

**2022 State Transportation Improvement Program
Regional Transportation Improvement Program
(2022 STIP – RTIP)**

San Diego Association of Governments



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

Dear Mr. Weiss:

Subject: SANDAG 2022 STIP Submittal

On behalf of SANDAG, I am pleased to submit the 2022 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* Program priority projects. At its November 19, 2021, 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 2022 STIP (in \$000s)

Project	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
SR 94/SR 125 Interchange and Operational Improvements - Design	\$6,000					\$6,000
I-15/SR 78 Managed Lanes Connectors -Environmental	\$5,000					\$5,000
HOV Extension, Phase 1, Carlsbad Seg, Pckg 3 (CMGC) - Construction	\$39,063					\$39,063
I-5/I-805 HOV to Managed Lanes Conversion - Design and Construction		\$18,350		\$57,600		\$75,950
Bike Up and Down in Uptown (BUDU) Washington to Mission Valley - Construction	\$7,000					\$7,000
Regional Planning, Programming, and Monitoring	\$1,660	\$1,660	\$1,193	\$1,183	\$1,182	\$6,878
TOTAL	\$58,723	\$20,010	\$1,193	\$58,783	\$1,182	\$139,891

The proposed STIP maintains projects from the 2020 STIP, namely the I-5 North Coast Corridor Project (I-5 NCC). While the STIP funding proposed is for the highway segment, the I-5 NCC is a multi-billion dollar, multi-modal set of projects that includes High Occupancy Vehicles Lanes, widening of lagoon bridges, restoring lagoons, constructing soundwalls, and constructing a bike trail. The project is utilizing the Construction Manager/General Contractor (CM/GC) method of delivery. The project was separated into three packages and two of those packages were advanced by the CTC, leaving one package remaining to fully fund the project.

The proposed STIP also continues to include funds to design the HOV to managed lane conversion project and adds funding for construction of the first phase. This project proposes to fund design and construction for implementation of ITS elements by connecting existing and proposed fiber optics lines and for implementation of the express lanes on I-805, from SR 52 to the I-5/805 merge and on I-5, from the I-5/805 merge to SR 78.

Two projects included in the proposed 2022 STIP were funded with APDE during the 2018 STIP cycle. Those two projects have experienced cost increases to complete and SANDAG proposes to fund these cost increases with county shares from this cycle. These include the SR 94/SR 125 Interchange and Operational Improvements – Design and I-15/SR 78 Managed Lanes Connectors –Environmental.

New to the 2022 STIP is the Bike Up & Down in Uptown (BUDU) project. This project proposes to fund construction of 3.2 miles of protected bikeways, traffic calming, safety improvements and pedestrian improvements closing a missing link between Uptown San Diego to the San Diego Trolley, regional bikeways and adjacent neighborhoods and jobs. The project was previously awarded an SB1 Local Partnership Program competitive grant and STIP funding is being requested to provide the required match.

The other proposed programming is for Planning, Programming, and Monitoring (PPM) at the full 5% of the county share and includes \$676,000 of CRRSAA funding.

As part of the agreed upon procedures to provide more transparency for the regional STIP, SANDAG's website dedicated to the STIP can be found at 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 Sue Alpert of my staff at (619) 595-5318, if you need additional information.

Sincerely,



HASAN IKHRATA
Chief Executive Officer

SALP//

Attachment: SANDAG 2022 STIP Package

cc: Gustavo Dallarda, Caltrans District 11
James Anderson, Caltrans HQ Programming

2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2022 RTIP)

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A. Overview and Schedule

Section 1. Executive Summary

The San Diego region 2022 State Transportation Improvement Program (STIP) continues to focus on delivering TransNet Program priority projects. The proposed STIP continues projects from the APDE element of the 2018 STIP which have experienced cost increases, namely the SR 94/ SR 125 Interchange and Arterial Operational Improvements Design and the 1-15/ SR 78 Managed Lanes Connectors Environmental Phase. The 2022 STIP also continues projects from the 2020 STIP, namely the I-5 North Coast Corridor Project (I-5 NCC) final construction package. The I-5 NCC project is a multi-billion dollar, multi-modal set of projects that includes HOV Lanes (and eventually Managed 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 project is utilizing the Construction Manager/General Contractor (CM/GC) method of delivery. A total request of \$89.063 million for this project in the 2020 STIP was broken up into three packages. The first two packages of \$40 million have been allocated and therefore the 2022 STIP includes the remaining \$39.063 million for package 3. The 2022 STIP also continues the design of the second phase of the I-5 NCC to convert High Occupancy Vehicle (HOV) lanes to Managed Lanes in the corridor with a small cost increase and also adds construction dollars for the I-5 Managed Lanes conversion project. The 2022 STIP adds funds to match the Local Partnership Program construction award to the Uptown Bikeways: Washington to Mission Valley project. Finally, the proposed 2022 STIP includes programming of Planning, Programming, and Monitoring (PPM) funds.

