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December 10, 2015

File Number 1500000

Mr. Will Kempton  
 Executive Director  
 California Transportation Commission  
 1120 N Street, Mail Station 52  
 Sacramento, CA 95814

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- San Diego County Water Authority
- Southern California Tribal Chairmen's Association
- Mexico

Dear Mr. Kempton:

SUBJECT: SANDAG 2016 STIP Submittal

On behalf of SANDAG, I am pleased to submit the 2016 State Transportation Improvement Program (STIP) programming proposal to the California Transportation Commission. As in previous STIP proposals, the region continues to focus on delivering our *TransNet* Early Action Program projects. At its November 20, 2015 meeting, the SANDAG Board of Directors approved submittal of the set of projects included in this package. Table 1 below is a summary of proposed projects:

**Table 1: Proposed 2016 STIP (in \$000s)**

Project	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total
1. I-5 North Coast Corridor	\$36,000	\$49,000				\$85,000
2. Regional Planning, Programming, and Monitoring	1,105	1,105	1,105	1,105	1,105	5,524
<b>TOTAL</b>	<b>\$37,105</b>	<b>\$50,105</b>	<b>\$1,105</b>	<b>\$1,105</b>	<b>\$1,105</b>	<b>\$90,524</b>

The proposed STIP does not add new programming, rather, it maintains the projects from the 2014 STIP, namely the I-5 North Corridor Project (I-5 NCC). While the STIP Program is mostly for the highway segment, this project is a multi-billion dollar, multi-modal set of projects that includes High Occupancy Vehicles Lanes, widening of two lagoon bridges, restoring lagoons, constructing soundwalls, and constructing a bike trail. The overall cost for the entire project is anticipated to be in excess of \$700 million utilizing the Construction Manager/General Contractor (CM/GC) method of delivery. The majority of the STIP funding is scheduled to be allocated in FY 2016, while the proposed programming of \$85 million in STIP for this 2016 STIP cycle would help fund the next set of work packages.

I would like to take this opportunity to thank you and your staff for working with us to revise the 2016 STIP guidelines, which provide flexibility to programming, phasing, and ultimately managing the STIP that is necessary with the CM/GC delivery method.

The other program is for Planning and Program Monitoring, which also remains unchanged from the 2014 STIP.

The SANDAG Board of Directors continues to aggressively move forward with regionally significant projects that would relieve congestion, maintain job growth, and improve overall mobility. The STIP share of the I-5 NCC is an integral part of ensuring the implementation of important projects. We appreciate the California Transportation Commission's partnership in helping the San Diego region achieve our mobility goals.

As part of the agreed upon procedures to provide more transparency for the regional STIP, SANDAG created a new website dedicated to the STIP ([www.sandag.org/STIP](http://www.sandag.org/STIP)). Attached to this letter, please find all the documents required as related to this STIP submittal.

We look forward to working with the California Transportation Commission as it evaluates this and other proposals to develop the statewide STIP. You may contact me at (619) 699-1990, or Sookyung Kim of my staff at (619) 699-6909, if you need additional information.

Sincerely,

  
GARY L. GALLEGOS  
Executive Director

GGA/SKI/mmo

Attachment: SANDAG 2016 STIP Package

cc: Laurie Berman, Caltrans District 11  
Bruce De Terra, Caltrans HQ Programming

# 2016 State Transportation Improvement Program



**Caltrans** **SANDAG** **North Coast Corridor** **TransNet**

*A better environment for the future*

**2016 STATE TRANSPORTATION IMPROVEMENT PROGRAM  
(2016 STIP-Regional Share)**

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## **A. OVERVIEW AND SCHEDULE**

### **Section 1: Executive Summary**

The San Diego region 2016 State Transportation Improvement Program (STIP) continues to focus on delivering the *TransNet* Early Action Program projects. No new program is proposed, rather, it continues projects from the 2014 STIP, namely the I-5 North Corridor Project (I-5 NCC). While the STIP Program is mostly for the highway segment, this project is a multi-billion dollar, multi-modal set of projects that includes High Occupancy Vehicles Lanes, widening of two lagoon bridges, restoring lagoons, constructing soundwalls, constructing a bike trail, rail bridge replacement, and double tracking additional segments in the LOSSAN rail corridor. The overall cost for the entire project is anticipated in excess of \$700 million, utilizing the Construction Manager/General Contractor (CM/GC) method of delivery. The majority of the currently programmed STIP funding is scheduled to be allocated in FY 2016, while the proposed programming of \$85 million in STIP for this 2016 STIP cycle would help fund the next set of work packages.

### **Section 2: General Information**

Regional Transportation Planning Agency Name:

San Diego Association of Governments (SANDAG)

Agency website links for State Transportation Improvement Program (STIP), Regional Transportation Improvement Program (RTIP), and Regional Transportation Plan (RTP):

SANDAG Website Link: <http://www.sandag.org>  
RTP link: <http://www.sdforward.com>  
STIP link: <http://www.sandag.org/STIP>  
RTIP link: <http://www.sandag.org/RTIP>

### **Contact Information:**

	<b>Executive Director or Chief Executive Officer</b>	<b>STIP Staff</b>	<b>California Transportation Commission Staff</b>
<b>Name</b>	Gary L. Gallegos	Sookyung Kim	Laurel Janssen
<b>Title</b>	Executive Director	Financial Program Manager	Deputy Director
<b>Address</b>	401 B Street, Suite 800	401 B Street, Suite 800	1120 N Street
<b>City/State</b>	San Diego, CA	San Diego, CA	Sacramento, CA
<b>Zip Code</b>	92101	92101	95814
<b>Email</b>	<a href="mailto:gary.gallegos@sandag.org">gary.gallegos@sandag.org</a>	<a href="mailto:sookyung.kim@sandag.org">sookyung.kim@sandag.org</a>	<a href="mailto:laurel.janssen@dot.ca.gov">laurel.janssen@dot.ca.gov</a>
<b>Telephone</b>	(619) 699-1900	(619) 699-6909	(916) 654-4245
<b>Fax</b>	(619) 699-1905	(619) 699-4890	(916) 653-2134

### **Section 3: Background of State Transportation Improvement Program**

#### **A. What is the State Transportation Improvement Program?**

The STIP is a five-year program of projects that is updated every two years. The funds are divided into two broad programs: the regional component comprising 75 percent of the funds and the interregional component comprising the remaining 25 percent. Within the regional component, the funds are further divided 40 percent to north counties and 60 percent to south counties, and then finally distributed by a county share formula to each of the regions. The county share formula is based on two main factors, population and lane miles of maintained state highway. The Regional Transportation Planning Agencies are responsible for submitting the programming request for the county share.

