.

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Minority Populations

Calexico Intermodal Transportation Center



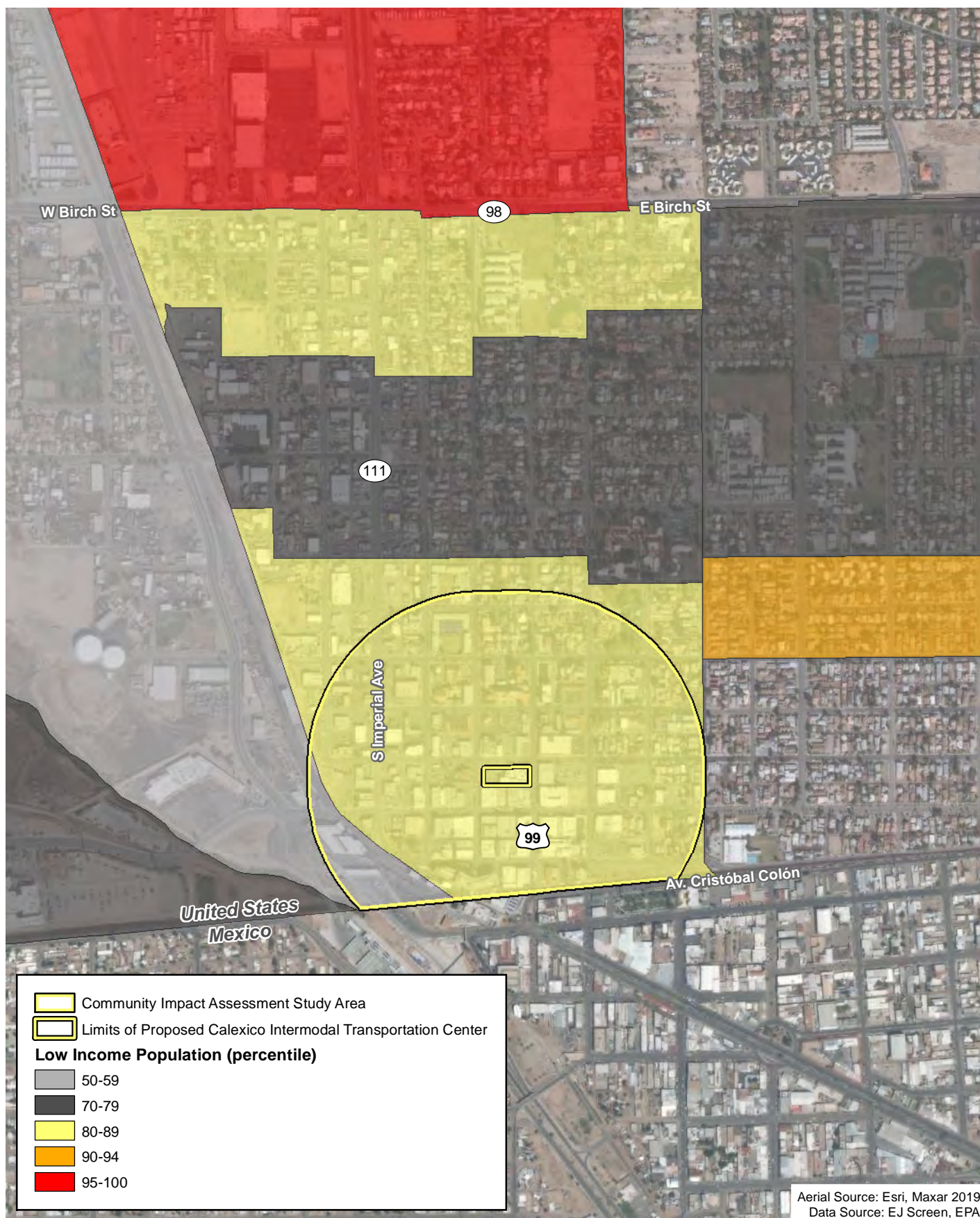
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Feet

Exhibit 5



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Low Income Populations

Calexico Intermodal Transportation Center



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Feet

Exhibit 6



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Based on the information above, the study area contains environmental justice populations.

3.3.2 Environmental Consequences

The Project will displace one business to construct a multimodal transportation facility for the benefit of the community. The study area around the Project site contains environmental justice communities. The Project will not displace any housing units or residents, nor will the Project adversely affect any parks, libraries, or other public services that would have the potential to disproportionately affect minority populations. Furthermore, the Project would result in benefits for local residents including increased transit opportunities as well as pedestrian improvements that would be implemented as part of the Project.

3.3.3 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures will be required.

Chapter 4 Traffic and Transportation/ Pedestrian and Bicycle Facilities

4.1 Affected Environment

The three existing major roadways in the immediate project vicinity that were analyzed as part of the Project's Traffic Study are discussed below. Each has an assumed speed limit of 25 mph (Psomas 2021).