Section 2. General Information

- **Regional Agency Name**
San Diego Association of Governments
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**
- **Regional Agency Website Link:** <http://www.sandag.org>
- **RTIP document link:** <http://www.sandag.org/STIP>
- **RTP link:** <http://www.sdfoward.com>

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Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region’s transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 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. Regional Agency’s Historical and Current Approach to developing the RTIP

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* priority projects ¹

¹*TransNet* is the county-wide sales tax dedicated toward transportation projects passed by voters in 2004.

Section 4. Completion of Prior RTIP Projects (Required per Section 68)

Projects identified in the 2020 STIP are still ongoing.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 18, 2021
Caltrans identifies State Highway Needs	September 15, 20121
Caltrans submits draft ITIP	October 15, 2021
CTC ITIP Hearing, North	November, 2021
CTC ITIP Hearing, South	November, 2021
Regional Agency adopts 2022 RTIP	November 19, 2021
Regions submit RTIP to CTC (postmark by)	December 15, 2021
Caltrans submits ITIP to CTC	December 15, 2021
CTC STIP Hearing, North	January 27, 2022
CTC STIP Hearing, South	February 3, 2022
CTC publishes staff recommendations	February 28, 2022
CTC Adopts 2020 STIP	March 23-24, 2022

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 G of the RTP website link noted above. Appendix H details the public outreach to low-income, minority groups, and others who may face challenges participating in the planning process through community-based workshops that implement SANDAG policy on Social Equity and Environmental Justice.

Due to the COVID-19 pandemic, a special emphasis was placed on providing opportunities to engage virtually. Every SANDAG meeting held for working groups and advisory committees was posted online; separate workshops were held both during daytime and in the evening throughout San Diego County starting in May 2019 through December 2021. Appendix I of the RTP describes the Tribal Consultation. Outreach also included a dedicated website with interactive elements, a series of webinars, videos, and public opinion surveys. SANDAG also opened a dedicated Vision Lab, open to the public, where the plan was developed, and frequent presentations were given.

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

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

Caltrans District: 11

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. SANDAG also collaborates with Caltrans Division of Rail and Mass Transportation regarding intercity rail needs.

SANDAG and District 11 collaborate and continuously submit requests for funding for projects that meet the interregional criteria as discussed in Section 8.

SANDAG and District 11 also collaborate on new statewide initiatives including the Highway to Boulevard conversion program as discussed in Section 10.

B. 2022 STIP Regional Funding Request

Section 6. 2022 STIP Regional Share and Request for Programming

A. 2022 Regional Fund Share Per 2022 STIP Fund Estimate

The San Diego Association of Government's target share per the STIP Fund estimate is \$57.307 million, with a maximum share of \$78.316 million. In addition, there remains an unallocated balance of \$.676 million of COVID relief funds for PPM.

B. Summary of Requested Programming

Project Name and Location	Project Description	Requested RIP Amount
SR 94/SR 125 Connector	At Route 94/125 in Lemon Grove in San Diego County, construct southbound Route 125 to eastbound Route 94 freeway connector ramp.	\$6,000
I-15/SR 78 Managed Lanes Connector	In San Diego County in & near Escondido and in San Marcos on Route 15 from 0.4 mile south of Hale Ave. OC to 0.5 mile north of Route 15/78 separation and on Route 78 from 0.3 mile west of Twin Oaks Valley OC to 0.2 mile west of the Rock Springs Rd. OC. Managed Lanes connectors and operational improvements.	\$5,000
I-5 North Coast Corridor 2 HOV Lanes	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.	\$39,063
I-5 NCC Conversion of HOV to Managed Lanes	On the 805, from SR-52 to the I-5/805 merge. And on the I-5, from the I-5/805 merge to SR-78, implementation of ITS elements by connecting existing and proposed fiber optics lines and to implement the managed lanes.	\$75,950
Bike Up and Down in Uptown (BUDU) – Connection Uptown San Diego to the Region by Bike (Uptown Bikeways: Washington to Mission Valley)	Construction of 3.2 miles of protected bikeways, traffic calming, safety improvements, and pedestrian improvements closing a missing link between Uptown San Diego to the San Diego Trolley, regional bikeways, and adjacent neighborhoods and jobs. The project is located within the City of San Diego primarily along Washington Street, Third Avenue, Bachman Place, and Hotel Circle.	\$7,000
Regional Planning, Programming, and Monitoring		\$6,202

Project Name and Location	Project Description	Requested CRRSAA Amount
Regional Planning, Programming, and Monitoring		\$676

Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects

Provide narrative on other funding included with the delivery of projects included in your RTIP. Discuss if project’s other funds will require Commission approval for non-proportional spending allowing for the expenditure of STIP funds before other funds (sometimes referred to as sequential spending).