This document outlines the regional share or the county share formula described above for the San Diego region. The STIP is a program of highway, local road, transit, and active transportation projects that a region plans to fund with available revenues under the purview of the California Transportation Commission. The program of projects in the STIP is a subset of projects in the RTP, a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25 year period. The latest update, San Diego Forward: The Regional Plan was adopted by the SANDAG Board of Directors in October 2015. Although the SANDAG RTP includes transportation investments to 2050 for purposes of this report, the horizon year being used is 2035. The RTP is based on all reasonably anticipated funding, including federal, state, and local sources. Updated every five years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

#### **B. SANDAG Historical and Current Approach to Developing the STIP**

The biennial proposed program of projects for the STIP implements SANDAG Board practice (in effect since 2004) that prioritizes projects for funding as follows:

1. Focus on projects that are ready-to-go
2. Focus on completing projects currently programmed in the STIP
3. Focus on *TransNet* Early Action Program projects<sup>1</sup>

### **Section 4: Completion of Prior STIP Projects (Required per Section 68)**

*Section 68 of the STIP Guidelines requires regions to identify delivered projects programmed in the prior STIP cycle.*

The one prior project completed was for the environmental phase of a much larger project that continues into the 2016 STIP and is listed below:

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<sup>1</sup> *TransNet* is the county-wide sales tax dedicated toward transportation projects. The *TransNet* Early Action Program, or EAP, consists of projects included in the *TransNet* Ordinance that have been approved by the SANDAG Board of Directors for advance implementation in order to provide congestion relief earlier than listed in the *TransNet* Ordinance.

<b>Project Name and Location</b>	<b>Description</b>	<b>Summary of Improvements/Benefits</b>
I-5 Widening for HOV, Mixed-Flow, and Auxiliary Lanes	In the cities of San Diego, Solana Beach, Encinitas, Carlsbad and Ocean Side from Del Mar overcrossing to just north of Camp Pendleton overcrossing. Construct HOV, mixed-flow, and auxiliary lanes.	STIP funds supplemented other funding in order to complete the environmental phase of the project now called the I-5 North Coast Corridor (NCC). Once the capital phase of projects are completed, the benefits include relief from traffic congestion, improvement to the lagoon, and providing alternative modes of transportation

## **Section 5: STIP Outreach and Participation**

### **A. STIP Development and Approval Schedule**

<b>Action</b>	<b>Date</b>
CTC adopts Fund Estimate and Guidelines	August 27, 2015
Caltrans identifies State Highway Needs	September 15, 2015
Caltrans submits draft Interregional Transportation Improvement Program (ITIP)	October 15, 2015
CTC ITIP Hearing, North	October 28, 2015
CTC ITIP Hearing, South	November 4, 2015
SANDAG Board adopts 2016 STIP	November 20, 2015
SANDAG submit regional STIP to CTC	December 15, 2015
Caltrans submits ITIP to CTC	December 15, 2015
CTC STIP Hearing Date – North Hearing	January 21, 2016
CTC STIP Hearing Date – South Hearing	January 26, 2016
CTC publishes staff recommendations	February 19, 2016
CTC Adopts 2016 STIP	March 16-17, 2016

### **B. Public Participation/Project Selection Process**

The SANDAG Board approved the Public Participation Plan (PPP), which guides all planning and programming documents, including the STIP. The strategies and tactics outlined in the PPP guide the agency's public outreach and involvement efforts for highway projects; transit fare changes and construction; smart growth, environmental, and planning efforts; growth forecasts; the Regional Transportation Plan; Regional Transportation Improvement Program; Tribal Consultation; and other initiatives. The STIP program is part of the RTP described above. The RTP adoption process is multi-faceted, and includes project selection criteria and public outreach.

The extensive efforts toward comprehensive public involvement in the Regional Plan can be found in Appendix F of the RTP website link noted above. The public outreach included the following: reaching out to community based workshops that implement SANDAG policy on Social Equity and Environmental Justice by reaching out to low-income, minority groups, and others who may face challenges participating in the planning process; every SANDAG meeting held for working groups and advisory committees were posted; separate workshops was held both during daytime and in

the evening throughout San Diego County starting in June 2012 through May 2015. Appendix G of the RTP describes the Tribal Consultation. Outreach also included a dedicated website with interactive elements, videos, and public opinion surveys.

The projects selected for inclusion in the Regional Plan, including the STIP program of projects, underwent performance measures approved by the SANDAG Board. Appendix N of the RTP describes the performance measures.

C. Consultation with Caltrans District (Required per Section 17)

SANDAG considers Caltrans (District 11) a valuable partner in the regional transportation network of projects (both short and long term) where the two agencies consistently consult each other, not just for the STIP but in all areas of regional transportation.

Section 17 makes specific reference to the ITIP; however, both the state and CTC have repeatedly noted the lack of any funds under this program. Despite that, SANDAG and District 11 collaborate and continuously submit requests for funding for projects that meet the interregional criteria. Also, see Section 8.

**B. 2016 STIP REGIONAL FUNDING REQUEST**

**Section 6: 2016 STIP Regional Share and Request for Programming**

Pursuant to the STIP Guidelines, the 2016 Fund Estimate indicates a capacity of \$46 million (after Fiscal Year [FY] 2016 adjustments) statewide all in the last two fiscal years of the STIP. Compared to the \$1.26 billion of capacity in the 2014 STIP, this reflects a significant reduction to the program. The severe decline is due primarily to the decrease in the price-based excise tax as estimated by the state Board of Equalization. The CTC did not provide regional shares for the 2016 STIP.

A. 2016 Regional Fund Share Per 2016 STIP Fund Estimate: No target has been provided. Program of projects are based on 2014 STIP.

B. Summary of Requested Programming

Project Name and Location	Project Description	Requested RIP Amount
I-5 North Coast Corridor	In the Cities of Solana Beach, Encinitas, and Carlsbad from Lomas Santa Fe Dr. to SR78, construct one high occupancy vehicle (HOV) lane in each direction; construct multi-use facility at Manchester; replace the San Elijo and Batiquitos lagoon highway bridges; and construct soundwalls.	Total \$85 million:  \$36 million in FY 2017  \$49 million in FY 2018
Planning and Program Monitoring	Agency cost related to transportation planning and program monitoring	Total \$5.5 million \$1.105 million in FY 2017 to FY 2021



The I-5 NCC encompasses highway and rail double track projects (San Elijo and Batiquitos), lagoon enhancements, and bike trails. With the legislature authorizing Caltrans to use the Construction Manager/General Contractor (CM/GC) method of project delivery for this project, the schedule and work elements are being reviewed to achieve innovations, best value, and to improve cost certainty. Caltrans awarded the CM/GC contract in December 2014 to begin preconstruction activities to determine the most efficient construction package(s).