- ***Rockwood Avenue*** is a two-lane roadway with on-street parking on both sides. The roadway is classified as a major arterial by the City of Calexico.
- ***Heffernan Avenue*** is also a two-lane roadway with on-street parking on both sides. The roadway is classified as a collector by the City of Calexico.
- ***3rd Street*** is a two-lane roadway in the project vicinity with on-street parking on both sides of the street. The roadway does not have a specified classification.

As part of the Traffic Study, traffic volumes were collected at the study intersections in November 2020. Due to the ongoing COVID-19 pandemic, volumes collected during this time may not be fully representative of otherwise “typical” conditions. Therefore, volumes were also collected at nearby intersections that Psomas had recent traffic counts for so that volumes could be adjusted accordingly. All of the movements at both existing intersections as well as the intersections themselves are currently operating at LOS A in both peak hours. 3rd Street is also operating at LOS C or better (Psomas 2021).

Sidewalks and curb ramps are heavily used by pedestrians adjacent to the Project site, which is located within downtown Calexico near the Port of Entry. Certain portions of the existing sidewalks and curb ramps are deteriorated and many are not -fully ADA compliant.

4.2 Environmental Consequences

A focused traffic study was prepared by Psomas in 2021 to provide an evaluation of the traffic and circulation conditions for the proposed Calexico Intermodal Transportation Center. The project is expected to be exempt from VMT analysis

because of its nature as a transit project. However, this study provided information on intersection operations in the immediate project vicinity, site access, and circulation.

The Project is expected to serve all Callexico transit routes and provides areas for farm worker buses and other vehicular access along 3rd Street. The site is expected to operate with clockwise circulation, including one ingress and one egress point on each of Rockwood and Heffernan Avenues. The intersections of Rockwood Avenue/3rd Street and Heffernan Avenue/3rd Street currently operate with all-way stop control and a single lane on each approach.

The intersections operate at LOS A in both peak hours under existing conditions and are expected to continue to do so in the opening year. The northbound movement at the Rockwood Avenue/3rd Street intersection will operate at LOS B in the PM peak hour in the opening year with the project, but all other movements and the existing intersections will continue to operate at LOS A. Further, 3rd Street operates at LOS C or better under existing conditions and will continue to do so with or without the project in the opening year.

The project site also provides ample area for buses to maneuver into, out of, and through the Transportation Center, and pedestrian facilities are provided throughout for easy and safe access.

4.3 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures will be required.

Chapter 5 Public Involvement

5.1 Community Based Organizations

As part of the development of the *Calexico Border Intermodal Transportation Center Feasibility Study* (ICTC and SCAG 2014), ICTC and SCAG conducted a public participation and stakeholder outreach effort. Table 2 includes a summary of the activities that were conducted by ICTC and SCAG to advance public and stakeholder awareness and gain insight into community considerations in planning the Project.

Table 2: Public Participation and Outreach Activities

Event	Date
Steering Committee Meetings	Quarterly
Stakeholder Interviews	January 2014
Transit Passenger Survey	February 2014
Public and Stakeholder Outreach	Throughout
Public Workshop #1 (Community Walk)	February 2014
Public Workshop #2 (Community Workshop)	March 2014
Calexico City Council Presentation	June 2014
Publish Draft Final Report for Public Review	September 2014
Presentation of Draft Report to Calexico City Council and Hold Public Hearing	October 2014
Presentation of Draft Report to ICTC Management Committee	October 2014
Public Comment Period	September/October 2014
Review of Public Comments and Final Draft Report	October 2014
Presentation of Final Draft Report to Calexico City Council	October 2014
Presentation of Final Draft Report to ICTC Management Committee	October 2014
Presentation of Final Draft Report to ICTC Commission	October 2014
Approved Final Report	October 2014

The following strategies were used as part of the development of the *Calexico Border Intermodal Transportation Center Feasibility Study* (ICTC and SCAG 2014).

Stakeholder Meetings/Interviews

Stakeholder interviews were informal, face-to-face discussions with individuals that were involved in transportation matters in the City. The goal of the interview phase was to acquire information from local transportation experts on concerns and attitudes about the issues regarding a proposed intermodal facility. Through this phase, the Project team assessed the community's information needs and gained a better understanding of effective strategies and resources to better inform and be informed.

Community Forum

The community forum was a structured, but less formal gathering designed to inform the community about the overall effort and derive feedback that allowed the Project team to be better informed about local needs and perceptions. This forum provided an opportunity for a two-way communication where the team sought public questions of the Study Team or Project Sponsor representatives. The goal was to inform, gain insight, and build trust through understanding.

Transit Rider Surveys

Rider surveys were used to obtain very specific and quantifiable public input. Attitudes and awareness surveys gauge public awareness of an issue and test the community's feelings about specific issues relative to the attributes of the proposed Project.