Major capital projects delivered with STIP funding often require non-STIP funds to fully fund a phase of work. For most projects, the STIP funds are leveraged by local sales tax and federal formula funds. Several of the projects, including the SR 94/125 Connector, the 1-15/SR 78 HOV Direct Connector and Bike Up and Down in Uptown (BUDU) projects are funded with formula and competitive SB1 funding.

Request to use non-proportional funding for BUDU to expend LPP funds prior to STIP-RIP funds.

Proposed 2022 RTIP	Total RTIP	ITIP	STBG/CMAQ	Other Funding			Local Sales Tax	Total Project Cost
				CRRSSA	TCRP	OTHER STATE*		
SR 94/SR 125 Connector	\$13,948		\$6,000		\$6,352	\$4,000	\$3,940	\$34,240
I-15/SR 78 HOV Direct Connector	\$12,000		\$9,300			\$8,700	\$1,511	\$31,511
I-5 NCC 2 HOV Lanes	\$89,063		\$19,069			\$6,744		\$114,876
I-5 NCC Conversion of HOV to Managed Lanes	\$75,950		\$64,650			\$23,300	\$6,250	\$170,150
Bike Up and Down in Uptown (BUDU) – Connection Uptown San Diego to the Region by Bike	\$7,000					\$7,000	\$2,521	\$16,521
PPM	\$6,202			\$676				\$6,878
Totals	\$204,839		\$99,019		\$6,352	\$26,444	\$7,920	-

Notes: *OTHER STATE includes future formula SB1 funds, SHOPP and anticipated future STIP funds.

Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs

The purpose of the Interregional Transportation Improvement Program (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.

No new ITIP funding was requested by SANDAG during this 2022 STIP cycle, there are still significant needs in the region particularly at the Border and in the LOSSAN Rail Corridor. The 2022 ITIP includes the San Onofre to Pulgas project construction as carried over from the 2020 ITIP.

SANDAG, in cooperation with Caltrans, continues to investigate potential opportunities for improvements to interregional connections between San Diego and Orange County on the I-5 Corridor, between San Diego and Riverside County on the I-15 Corridor, San Diego and Imperial County on the I-8 Corridor and on the critical freight and passenger Coastal Rail Corridor.

Section 9. Projects Planned Within Multi-Modal Corridors

Caltrans and regional transportation agencies prepare corridor plans to identify multi-modal transportation projects that will meet state, regional, and local goals and benefit corridors around the state. 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 addressed in the Transportation & Resource Enhancement Program & Public Works Plan (TREP/PWP) which is the comprehensive multi-modal plan. Projects planned or underway would complement this project.

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Section 10. Highways to Boulevards Conversion Pilot Program

Identify potential state routes within the region that might be potential candidates for a highways to boulevards conversion pilot program (see section 20G).

Caltrans, in coordination with local and regional governments, and community-based organizations will, where feasible and permissible, explore opportunities to develop policy and a Reconnecting Communities Program to address racial equity, barriers to opportunity, and burdens

from the transportation system. Caltrans district has identified the San Diego – Portside Community as a possible pilot location to reconnect community and District 11 is seeking funding to study the feasibility of this area for a pilot location.

The Portside Community includes the neighborhoods of Barrio Logan, Logan Heights, Sherman Heights, Southcrest/Shelltown in the City of San Diego, and West National City within National City. This community along with communities in the Los Angeles region are some of the clearest examples of the damage highway construction has caused in California. These low-income and minority neighborhoods are adjacent to the San Diego Working Waterfront, compromised by the Port of San Diego, shipyards, and Navy Base San Diego. The community is impacted by emissions from the local port, freight, rail, and other industries contributing to high cumulative air pollution exposure such as metal recyclers, welding shops, and auto body repair and paint shops located very close to homes. Furthermore, there is a large volume of truck traffic from Interstates I-5 and I-15 nearby. According to the California Air Resources Board, sensitive receptors in the community include 24 schools, 16 daycare facilities, and two hospitals. The community experiences some of the highest rates of asthma, poverty, and unemployment in the region.

Interstate 5 and SR 75 have long divided the Barrio Logan neighborhood by causing an increase in industrialization and displacing 1,500 families. We now see how certain developments centered greater access and benefits for some communities while disproportionately limiting others. For example, residents of the City of Coronado noted that the Coronado Bridge led to an increase in property values because it provided better access to San Diego County and allowed people to commute from Coronado. However, that benefit did not extend to Barrio Logan or Logan Heights that were divided in the bridge development.

The Barrio Logan/Logan Heights community has a legacy of strong community commitment to social, environmental and transportation justice. The community successfully championed Chicano Park in 1970 under the I-5/SR-75 interchange that had laid vacant for years after the clearing of the neighborhood for the freeways. This park is now a National Historic Landmark. About a mile south east of Barrio Logan in the Southcrest neighborhood the community repurposed land originally cleared for freeway use and then abandoned in the 1970s. Southcrest Trails Park is situated on former right-of-way for the proposed SR 252 and opened in 2018. This legacy of community resilience serves as an example for successful, ongoing context-sensitive solutions that meet needs for both local and interregional travelers. And these resilient communities and their organizations will be paramount in the success of this pilot.