The I-5 NCC portion of the corridor that was funded by the 2014 STIP programmed three separate project elements: I-5 North Coast High Occupancy Vehicle (HOV), the I-5/San Elijo Lagoon Bridge replacement, and construction of soundwalls for noise abatement along the I-5 NCC as separate contracts and deliverables. Since then, and with the award of the CM/GC contract, the I-5 NCC should no longer be viewed as separate highway elements; but rather as construction packages that reflect the most efficient deliverables, including combining traditional highway and transit projects. It should be noted that the \$99 million that was programmed for the corridor in FY 2016 under the 2014 STIP is anticipated to be allocated by the CTC by May 2016 and is no longer shown as part of the 2016 STIP. In addition, and in order to fully inform the CTC, SANDAG will include the funding for other projects that are part of the I-5 NCC in order to provide a full picture of the project. For the highway segment, \$184 million in STIP funding would leverage an additional \$280 million in *TransNet* and federal formula funds, for a total project funding of \$464.6 million. The estimated total for all projects that encompass I-5 NCC is over \$700 million.

**Section 7: Overview of Other Funding Included with Delivery of State Improvement Program Projects**

*Provide narrative on other funding included with the delivery of projects included in your STIP.*

As noted the 2016 STIP program continues the major project, I-5 NCC from the 2014 STIP. In order to provide a full picture of the I-5 NCC, the 2014 STIP program is included with the 2016 STIP proposed program. As shown in the below table, other federal and state funds provide significant contribution to the project that augments the STIP. The other project included with the 2016 STIP is Planning, Programming and Monitoring that support ongoing transportation planning and programming oversight activities.

Proposed 2016 STIP	2016 STIP	Other Funding				Total Project Cost
		2014 STIP	CMAQ	RSTP	Local	
I-5 NCC	\$85,000	\$99,382	\$85,938	\$81,958	\$112,281	\$464,559
PPM	\$5,524					\$5,524

## **Section 8: Interregional Transportation Improvement Program Funding**

The purpose of the ITIP is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas, ports, and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

The regions have been notified that no new ITIP funds are available this cycle. While acknowledging the lack of funds, SANDAG, in consultation with Caltrans District 11 and with Caltrans Division of Mass Transportation and Rail, submitted a request to program-critical interregional highway and intercity rail projects. Copies of the letter are included in Section E: Appendices.

## **Section 9: Projects Planned Within the Corridor (Required per Section 20)**

*Provide a description of the project's impact on other projects planned or underway within the corridor as required per Section 20 of the STIP Guidelines.*

Once completed, the I-5 NCC program of projects will have a significant benefit to the region's mobility and provide alternate mode choices. The I-5 NCC is the major set of projects along this corridor. Other projects planned or underway would be in support of this project.

## **C. RELATIONSHIP OF STIP TO RTP/SCS/APS AND BENEFITS OF STIP**

### **Section 10: Regional Level Performance Evaluation (Required per Section 19A of the Guidelines)**

*Provide an evaluation of your system performance, how your STIP furthers the goals of the region's RTP, and, if applicable, Sustainable Communities Strategy (SCS) as required per Section 19A of the STIP Guidelines. Each region that is a Metropolitan Planning Organization (MPO) or within an MPO shall include an evaluation of overall (RTP level) performance using, as a baseline, the region's existing monitored data. To the extent that relevant data and tools are available, the performance measures listed in Table B1 may be reported.*

I-5 NCC is part of the SCS network. The entire transportation network, the land use patterns, Transportation Demand Management, Transportation System Management, and pricing make up the building blocks of the SCS.

Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).

Use Table B1 (below) to indicate quantitatively the overall regional level performance of your RTP.

<b>Table B1</b>			
<b>Evaluation – Regional Level Performance Indicators and Measures</b>			
<b>Goal</b>	<b>Indicator/Measure</b>	<b>Current System Performance (Baseline) 2012 RTP/SCS Baseline</b>	<b>Projected System Performance (2035 RTP/SCS Plan)</b>
Congestion Reduction	Distance Miles Traveled (VMT) per capita	25.2	23.5
	Percent of congested VMT (VOC>0.75)	14.80%	15.60%
	Commute mode share (travel to work or school)	Drive Alone: 74.9% Carpool: 18.6% Transit: 2.9% Bike/Walk: 3.7%	Drive Alone: 72.5% Carpool: 18.8% Transit: 5% Bike/Walk: 3.7%
Safety	Fatalities and serious injuries per VMT	.1241 per 1,000 VMT	.1246 per 1,000 VMT
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	Population: 35% Employment: 42%	Population: 58% Employment: 69%
	Mean commute travel time (to work or school)	Drive Alone: 27min Carpool: 25 Transit: 50 Bike: 19 Walk: 19 TOTAL AVERAGE: 27	Drive Alone: 28min Carpool: 25 Transit: 47 Bike: 20 Walk: 19 TOTAL AVERAGE: 28
Environmental Sustainability	Change in acres of agricultural land	0	0
	CO <sub>2</sub> emissions reduction per capita	n/a	12.04 lb/day 45.9% reduction from 2012

### **Section 11: Regional and Statewide Benefits of STIP**

*Provide a qualitative narrative on the Regional and Statewide benefits of STIP in text field below.*

Appendix N of the RTP outlines the performance evaluation of the region’s transportation network and how projects or corridors fared in the evaluation which helps determine the project priorities. The projects that fall under the I-5 NCC all are included in the top five projects listed of both performance and priority. The I-5 NCC projects build upon the measures used in the RTP/SCS and include updated metrics to evaluate goods movement, multimodal mobility, social equity, public health, air quality, and the relationship between land use and transportation.

**D. STIP PERFORMANCE AND EFFECTIVENESS OF STIP**

**Section 12: Evaluation of Cost Effectiveness of STIP (Required per Section 19)**

*Per Section 19B and Appendices B of the STIP Guidelines, regions shall, if appropriate and to the extent necessary data and tools are available, use the performance measures in Table B2 (below) to evaluate cost-effectiveness of projects proposed in the STIP on a regional level.*

See Table B1 (above).

**Section 13: Project Specific Evaluation (Required per Section 19)**

Table below provides the project level evaluation and benefits as identified based on the RTP.

