

2016 State Transportation Improvement Program



North Coast Corridor
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>

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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 projects¹

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:

¹ *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.

Project Name and Location	Description	Summary of Improvements/Benefits
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

Action	Date
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.

Table B1			
Evaluation – Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline) 2012 RTP/SCS Baseline	Projected System Performance (2035 RTP/SCS Plan)
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 ₂ 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.

Project Level Evaluation and Benefits	Current System Performance (Baseline)	Projected I-5 NCC 2035 (No-Build)	Projected I-5 NCC 2035
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

Project Level Evaluation and Benefits	Current System Performance (Baseline)	Projected I-5 NCC 2035 (No-Build)	Projected I-5 NCC 2035
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