The neighborhoods of Barrio Logan, Logan Heights, Sherman Heights, and Southcrest are all considered APPs. This represents approximately 89,000 Californians living in APPs.

C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

Section 11. Regional Level Performance Evaluation (per Section 19A of the guidelines)

Provide an evaluation of system performance and how your RTIP furthers the goals of the region's RTP, and if applicable, your Sustainable Communities Strategy 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 relevant data and tools area available, the performance measures listed in Table B1 below may be reported.

Regions outside a MPO shall include any of the measures listed in Table B1 (below) that the region currently monitors. A region outside a MPO (or a small MPO) may request, and Caltrans shall provide, data on these measures relative to the state transportation system in that region.

As an alternative, a region outside a MPO (or a small MPO) may use the Performance Monitoring Indicators identified in the Rural Counties Task Force's Rural and Small Urban Transportation Planning study dated June 3, 2015. These include: Total Accident Cost, Total Transit Operating Cost per Revenue Mile, Total Distressed Lane Miles, and Land Use Efficiency (total developed land in acres per population).

The evaluation of overall performance shall include a qualitative or quantitative assessment of how effective the RTIP or the ITIP is in addressing or achieving the goals, objectives and standards which correspond to the relevant horizon years within the region's RTP or Caltrans ITSP that covers the 5-year STIP period. Caltrans' evaluation of the ITIP shall also address ITIP consistency with the RTPs.

In addition, each region with an adopted Sustainable Communities Strategy (SCS) or Alternate Planning Scenario (APS) shall include a discussion of how the RTIP relates to its SCS or APS. This will include a quantitative or qualitative assessment of how the RTIP will facilitate implementation of the SCS or APS and also identify any challenges the region is facing in implementing its SCS or APS. In a region served by a multi-county transportation planning organization, the report shall address the portion of the SCS or APS relevant to that region. As part of this discussion, each region shall identify any proposed or current STIP projects that are exempt from SB 375.

I-5 NCC and the Regional Bikeway Program of Projects are 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.

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

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.

Bike Up and Town in Uptown is part of the Regional Bicycle Plan Early Action Program included in the SCS and addresses greenhouse gas emission reduction by providing alternative transportation options.

Goal	Indicator/Measure	Current System Performance (Baseline) 2012 RTP/SCS Baseline	Projected System Performance (2035 RTP/SCS Plan)
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita	25.2	23.5
	Percent of congested VMT (VOC>0.75)	14.8%	15.6%
	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	0.1241 per 1,000 VMT	0.1246 per 1,000 VMT
Economic Vitality	Percent of housing and jobs within a 0.5-mile 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: 27 min Carpool: 25 min Transit: 50 min Bike: 19 min Walk: 19 min Total Average: 28 min	Drive Alone: 28 min Carpool: 25 min Transit: 47 min Bike: 20 min Walk: 19 min Total Average: 27.5 min
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

[2015 Regional Plan/SCS](#)

Section 12. Regional and Statewide Benefits of RTIP

[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.

In addition, an important contribution to the RTP's benefits come from active transportation. The Bike Up and Down in Uptown project is the number one ranked project in the SANDAG Bike Early Action Program which close gaps in the active transportation network. The connections made by the BUDU project enable trips of longer distance, provide access to the network from additional communities, and encourage multimodal trip-taking by connecting people walking and riding a bike to local and regional transit.

D. Performance and Effectiveness of RTIP

Section 13. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

Per Section 19B and Appendix 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 or B2a below to evaluate cost-effectiveness of projects proposed in the STIP on a regional level.

I-5 North Coast Corridor			
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: two reconstructed bridges (San Elijo/Manchester, Batiquitos)
Change in Vehicle Miles Traveled (VMT)	5.53 million VMT	6.54 million VMT	6.83 million VMT
Change in a.m. and p.m. peak period congested Vehicle Hours Driven (VHD) (at or below 35 mph)	8,110 VHD	19,070 VHD	10,140 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
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

Bike Up and Down in Uptown (BUDU)			
Goal	Indicator/Measure	Build	Future No Build
Throughput	Bicyclist/Pedestrian Daily Trips	# of Bikes 10,955	# of Bikes 1,794
		# of Pedestrians 10,421	# of Pedestrians 5,541
Safety	Fatalities and serious injuries	0	31
Environmental Sustainability	CO ₂ emissions reduction per capita	N/A	12.04 lb/day 45.9% reduction from 2012
Changes to Built Environment	Indicator/Measure	Benefits or Performance Improvement at Project Completion	
New or upgraded bicycle lane/sidewalk miles	Miles	2.15	
New or reconstructed intersections		7	

Section 14. Project Specific Evaluation (Required per Section 19D)

Each RTIP shall include a project specific benefit evaluation for each new project proposed that estimates its benefits to the regional system from changes to the built environment, including, but limited to the items listed on page 10 of the STIP Guidelines. A project level evaluation shall be submitted for projects for which construction is proposed if:

- The total amount of existing and proposed STIP for right-of-way and/or construction of the project is \$15 million or greater, or
- The total project cost is \$50 million or greater.