<b>Project Level Evaluation and Benefits</b>	<b>Current System Performance (Baseline)</b>	<b>Projected I-5 NCC 2035 (No-Build)</b>	<b>Projected I-5 NCC 2035</b>
New general purpose lane-miles	224	224	224
New HOV/HOT lane-miles	13	13	37
Lane-miles rehabilitated	n.a.	n.a.	45-50
New bicycle/pedestrian lane/sidewalk miles	0.4 mile	0.4 mile	Existing plus: 3.2 bike miles, 0.6 hike miles
Operational improvements (ITS)	Various ramps meters, signals, CCTV, CMS	Maintain existing operational elements	Existing plus: 41 CCTV, 8 CMS, 23 signals, 26 ramp meters, various loop detectors and radar
New or reconstructed interchanges (IC)	12 existing ICs	12 existing ICs	Existing plus: 1 IC (reconstruct Manchester)
New or reconstructed bridges (BR)	19 existing BR	19 existing BR	Existing plus: 3 reconstructed bridges (San Elijo/ Manchester, McKinnon, Batiquitos)
Change in Vehicle Miles Traveled (VMT)	5.53 million	6.54 million	6.83 million
Change in a.m. and p.m. peak period congested Vehicle Hours Driven (VHD) (at or below 35 mph)	8110 VHD	19070 VHD	10140 VHD
Change in highway Buffer Index (the extra time cushion that most travelers add to their average peak period travel time when planning trips to ensure on-time arrival)	NB: 16 minutes, SB: 18 minutes	NB: 34 minutes, SB: 39 minutes	NB: 19 minutes, SB: 22 minutes

<b>Project Level Evaluation and Benefits</b>	<b>Current System Performance (Baseline)</b>	<b>Projected I-5 NCC 2035 (No-Build)</b>	<b>Projected I-5 NCC 2035</b>
Change in acres of agricultural land.	5 acres	5 acres	10 acres acquired, 5 acres preserved; plus 12 acres of open space
Change in CO2 emissions reduction (regional tons/day, with and without I-5 NCC project).	42.74 tons/day	56.10 tons/day	53.27 tons/day

**E. APPENDICES**

**Section 14: Projects Programming Request Forms**

Project Programming Request: I-5 NCC

Project Programming Request: Planning, Programming, and Monitoring

**Section 15: Board Resolution or Board Documentation of Approval of 2016 STIP**

Board meeting minutes of November 20, 2015.

**Section 16: Copies of ITIP Letters**

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised September 2013)

General Instructions

<input checked="" type="checkbox"/> Amendment (Existing Project)					Date:	9/16/15
<b>District</b>	<b>EA</b>	<b>Project ID</b>		<b>PPNO</b>	<b>MPO ID</b>	
11	2T210	1114000058		0615C		
<b>County</b>	<b>Route/Corridor</b>	<b>PM Bk</b>	<b>PM Ahd</b>	<b>Project Sponsor/Lead Agency</b>		
SD	5	R37.4	R51.2	Caltrans		
				<b>MPO</b>	<b>Element</b>	
				SANDAG	CO	
<b>Project Manager/Contact</b>		<b>Phone</b>		<b>E-mail Address</b>		
Arturo Jacobo		(619)688-6816		<a href="mailto:arturo_jacobo@dot.ca.gov">arturo_jacobo@dot.ca.gov</a>		
<b>Project Title</b>						
I-5 North Coast Corridor HOV Extension - Phase 1 (CMGC)						
<b>Location, Project Limits, Description, Scope of Work</b>						
In the Cities of Solana Beach, Encinitas, and Carlsbad from Lomas Santa Fe Dr. to SR78, construct one high occupancy vehicle (HOV) lane in each direction; replace the MacKinnon Avenue Overcrossing; construct multi-use facility at Manchester; replace the San Eijo and Batiquitos lagoon highway bridges; and construct soundwalls.						
<input checked="" type="checkbox"/> Includes ADA Improvements <input checked="" type="checkbox"/> Includes Bike/Ped Improvements						
<b>Component</b>	<b>Implementing Agency</b>					
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
<b>Purpose and Need</b>						
Parent EA 11-23580 (PPNO 0615) purpose and need is to maintain or improve the existing and future traffic operations in the I-5 north coast corridor and to provide for the safe and efficient regional movement of people and goods for the design year of 2030. This project is a child to the larger parent scope to be delivered using CMGC procurement. The Design and Construction schedule and funding in this PPR is for all work identified under the I-5 CMGC contract and as detailed in the scope of work. The construction may be put out under separate work packages at which point construction funding will be split from this project and allocated separately.						
<b>Project Benefits</b>						
Relieve traffic congestion, improves lagoon health, provides alternative modes of transportation						
<input checked="" type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input type="checkbox"/> Reduces Greenhouse Gas Emissions						
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					03/01/01	03/01/01
Circulate Draft Environmental Document				<b>Document Type</b>	06/28/10	06/28/10
Draft Project Report					02/23/09	02/23/09
End Environmental Phase (PA&ED Milestone)					08/30/14	08/30/14
Begin Design (PS&E) Phase					12/01/09	12/01/09
End Design Phase (Ready to List for Advertisement Milestone)					05/01/15	12/01/17
Begin Right of Way Phase					08/30/13	08/30/13
End Right of Way Phase (Right of Way Certification Milestone)					01/01/15	11/01/17
Begin Construction Phase (Contract Award Milestone)					11/01/15	04/15/16
End Construction Phase (Construction Contract Acceptance Milestone)					10/01/19	10/01/20
Begin Closeout Phase					04/01/20	04/01/21
End Closeout Phase (Closeout Report)					10/01/20	10/01/21

**ADA Notice**

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or 1DD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised September 2013)

Date: 9/16/15

**Additional Information**

Sustainable Communities Strategies goals are an element of the goals included in the San Diego Forward: the Regional Plan. Achieve healthy environment, community, innovative planning, and vibrant economy. The plan provides innovate transportation choice and planning to support sustainable and healthy region, vibrant economy and outstanding quality of life.





## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 9/16/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
11	SD , ,	5, ,	2T210	1114000058	0615C	
<b>Project Title:</b> I-5 North Coast Corridor HOV Extension - Phase 1 (CMGC)						

Fund No. 3: Local Funds - Local Transportation Funds (LTF)									Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E	12,100							12,100	
R/W SUP (CT)	6,000							6,000	
CON SUP (CT)									
R/W	10,000							10,000	
CON	20,730							20,730	
<b>TOTAL</b>	<b>48,830</b>							<b>48,830</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	51,918							51,918	
R/W SUP (CT)	11,172							11,172	
CON SUP (CT)									
R/W	19,718							19,718	
CON	4,349							4,349	
<b>TOTAL</b>	<b>87,157</b>							<b>87,157</b>	

Fund No. 4: Local Funds - Local Transportation Funds (LTF)									Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E	3,500							3,500	
R/W SUP (CT)	500							500	
CON SUP (CT)	4,000							4,000	
R/W									
CON									
<b>TOTAL</b>	<b>8,000</b>							<b>8,000</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Local funds expended by MPO.
PS&E	20,681							20,681	
R/W SUP (CT)	1,000							1,000	
CON SUP (CT)	2,006							2,006	
R/W									
CON	1,437							1,437	
<b>TOTAL</b>	<b>25,124</b>							<b>25,124</b>	