Surveys generated behavioral information such as, rider's specific transportation needs or habits. They also provided general data relative to assessing the needs of the subject market and whether existing services are satisfying current demand.

Community Workshop: Walking Tours

The community workshop walking tour format allowed the study team to learn, first hand, the issues and challenges experienced by the local community. As opposed to hearing about a particular issue at a community meeting or through a questionnaire the team was able to gain a better understanding of the issue(s) and determine whether the comments should have a material effect on the evaluation. The walking tours consisted of small groups (10–15 people) of community and business representatives.

Public Hearing

A Public Hearing for the final report and recommendations was held at the October 7, 2014 Calexico City Council meeting. The public hearing provided a formal setting for policy makers and the community at large to hear about the findings of the evaluation

process and provide comments for consideration of the study team and decision makers in making the final recommendation.

Supporting Materials and other Public Information Resources

The following supporting materials were developed during the development for use in the community outreach effort for the Project:

- Project Fact Sheets in English and Spanish
- Translated/Tailored Materials to inform Environmental Justice and Title VI Populations
- Central and Accessible Public Meeting Locations
- ICTC Website Updates

5.2 Stakeholders

Key stakeholders for this project are Caltrans, SCAG, ICTC, the City, and IVT. Other stakeholders included the various transportation providers in the area including taxi companies, intercity bus companies, farm labor transportation providers, and private shuttle companies. The stakeholders were engaged collectively and individually by the study team.

Also, as noted above, interviews with stakeholders were held specifically for this Project in January 2014, with local leaders representing education, healthcare, transportation, downtown property owners, social services, and local business. Participants in the interview phase included:

- John Moreno, Director Callexico Adult School
- David Ouzan, Callexico Planning Commission Chairman
- Greg Gelman, Callexico Downtown Business Association Member
- Hildy Carillo, Callexico Chamber of Commerce Executive Director
- Edward Lopez, Local Property Owner
- Jovan Castro, Callexico Transit System Operator
- Cindy Aguilar, Clinicas del Salud Center Director
- Charles Brockwell, Imperial Valley Transit General Manager
- Ricardo Ortega, Neighborhood House of Callexico Executive Director

Participants were interviewed using a questionnaire developed for this study. Subject matter consisted of four main topics relative to public transportation in downtown Calexico.

- Downtown Safety (perceived and real)
- Existing Public Transportation Facilities
- Downtown Improvements (preferred infrastructure and facilities)
- Existing Transit/Transportation Service and Riders

Also, extensive public outreach was recently conducted as part of the *Calexico Transit Needs Assessment Study Final Report* (Calexico, SCAG, and Caltrans 2020).

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Appendix B Relocation Impact Memorandum

RELOCATION IMPACT MEMORANDUM

(Form #)

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: REGION/DISTRICT PROJECT MANAGER
REGION/DISTRICT PROJECT ENGINEER
REGION/DISTRICT ENVIRONMENTAL BRANCH CHIEF

Date: March 1, 2021

File:
Federal Project No: CML-6471 (014)

From: Department of Transportation – District 11
Right of Way Relocation Assistance

Subject: Relocation Impact Memorandum

It has been determined there is no significant impact to owners, tenants, businesses or persons in possession of real property to be acquired who would qualify for relocation assistance benefits or entitlements under the Uniform Relocation Assistance and Real Property Act of 1970.

This Community Impact Assessment is being conducted for the Calexico Intermodal Transportation Center. The Imperial County Transportation Commission (ICTC) proposes to construct the Calexico Intermodal Transportation Center (Project), which will primarily be a bus transfer terminal in the downtown area of the City of Calexico (City). This Project is needed to provide a centralized hub for a variety of transit modes and reduce individual vehicle and bus trips within Calexico.

A field review of the proposed Project was conducted to determine the potential impact on nonresidential units. One commercial business will be required and would be required to relocate to another site. The Project involves the acquisition of three parcels, one of which contains a commercial land use (e.g., a discount retailer), to construct a multimodal transportation hub in the downtown area of the City. Based on analysis of available properties in the vicinity, the one affected business will be able to find a suitable replacement site in the area.

Any person (individual, family, corporation, partnership, or association) who moves from real property or moves personal property from real property as a result of the acquisition of the real property, or is required to relocate as a result of a written notice from the California Department of Transportation from the real property required for a transportation project is eligible for "Relocation Assistance." All activities will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation resources shall be available to all displacees free of discrimination.

Right of Way Agent

APPROVED:

Senior Right of Way Agent

c: Region/District RW DDC
Region/District P&M

ADA Notice

For individuals with disabilities, this document is available in alternate formats. For information call (916) 654-5413 Voice, CRS: 1-800-735-2929, or write Right of Way, 1120 N Street, MS-37, Sacramento, CA 95814.