The project level benefit evaluation shall include a Caltrans generated benefit/cost estimate, including life cycle costs for projects proposed in the ITIP. For the RTIP, the regions may choose between the Caltrans estimate and their own estimate (explain why the Caltrans estimate was not used). The project level benefit evaluation must explain how the project is consistent with Executive Order B-30-15 (Climate Change), including a description of any actions taken to protect the state's most vulnerable populations. The evaluation shall be conducted by each region and by Caltrans before the RTIPs and the ITIP are submitted to the Commission for incorporation into the STIP.

The STIP Guidelines state that this evaluation should be included in the PPRs. For projects implemented by Caltrans, SANDAG uses the Caltrans estimate.

E. Detailed Project Information

Section 15. Overview of Projects Programmed with RIP Funding

Design of the Route 94/125 Interchange and Arterial Operational Improvements: This project designs the southbound SR 125 to eastbound SR 94 direct connector between Lemon and Kenwood Drive. This project was originally programmed in the 2018 STIP using APDE funds. The project experienced a cost increase to design due to geotechnical issues that were discovered.

I-15/SR 78 Managed Lanes Connectors -Environmental: Develop the final environmental document for the High-Occupancy Vehicle/Managed Lanes direct connectors at SR 78 and I-15 for northbound-to-westbound and eastbound-southbound traffic and managed lanes between the connector and Twin Oaks Valley Road. This project was originally programmed in the 2018 STIP using APDE funds. The project experienced a cost increase to the environmental phase as the level of environmental document was changed from an IS to an EIR. Long-lead design studies are being incorporated in the Environmental Phase to minimize schedule impact to PS&E,

Interstate 5 (I-5) North Coast Corridor (NCC): This project proposes to fund construction of 2 HOV lanes from Palomar Airport Road to SR 78. Additional elements of work include soundwalls, bike paths, and required landscape mitigation. In the 2020 STIP the request was broken into three packages. The first two packages were advanced in 2021 and allocated leaving one remaining package. Total proposed 2022 STIP funding is about \$39 million.

I-5 HOV Conversion to Managed Lanes: This project proposes to fund design and construction for implementation of ITS elements by connecting existing and proposed fiber optics lines and for implementation of the managed lanes on I- 805, from SR-52 to the I-5/805 merge and on I-5, from the I-5/805 merge to SR-78. Total proposed 2022 STIP funding is \$75.95 million.

The Bike Up & Down in Uptown (BUDU) project: This project proposes to fund construction of 3.2 miles of protected bikeways, traffic calming, safety improvements and pedestrian improvements closing a mission link between Uptown San Diego to the San Diego Trolley, regional bikeways and adjacent neighborhoods and jobs.

Regional Planning, Programming, and Monitoring: Regions are eligible to program up to 5 percent for PPM. Activities supported by these funds in the upcoming years include development, completion, and implementation of the Regional Transportation Plan. Total proposed 2022 STIP funding is about \$6.9 million.

Project	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
Route 94/125 Interchange and Arterial Operational Improvements - Design	\$6,000					\$6,000
I-15/SR 78 Managed Lanes Connectors -Environmental	\$5,000					\$5,000
HOV Extension, Phase 1, Carlsbad Seg, Pckg 3 (CMGC) - Construction	\$39,063					\$39,063
I-5/I-805 HOV to Managed Lanes Conversion – Design, ROW and Construction		\$18,350		\$57,600		\$75,950
Bike Up and Down in Uptown (BUDU) Washington to Mission Valley - Construction	\$7,000					\$7,000
Regional PPM	\$1,660	\$1,660	\$1,193	\$1,183	\$1,182	\$6,878
Total Proposed 2022 STIP Programming	\$58,723	\$20,010	\$1,193	\$58,783	\$1,182	\$139,891

F. Appendices

Section 16. Projects Programming Request Forms (Provide Cover Sheet) – Regional Agencies will add their PPRs in this section for each project included in the RTIP, whether it is a project reprogrammed from the 2022 STIP, or a new project.