Fund No. 5: RSTP - STP Local (STPL)									Program Code
Existing Funding (\$1,000s)									20.10.400.232
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									SANDAG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Funds will utilize regional AC for construction
PS&E	26,364							26,364	
R/W SUP (CT)	4,128							4,128	
CON SUP (CT)									
R/W	19,782							19,782	
CON	31,684							31,684	
<b>TOTAL</b>	<b>81,958</b>							<b>81,958</b>	

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised September 2013)

**Complete this page for amendments only**

Date: 9/16/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
11	SD	5	2T210	1114000058	0615C	

**SECTION 1 - All Projects****Project Background**

The project is a component of the larger I-5 North Coast Corridor parent project (PPNO 0615) which environmentally cleared the 27-mile corridor in August of 2014. This project is phase 1 of the larger 30 year program. The project was originally split into three proposed projects (PPNO 0615A, 0615B, and 0615C). This amendment proposes to re-combine these projects into 0615C due to the CMGC delivery method.

**Programming Change Requested**

Combine PPNO 0615C, 0615B, and 0615C into revised 0615C due to CMGC delivery method. The amendment also updates delivery dates and programming for the larger CMGC project.

**Reason for Proposed Change**

This amendment combined three previous PPNO's (0615C, 0615B, and 0615C) back into one project using the 0615C PPNO as it is currently the first delivery year (FY16). The project is being recombined into a larger project due to the project utilizing the CMGC delivery method. The CMGC contract covers the full scope of the combined PPNO's. The project team expects to deliver the CMGC scope of work under multiple construction packages. Each construction package will be brought to the CTC at time of construction allocation as a child to this larger project for vote.

**If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded**

No change in cost scope or schedule due to the proposed change.

**Other Significant Information****SECTION 2 - For TCRP Projects Only**

- Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
- Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

**SECTION 3 - All Projects****Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.\*

Name (Print or Type)	Signature	Title	Date

**Attachments**

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised September 2013)

General Instructions

<input checked="" type="checkbox"/> Amendment (Existing Project)					Date:	12/3/15	
District	EA	Project ID		PPNO	MPO ID		TCRP No.
11		1115000160		7402	SAN07		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SD				San Diego Association of Governments (SANDAG)			
				MPO		Element	
				SANDAG		LA	
Project Manager/Contact		Phone		E-mail Address			
Sookyung Kim		(619)699-6909		<a href="mailto:sookyung.kim@sandag.org">sookyung.kim@sandag.org</a>			
Project Title							
Planning, Programming and Monitoring							
Location, Project Limits, Description, Scope of Work							
Planning, Programming and Monitoring							
<input type="checkbox"/> Includes ADA Improvements <input type="checkbox"/> Includes Bike/Ped Improvements							
Component	Implementing Agency						
PA&ED							
PS&E							
Right of Way							
Construction	San Diego Association of Governments (SANDAG)						
Purpose and Need							
Ongoing planning and programming oversight as the regional transportation planning agency.							
Project Benefits							
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input type="checkbox"/> Reduces Greenhouse Gas Emissions							
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document				Document Type			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)							
End Construction Phase (Construction Contract Acceptance Milestone)							
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							



# DRAFT



**BOARD OF DIRECTORS  
DECEMBER 18, 2015**

**AGENDA ITEM NO. 15-12-1B  
ACTION REQUESTED - APPROVE**

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## **BOARD OF DIRECTORS DISCUSSION AND ACTIONS NOVEMBER 20, 2015**

Chair Jack Dale (Santee) called the meeting of the SANDAG Board of Directors to order at 9:03 a.m. The attendance sheet for the meeting is attached.

### 1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Councilmember Carrie Downey (Coronado) and a second by Councilmember Terry Sinnott (Del Mar), the Board of Directors approved the minutes from the October 9, 2015, Board Policy meeting, and the October 23, 2015, Board Business meeting. Yes – Chair Dale, Deputy Mayor Pam Bensoussan (Chula Vista), Councilmember Downey, Councilmember Sinnott, Mayor Bill Wells (El Cajon), Councilmember Lisa Shaffer (Encinitas), Mayor Sam Abed (Escondido), Councilmember Robert Patton (Imperial Beach), Mayor Mary Sessom (Lemon Grove), Councilmember Chuck Lowery (Oceanside), Mayor Steve Vaus (Poway), Councilmember Lorie Zapf (City of San Diego A), Councilmember Todd Gloria (City of San Diego B), Councilmember Chris Orlando (San Marcos), Councilmember John Aguilera (Vista), and Supervisor Bill Horn (Chairman, County of San Diego) (weighted vote, 100%). No – None (weighted vote, 0%). Abstain – None (weighted vote, 0%). Absent – Carlsbad, La Mesa, National City, San Diego County B, and Solana Beach.

### 2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chair Dale recognized several of the companies who contributed to the Trolley Renewal Project celebration. With their generous sponsorships and dedication, these companies helped SANDAG and the Metropolitan Transit System put on a great community celebration on September 12 to commemorate the completion of our Trolley Renewal Project.

Chair Dale presented Senator Ben Hueso with a plaque in appreciation of his tremendous leadership in spearheading the passage and signature of Senate Bill 374 and his continued commitment and dedication to the San Diego region and SANDAG.

### 3. ACTIONS FROM POLICY ADVISORY COMMITTEES (APPROVE)

This report summarized the actions taken by the Policy Advisory Committees since the last Board Business Meeting. The Board of Directors was asked to ratify these actions.

Action: Upon a motion by Supervisor Horn and a second by Councilmember Orlando, the Board of Directors approved Item No. 3. Yes – Chair Dale, Deputy Mayor Bensoussan, Councilmember Downey, Councilmember Sinnott, Mayor Wells, Councilmember Shaffer,

Mayor Abed, Councilmember Patton, Councilmember Ruth Sterling (La Mesa), Mayor Sessom, Councilmember Lowery, Mayor Vaus, Councilmember Zapf, Councilmember Gloria, Councilmember Orlando, Councilmember Aguilera, and Supervisor Horn (weighted vote, 100%). No – None (weighted vote, 0%). Abstain – None (weighted vote, 0%). Absent – Carlsbad, National City, San Diego County B, and Solana Beach.

## **CONSENT**

### **4. REVISED 2016 BOARD OF DIRECTORS AND POLICY ADVISORY COMMITTEE ANNUAL MEETING CALENDAR (APPROVE)**

The Board of Directors Retreat has been rescheduled for March 9 through 11, 2016. The Board of Directors was asked to approve the revised calendar of meetings of the Board and the Policy Advisory Committees for the upcoming year.