2022 STIP – RTIP Proposals

EPPR PPNO 0615I: I-5 North Coast Corridor HOV Extension – Phase 1 – Carlsbad Seg, Package 3 (CMGC)

Caltrans Benefit/Cost Summary: I-5 North Coast Corridor 2 HOV

EPPR PPNO 1410: I-5 HOV Conversion to Express Lanes

EPPR PPNO TBD: Bike Up and Down in Uptown (BUDU)

Caltrans Benefit/Cost Summary: Bike Up and Down in Uptown (BUDU)

EPPR PPNO 7402: Planning, Programming & Monitoring

2022 STIP – RTIP Ongoing Projects

EPPR PPNO 0615: Route 5 Widening for HOV, Mixed Flow & Aux Lanes

EPPR PPNO 0615E: I-5 North Coast Corridor Extension – Phase 1 – Encinitas HOV

EPPR PPNO 0615G: I-5 North Coast Corridor HOV Extension – Phase 1 – Carlsbad
Seg, Package 1 (CMGC)

EPPR PPNO 0615H: I-5 North Coast Corridor HOV Extension – Phase 1 – Carlsbad
Seg, Package 2 (CMGC)

EPPR PPNO 1139: I-15/SR78 HOV/Express Lane Connectors

EPPR PPNO 0356: Route 94/125 Connector

EPPR PPNO 1286: I-805 North Operational Improvements

Section 17. Board Resolution or Documentation of 2022 RTIP Approval (Provide Cover Sheet) – Agencies will add their resolution or meeting minutes.

Appendix

Section 16

Project Programming Requests

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	09/08/2021 21:17:57	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other							
District	EA	Project ID	PPNO	Nominating Agency			
11	2T359	1120000151	0615I	Caltrans District 11			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
San Diego	5	37.400	R 52.600				
				MPO	Element		
				SANDAG	Capital Outlay		
Project Manager/Contact			Phone	Email Address			
Mohamad Khatib			619-688-6654	mohamad_khatib@dot.ca.gov			

Project Title

I-5 North Coast Corridor HOV Extension, Phase 1, Carlsbad Seg, Package 3 (CMGC)

Location (Project Limits), Description (Scope of Work)

In the city of Carlsbad from Palomar Airport Road to SR-78.
 Package 3- Construct community enhancements; soundwall and Plant Establishment

Component	Implementing Agency
PA&ED	Caltrans District 11
PS&E	Caltrans District 11
Right of Way	Caltrans District 11
Construction	Caltrans District 11

Legislative Districts

Assembly:	76	Senate:	36	Congressional:	49
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	03/01/2001	03/01/2001
Circulate Draft Environmental Document Document Type EIS	06/28/2010	06/28/2010
Draft Project Report	02/23/2009	02/23/2009
End Environmental Phase (PA&ED Milestone)	08/30/2014	08/30/2014
Begin Design (PS&E) Phase	07/01/2019	07/01/2019
End Design Phase (Ready to List for Advertisement Milestone)	05/22/2020	05/22/2020
Begin Right of Way Phase	03/01/2019	03/01/2019
End Right of Way Phase (Right of Way Certification Milestone)	02/28/2020	02/28/2020
Begin Construction Phase (Contract Award Milestone)	07/01/2022	07/01/2022
End Construction Phase (Construction Contract Acceptance Milestone)	12/01/2023	08/05/2024
Begin Closeout Phase	12/13/2024	08/01/2025
End Closeout Phase (Closeout Report)	12/03/2025	08/12/2027

Date 09/08/2021 21:17:57

Purpose and Need

Maintain or improve existing and future traffic operations on I-5 North Coast Corridor (NCC) and to provide for the safe, efficient and reliable regional movement of people and goods for the design year of 2030.

As one of only two north-south transportation corridors in San Diego, the NCC is an economic lifeline handling more than 700,000 daily trips, including commuters, goods movement, visitors, and recreational users. The NCCs unique coastal location means it provides primary access to 27 miles of beaches and other coastal recreational areas.

PPNO 0615 is the parent project that environmentally cleared the I-5 NCC 27-mile program. PPNO 0615C was created for Phase 1 of the I-5 NCC, HOV lanes from Lomas Santa Fe Dr to SR-78, and is one of the 6 CMGC pilot projects. Construction projects have since split from 0615C.

This PPR reflects the split of the Carlsbad HOV Segment 4. This PPR is for CONSTRUCTION FUNDING only. Design and ROW funds are identified under PPNO 0615C. The Scope for this PPNO includes construction of one HOV lane in each direction, community enhancements, and soundwalls.

Project split into 3 children projects based on STIP availability to deliver the project (PPNO 0615G split into 0615G – FY21 , 0615H – FY22, 0615I – FY23). Outputs/Outcomes have changed because they have already been delivered under previous construction projects.

NHS Improvements <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class 1	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
State Highway Road Construction	Pedestrian/Bicycle facilities miles constructed	Miles	0.86

Date 09/08/2021 21:17:57

Additional Information

DRAFT

Performance Indicators and Measures

Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
11	San Diego	5	2T359	1120000151	0615I

Project Title

I-5 North Coast Corridor HOV Extension, Phase 1, Carlsbad Seg, Package 3 (CMGC)

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									Caltrans District 11
PS&E									Caltrans District 11
R/W SUP (CT)									Caltrans District 11
CON SUP (CT)			7,031					7,031	Caltrans District 11
R/W									Caltrans District 11
CON			32,032					32,032	Caltrans District 11
TOTAL			39,063					39,063	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)			7,031					7,031	
R/W									
CON			32,032					32,032	
TOTAL			39,063					39,063	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governmen
PS&E									
R/W SUP (CT)									
CON SUP (CT)			7,031					7,031	
R/W									
CON			32,032					32,032	
TOTAL			39,063					39,063	

Proposed Funding (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)			7,031					7,031	
R/W									
CON			32,032					32,032	
TOTAL			39,063					39,063	

Complete this page for amendments only

Date 09/08/2021 21:17:57

District	County	Route	EA	Project ID	PPNO
11	San Diego	5	2T359	1120000151	0615I

SECTION 1 - All Projects

Project Background

The project is a component of the larger I-5 NCC parent project (PPNO 0615) which environmentally cleared the 27-mile corridor in August of 2014. The design of I-5 NCC project was split into 0615C covering the scope of Phase 1 HOV Lanes under the CMGC procurement method. The construction components have been split out into 0615E, F, G, H, I. These components along with rail and environmental enhancements make up the \$870M programmed, referred to as "Build NCC", that is co-sponsored by SANDAG and Caltrans District 11. The project, Carlsbad HOV (0615G), provides the crucial missing link in the region's express lane system linking the region's largest job center to residential areas in the north. To date, 10 miles is under construction. This project constructs the remaining 4 miles.

The original project scope under the CMGC program identified projects 0615G (Segment 4, Package 1) and 0615H (Segment 4, Package 2) and 0615I (Segment 4, Package 3) as one project. Due to projected STIP availability and in coordination with HQ programming, the region, and commission staff the projects were split into three.

Programming Change Requested

Reason for Proposed Change

To account for one year of Plant Establishment within the contract.

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

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Request to amend Project schedule to align with the combined projects and account for one year of Plant Establishment.

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

SECTION 3 - All Projects

Attachments

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

District: **D11**

PROJECT: **I-5 North Coast: Widening for HOV, Mixed Flow & Aux Lanes**

EA:	1100000159
PPNO:	0615
Project ID:	1100000159

3	INVESTMENT ANALYSIS SUMMARY RESULTS																																																												
<table border="1"> <tr> <td>Life-Cycle Costs (mil. \$)</td> <td>\$614.1</td> </tr> <tr> <td>Life-Cycle Benefits (mil. \$)</td> <td>\$2,708.5</td> </tr> <tr> <td>Net Present Value (mil. \$)</td> <td>\$2,094.5</td> </tr> <tr> <td>Benefit / Cost Ratio:</td> <td>4.4</td> </tr> <tr> <td>Rate of Return on Investment:</td> <td>26.7%</td> </tr> <tr> <td>Payback Period:</td> <td>3 years</td> </tr> </table>		Life-Cycle Costs (mil. \$)	\$614.1	Life-Cycle Benefits (mil. \$)	\$2,708.5	Net Present Value (mil. \$)	\$2,094.5	Benefit / Cost Ratio:	4.4	Rate of Return on Investment:	26.7%	Payback Period:	3 years	<table border="1"> <thead> <tr> <th>ITEMIZED BENEFITS (mil. \$)</th> <th>Passenger Benefits</th> <th>Freight Benefits</th> <th>Total Over 20 Years</th> <th>Average Annual</th> </tr> </thead> <tbody> <tr> <td>Travel Time Savings</td> <td>\$1,100.3</td> <td>\$95.9</td> <td>\$1,196.2</td> <td>\$59.8</td> </tr> <tr> <td>Veh. Op. Cost Savings</td> <td>\$279.6</td> <td>-\$20.2</td> <td>\$259.4</td> <td>\$13.0</td> </tr> <tr> <td>Accident Cost Savings</td> <td>\$1,182.9</td> <td>\$49.5</td> <td>\$1,232.4</td> <td>\$61.6</td> </tr> <tr> <td>Emission Cost Savings</td> <td>\$31.5</td> <td>-\$10.9</td> <td>\$20.6</td> <td>\$1.0</td> </tr> <tr> <td>TOTAL BENEFITS</td> <td>\$2,594.3</td> <td>\$114.2</td> <td>\$2,708.5</td> <td>\$135.4</td> </tr> <tr> <td colspan="3">Person-Hours of Time Saved</td> <td>128,254,778</td> <td>6,412,739</td> </tr> <tr> <td colspan="3">CO₂ Emissions Saved (tons)</td> <td>550,795</td> <td>27,540</td> </tr> <tr> <td colspan="3">CO₂ Emissions Saved (mil. \$)</td> <td>\$18.8</td> <td>\$0.9</td> </tr> </tbody> </table>			ITEMIZED BENEFITS (mil. \$)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual	Travel Time Savings	\$1,100.3	\$95.9	\$1,196.2	\$59.8	Veh. Op. Cost Savings	\$279.6	-\$20.2	\$259.4	\$13.0	Accident Cost Savings	\$1,182.9	\$49.5	\$1,232.4	\$61.6	Emission Cost Savings	\$31.5	-\$10.9	\$20.6	\$1.0	TOTAL BENEFITS	\$2,594.3	\$114.2	\$2,708.5	\$135.4	Person-Hours of Time Saved			128,254,778	6,412,739	CO₂ Emissions Saved (tons)			550,795	27,540	CO₂ Emissions Saved (mil. \$)			\$18.8	\$0.9
Life-Cycle Costs (mil. \$)	\$614.1																																																												
Life-Cycle Benefits (mil. \$)	\$2,708.5																																																												
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Person-Hours of Time Saved			128,254,778	6,412,739																																																									
CO₂ Emissions Saved (tons)			550,795	27,540																																																									
CO₂ Emissions Saved (mil. \$)			\$18.8	\$0.9																																																									