### **5. REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY THE EXECUTIVE DIRECTOR (INFORMATION)**

In accordance with various SANDAG Board Policies, this report summarized certain delegated actions taken by the Executive Director since the last Board of Directors meeting.

### **6. REPORT ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG (INFORMATION)**

Board members provided brief reports in writing on external meetings and events attended on behalf of SANDAG since the last Board of Directors Business meeting.

### **7. QUARTERLY PROGRESS REPORT ON TRANSPORTATION PROJECTS – JULY THROUGH SEPTEMBER 2015 (INFORMATION)**

This quarterly report summarized the current status of major transit, highway, traffic management, and Transportation Demand Management projects in the SANDAG five-year Regional Transportation Improvement Program for the period July through September 2015.

### **8. OVERVIEW OF DEVELOPMENTS IN THE FINANCIAL MARKETS AND QUARTERLY FINANCE REPORT FOR THE PERIOD ENDING SEPTEMBER 30, 2015 (INFORMATION)**

This quarterly report provided various finance-related items to the Board of Directors, including: (1) a quarterly report of investments, including all money under the direction or care of SANDAG; (2) an update on the SANDAG debt portfolio; and (3) information about the latest developments in the financial markets, the economy, and sales tax revenues.

Action: Upon a motion by Councilmember Downey and a second by Councilmember Gloria, the Board of Directors approved Consent Items No. 4 through 8. Yes – Chair Dale, Deputy Mayor Bensoussan, Councilmember Downey, Councilmember Sinnott, Mayor Wells, Councilmember Shaffer, Mayor Abed, Councilmember Patton, Councilmember Sterling, Mayor Sessom, Councilmember Lowery, Mayor Vaus, Councilmember Zapf, Councilmember Gloria, Councilmember Orlando, Councilmember Aguilera, and Supervisor Horn. No – None. Abstain – None. Absent – Carlsbad, National City, San Diego County B, and Solana Beach.

## CHAIR'S REPORT

### 9. REPORT FROM NOMINATING COMMITTEE ON BOARD OFFICERS FOR 2016 (DISCUSSION/POSSIBLE ACTION)

The Nominating Committee recommended the slate for 2016 SANDAG Chair and Vice Chair and also recommended the Board of Directors consider reestablishing the Second Vice Chair position for 2016.

Mayor Sessom, Nominating Committee Chair, presented the item.

Action: Upon a motion by Mayor Vaus and a second by Councilmember Gloria, the Board of Directors approved reestablishing the Second Vice Chair position, and the schedule to amend the SANDAG Bylaws and Board Policies and conduct the election for the 2016 Second Vice Chair. Yes – Chair Dale, Vice Chair Ron Roberts (Supervisor, County of San Diego), Deputy Mayor Bensoussan, Councilmember Downey, Councilmember Sinnott, Mayor Wells, Councilmember Shaffer, Mayor Abed, Councilmember Patton, Councilmember Sterling, Mayor Sessom, Councilmember Lowery, Mayor Vaus, Councilmember Zapf, Councilmember Gloria, Councilmember Orlando, Councilmember Aguilera, and Supervisor Horn (weighted vote, 100%). No – None (weighted vote, 0%). Abstain – None (weighted vote, 0%). Absent – Carlsbad, National City, and Solana Beach.

## REPORTS

### 10. ANNUAL REVIEW AND PROPOSED AMENDMENTS TO BOARD POLICIES AND BYLAWS (APPROVE)

The Executive Committee recommended that the Board of Directors: (1) approve the proposed Board Policy amendments; and (2) renew the annual delegation of authority to the Executive Director pursuant to Board Policy No. 003: Investment Policy.

Vice Chair Roberts introduced the item.

John Kirk, General Counsel, and André Douzdzian, Finance Director, presented the item.

Action: Upon a motion by Mayor Abed and a second by Mayor Wells, the Board of Directors approved the proposed Board Policy amendments, except Board Policy No. 003, and renewed the annual delegation of authority to the Executive Director pursuant to Board Policy No. 003: Investment Policy. Yes – Chair Dale, Vice Chair Roberts, Deputy Mayor Bensoussan, Councilmember Downey, Councilmember Sinnott, Mayor Wells, Councilmember Shaffer, Mayor Abed, Councilmember Patton, Councilmember Sterling, Mayor Sessom, Councilmember Lowery, Mayor Vaus, Councilmember Zapf, Councilmember Gloria, Councilmember Orlando, Councilmember Aguilera, and Supervisor Horn (weighted vote, 100%). No – None (weighted vote, 0%). Abstain – None (weighted vote, 0%). Absent – Carlsbad, National City, and Solana Beach.

Action: Upon a motion by Mayor Abed and a second by Mayor Wells, the Board of Directors approved Board Policy No. 003. Yes – Chair Dale, Vice Chair Roberts, Deputy Mayor Bensoussan, Mayor Wells, Councilmember Shaffer, Mayor Abed, Councilmember Patton, Councilmember Sterling, Councilmember Lowery, Mayor Vaus, Councilmember Zapf,

Councilmember Gloria, Councilmember Orlando, and Supervisor Horn (weighted vote, 85.11%). No – Councilmember Downey, Councilmember Sinnott, Mayor Sessom, Councilmember Aguilera and Supervisor Horn (weighted vote, 14.89%). Abstain – None (weighted vote, 0%). Absent – Carlsbad, National City, and Solana Beach.

#### 11. 2016 STATE TRANSPORTATION IMPROVEMENT PROGRAM (APPROVE)

The California Transportation Commission (CTC) has released its fund estimate for the 2016 State Transportation Improvement Program (STIP). The Transportation Committee recommended that the Board of Directors approve the programming and submission of the proposed 2016 STIP to the CTC.

Councilmember Gloria, Transportation Committee Chair, introduced the item.

Sookyung Kim, Financial Programming Manager, presented the item.

Action: Upon a motion by Councilmember Gloria and a second by Councilmember Downey, the Board of Directors approved the programming and submission of the proposed 2016 STIP to the CTC. Yes – Chair Dale, Vice Chair Roberts, Deputy Mayor Bensoussan, Councilmember Downey, Councilmember Sinnott, Mayor Wells, Councilmember Shaffer, Mayor Abed, Councilmember Patton, Councilmember Sterling, Mayor Sessom, Councilmember Lowery, Mayor Vaus, Councilmember Zapf, Councilmember Gloria, Councilmember Orlando, Councilmember Aguilera, and Supervisor Horn (weighted vote, 100%). No – None (weighted vote, 0%). Abstain – None (weighted vote, 0%). Absent – Carlsbad, National City, and Solana Beach.

Chair Dale and Councilmember Patton recused themselves from closed session due to possible conflicts of interest.

Chair Dale adjourned to closed session at 9:57 a.m.

#### 12. CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION PURSUANT TO GOVERNMENT CODE SECTION 54956.9(A) – GEORGE ARGOUD ET AL. V. SAN DIEGO ASSOCIATION OF GOVERNMENTS (CASE NO. 37-2013-00081555-CU-EI-CTL)

Mr. Kirk briefed the Board of Directors on the status of the litigation involving damages to properties in the City of Imperial Beach allegedly caused by the Regional Beach Sand Project.

Vice Chair Roberts reconvened to open session at 10:22 a.m.

Mr. Kirk reported the following out of closed session: the Board of Directors met in closed session and was briefed on Item 12; there is no reportable action.

#### 13. CONTINUED PUBLIC COMMENTS

There were no continued public comments.



#### 14. UPCOMING MEETINGS

The next Board Policy meeting is scheduled for Friday, December 4, 2015, at 10 a.m. The next Board Business meeting is scheduled for Friday, December 18, 2015, at 9 a.m. (Please note, these meetings are scheduled for the first and third Fridays, respectively, due to the holiday schedule.)

#### 15. ADJOURNMENT

Vice Chair Roberts adjourned the meeting at 10:23 a.m.

**ATTENDANCE  
SANDAG BOARD OF DIRECTORS MEETING  
NOVEMBER 20, 2015**

JURISDICTION	NAME	ATTEND OPEN SESSION	ATTEND CLOSED SESSION ITEM 10
City of Carlsbad	Matt Hall (Primary)	No	No
City of Chula Vista	Pamela Bensoussan (1st Alt.)	Yes	Yes
City of Coronado	Carrie Downey (Primary)	Yes	Yes
City of Del Mar	Terry Sinnott (Primary)	Yes	Yes
City of El Cajon	Bill Wells (Primary)	Yes	Yes
City of Encinitas	Lisa Shaffer (Primary)	Yes	Yes
City of Escondido	Sam Abed (Primary)	Yes	Yes
City of Imperial Beach	Robert Patton (Primary)	Yes	No
City of La Mesa	Ruth Sterling (1st Alt)	Yes	Yes
City of Lemon Grove	Mary Sessom (Primary)	Yes	Yes
City of National City	Ron Morrison (Primary)	No	No
City of Oceanside	Chuck Lowery (2nd. Alt.)	Yes	Yes
City of Poway	Steve Vaus (Primary)	Yes	Yes
City of San Diego - A	Lorie Zapf (1st Alt.)	Yes	Yes
City of San Diego – B	Todd Gloria (Primary, Seat B)	Yes	Yes
City of San Marcos	Chris Orlando (Primary)	Yes	Yes
City of Santee	Jack Dale, Chair (Primary)	Yes	No
City of Solana Beach	Lesa Heebner (Primary)	No	No
City of Vista	John Aguilera (1st Alt.)	Yes	Yes
County of San Diego - A	Bill Horn (Primary, Seat A)	Yes	Yes
County of San Diego - B	Ron Roberts, Vice Chair (Primary, Seat B)	Yes	Yes
Caltrans	Laurie Berman (1st. Alt.)	Yes	
MTS	Harry Mathis (Primary)	Yes	
NCTD	Ed Gallo (1st Alt.)	Yes	
Imperial County	Sup. John Renison (Primary)	No	
US Dept. of Defense	CAPT John Adametz (Primary)	No	
SD Unified Port District	Dan Malcolm (Primary)	No	
SD County Water Authority	Mark Muir (Primary)	Yes	
Mexico	Remedios Gómez-Arnau (Primary)	No	
Southern California Tribal Chairmen's Association	Allen Lawson (Primary)	Yes	



401 B Street, Suite 800  
 San Diego, CA 92101-4231  
 (619) 699-1900  
 Fax (619) 699-1905  
 sandag.org

November 20, 2015

File Number: 1500000

Mr. Will Kempton  
 Executive Director  
 California Transportation Commission  
 1120 N Street, MS 52  
 Sacramento, CA 95814  
 Attn: Ms. Laurel Janssen

MEMBER AGENCIES

- Cities of
- Carlsbad
- Chula Vista
- Coronado
- Del Mar
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- Encinitas
- Escondido
- Imperial Beach
- La Mesa
- Lemon Grove
- National City
- Oceanside
- Poway
- San Diego
- San Marcos
- Santee
- Solana Beach
- Vista
- and
- County of San Diego

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- California Department of Transportation
- Metropolitan Transit System
- North County Transit District
- United States Department of Defense
- San Diego Unified Port District
- San Diego County Water Authority
- Southern California Tribal Chairmen's Association
- Mexico

Dear Mr. Kempton:

**SUBJECT: Request for Inter-regional Transportation Improvement Program funding in San Diego County**

This letter is to provide comments regarding the draft of the 2016 Inter-regional Transportation Improvement Program (ITIP). The San Diego Association of Governments (SANDAG) respectfully requests the California Transportation Commission (CTC) consider programming a project of inter-regional and statewide significance in the ITIP: the Interstate 5 (I-5) North Coast Corridor. We understand that the overall 2016 State Transportation Improvement Program (STIP) has been significantly reduced and that the inter-regional program in particular is in an even direr situation. Recognizing these challenges, this letter also requests that the Commission commit to pursuing additional future funds in partnership with SANDAG to complete this corridor.

Over the past several STIP cycles, Caltrans and the CTC have supported the San Diego region through the ITIP by partnering with SANDAG on such projects as the I-15 Managed Lanes (Middle Segment), and State Route 11 (SR 11), SR 52, and SR 905 projects. This ongoing state/regional partnership has allowed several of these important inter-regional projects to be completed – bringing significant congestion relief and improving inter-regional mobility between San Diego county and its bordering regions, including Orange and Riverside counties, and Mexico.

The I-5 North Coast Corridor in the San Diego region is essential for the inter-regional movement of people, vehicles, and goods, and meets the criteria approved by the CTC for funding under the ITIP and is described below.

The I-5 North Coast Corridor is the lifeline corridor connecting San Diego to Orange County, Los Angeles, and points north, as well as to Baja California - Mexico. I-5 is considered a corridor of statewide significance in various state transportation plans, including the Goods Movement Action Plan and the Strategic Highway Network. This corridor was identified as one of the high priority inter-regional corridors in the recently adopted Inter-regional Transportation Strategic Plan (ITSP). We appreciate the support of the CTC

in identifying this corridor as high priority. As you are aware, the initial segment for implementation is currently undergoing constructability review by the selected Construction Manager/General Contractor (CM/GC). The addition of ITIP funds would support the inter-regional component of this multi-modal, multi-billion dollar program of highway, rail, and non-motorized projects.

Caltrans recently completed the Final Environmental Impact Report/Environmental Impact Statement, and is working with the California Coastal Commission to position the corridor to begin construction of I-5 and Los Angeles/San Diego/San Luis Obispo (LOSSAN) Rail Corridor rail improvements within the next year.

As part of its 2016 STIP proposal, SANDAG submitted a request to use its regional share to help fund the I-5 North Coast Corridor. SANDAG requests that the Commission consider extending the historical partnership between Caltrans and the region by programming ITIP funds toward other highway segments of the North Coast Corridor. These could include extending the proposed high-occupancy-vehicle (HOV) lanes further north beyond SR 78, up to SR 76 (current estimate is \$120 million), and extending the HOV lanes further south from the I-805 merge to La Jolla Village Drive (current estimate is \$150 million). This proposal for \$270 million in ITIP funds for the I-5 corridor would leverage approximately \$462 million in STIP Regional Transportation Improvement Program, federal and local funds, and would facilitate the earlier implementation of congestion relief projects that are needed to improve inter-regional mobility in the I-5 North Coast Corridor, as well as provide significant inter-regional rail capacity in the LOSSAN Rail Corridor. Ultimately, the improvements along this corridor are anticipated to cut travel time along the Express Lanes during peak periods to less than half the No-Build Alternative (approximately 25 minutes vs. 55-70 minutes) and along the existing General Purpose lanes by about one-third (approximately 36-54 minutes versus 55-70 minutes). These improvements will help move the inter-regional goods coming from the rest of the state through this corridor, which, in 2010, totaled 55 million tons, valued at \$44 billion. Cumulative economic benefits, including freight mobility, additional jobs, and enhanced tourism access from the North Coast Corridor improvements are estimated to total between \$4.8 billion and \$9.6 billion over the next 30 years.

We look forward to working with the Commission as it evaluates this proposal. Should you need additional information or have further questions, please feel free to contact me at (619) 699-1990, or SANDAG staff members José A. Nuncio at (619) 699-1908, Sookyung Kim at (619) 699-6909, or Dawn Vettese at (619) 595-5346 if you need additional information.

Sincerely,



GARY L. GALLEGOS  
Executive Director

cc: Laurie Berman, Caltrans District 11  
Bruce DeTerra, Caltrans HQ Programming

GGA/ski/epo



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 www.sandag.org

October 23, 2015

File Number 1500000

Mr. Bruce Roberts Chief  
 State Department of Transportation  
 Division of Rail and Mass Transportation  
 1120 N Street, Mail Stop 74  
 P.O. Box 942874  
 Sacramento, CA 94274-0001  
 Attention: Sadie Smith

MEMBER AGENCIES

- Cities of*
- Carlsbad*
- Chula Vista*
- Coronado*
- Del Mar*
- El Cajon*
- Encinitas*
- Escondido*
- Imperial Beach*
- La Mesa*
- Lemon Grove*
- National City*
- Oceanside*
- Poway*
- San Diego*
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- Santee*
- Solana Beach*
- Vista*
- and*
- County of San Diego*

ADVISORY MEMBERS

- Imperial County*
- California Department of Transportation*
- Metropolitan Transit System*
- North County Transit District*
- United States Department of Defense*
- San Diego Unified Port District*
- San Diego County Water Authority*
- Southern California Tribal Chairmen's Association*
- Mexico*

Dear Mr. Roberts:

**SUBJECT: San Diego Association of Governments Proposal for the 2016 State Transportation Improvement Program for Intercity Rail**

This letter presents the San Diego Association of Governments (SANDAG) proposal for the 2016 State Transportation Improvement Program (STIP). While we understand there is little new programming capacity in the upcoming 2016 STIP for interregional projects, this request illustrates how essential intercity rail projects in the San Diego region are for the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Corridor. We request that you submit to the California Transportation Commission the proposed program outlined in this letter for consideration.

The three projects, outlined in Table 1, would augment the length of double track sections in the 60-mile San Diego segment of the LOSSAN Corridor, which extends from the Orange County line to the Santa Fe Depot in Downtown San Diego, of which approximately one-third remains single track. To date, SANDAG has committed over \$500 million in improvements including double track, track replacements, new platforms, pedestrian undercrossings, and other safety and operations enhancements. During past STIP cycles, Caltrans has partnered with SANDAG to help fund various double track and other reliability improvement projects along this critical corridor. With the 2016 STIP cycle, SANDAG again is looking forward to working with Caltrans to help fund projects that would lead to fully double tracking the entire San Diego segment.

As shown in Table 1, SANDAG requests a total of \$9.5 million for these projects. Two are double track projects: The San Dieguito and Eastbrook to Shell projects are currently funded with Federal Railroad Administration funding to clear the National Environmental Policy Act environmental document. SANDAG's request would fund completion of the design phase for each project. The third project, the Del Mar Bluffs Phase 4 Project, was programmed as part of the 2014 STIP and we request that funding for that project remain as currently programmed. In addition to directly benefiting conventional intercity passenger and freight rail services, these projects within the LOSSAN Corridor are a key feeder for the state's future high-speed train network.

**Table 1: Proposed 2016 Interregional Projects for the San Diego Region (in \$000s)**

<b>Project</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>Total</b>
San Dieguito Double Track, Bridge Replacement (PPNO: 2110)			\$6,400			<b>\$6,400</b>
Eastbrook to Shell Double Track (PPNO: 2109)				\$1,100		<b>\$1,100</b>
Del Mar Bluffs Stabilization Phase 4 (PPNO: 2108)		\$2,000				<b>\$2,000</b>
<b>Total:</b>	<b>\$0</b>	<b>\$2,000</b>	<b>\$6,400</b>	<b>\$1,100</b>	<b>\$0</b>	<b>\$9,500</b>

These projects are part of our regionwide effort to provide much needed congestion relief by adding rail capacity that can facilitate additional train service resulting in increased ridership and greenhouse gas emissions reductions and increase service reliability along the busiest corridor in the state and the second busiest rail corridor in the country. Improvements to the San Diego segment of the LOSSAN rail corridor are part of a corridorwide multimodal program of improvements for the I-5 North Coast Corridor (NCC). The NCC Public Works Plan/Transportation and Resource Enhancement Program were approved by the California Coastal Commission in 2014, further strengthening the commitment for multimodal improvements in the corridor.

Please let us know if you would like the PPRs for the above listed projects. As always, we appreciate the partnership that Caltrans provides in meeting the region and state's intercity rail needs.

Please contact Sookyung Kim at (619) 699-6909 or sookyoung.kim@sandag.org from my staff should you need additional information or clarification. We look forward to working with you.

Sincerely,

  
 GARY L. GALLEGOS  
 Executive Director

GGA/SKI/ais