Should benefit-cost results include:

1) Induced Travel? (y/n) Default = Y

2) Vehicle Operating Costs? (y/n) Default = Y

3) Accident Costs? (y/n) Default = Y

4) Vehicle Emissions? (y/n) Default = Y
includes value for CO₂e

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	12/15/2021 12:59:17
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
11			1410	Caltrans District 11		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
San Diego	805	23.600	28.700			
San Diego	5	30.700	51.300	MPO	Element	
				SANDAG	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Mohamad Khatib			619-688-6654	mohamad.khatib@dot.ca.gov		

Project Title

I-5 HOV Conversion to Express Lanes

Location (Project Limits), Description (Scope of Work)

On the 805, from SR-52 to the I-5/805 merge. And on the I-5, from the I-5/805 merge to SR-78, implementation of ITS elements by connecting existing and proposed fiber optics lines and to implement the express lanes.

Component	Implementing Agency
PA&ED	Caltrans District 11
PS&E	Caltrans District 11
Right of Way	Caltrans District 11
Construction	Caltrans District 11

Legislative Districts

Assembly:	73,74,75	Senate:	38,39	Congressional:	49,50
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	03/01/2001	03/01/2001
Circulate Draft Environmental Document Document Type EIR/EIS	06/01/2010	06/01/2010
Draft Project Report	10/31/2013	10/31/2013
End Environmental Phase (PA&ED Milestone)	08/30/2014	08/30/2014
Begin Design (PS&E) Phase	07/01/2024	07/01/2024
End Design Phase (Ready to List for Advertisement Milestone)	07/01/2026	07/01/2026
Begin Right of Way Phase		07/01/2024
End Right of Way Phase (Right of Way Certification Milestone)		01/03/2028
Begin Construction Phase (Contract Award Milestone)		01/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)		02/28/2031
Begin Closeout Phase		07/05/2032
End Closeout Phase (Closeout Report)		12/30/2033

Date 12/15/2021 12:59:17

Purpose and Need

Maintain and/or improve the existing and future traffic operations in the I-t North Coast Corridor and to provide for the safe and efficient regional movement of people and goods for the design year of 2030.

NHS Improvements YES NO Roadway Class 1 Reversible Lane Analysis YES NO
 Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
TMS (Traffic Management Systems)	Communications (fiber optics)	Miles	6.4
TMS (Traffic Management Systems)	Software and hardware systems	EA	1

Performance Indicators and Measures

Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
11	San Diego, San Diego	805, 5			1410

Project Title

I-5 HOV Conversion to Express Lanes

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									Caltrans District 11
PS&E				16,650				16,650	Caltrans District 11
R/W SUP (CT)				1,400				1,400	Caltrans District 11
CON SUP (CT)						20,600		20,600	Caltrans District 11
R/W				2,100				2,100	Caltrans District 11
CON						84,250		84,250	Caltrans District 11
TOTAL				20,150		104,850		125,000	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									
PS&E				16,650				16,650	
R/W SUP (CT)				1,400				1,400	
CON SUP (CT)						26,758		26,758	
R/W				2,100				2,100	
CON						123,242		123,242	
TOTAL				20,150		150,000		170,150	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E				14,500				14,500	
R/W SUP (CT)				1,400				1,400	
CON SUP (CT)									
R/W				2,100				2,100	
CON									
TOTAL				18,000				18,000	

Proposed Funding (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									
PS&E				14,850				14,850	
R/W SUP (CT)				1,400				1,400	
CON SUP (CT)						8,000		8,000	
R/W				2,100				2,100	
CON						49,600		49,600	
TOTAL				18,350		57,600		75,950	

Fund #4:		CMAQ - Congestion Mitigation (Committed)							Program Code	
Existing Funding (\$1,000s)										
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency	
E&P (PA&ED)									San Diego Association of Governmen	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)						1,000		1,000		
R/W										
CON						4,500		4,500		
TOTAL						5,500		5,500		
Fund #5:		RSTP - STP Local (Committed)							Program Code	
Existing Funding (\$1,000s)										
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency	
E&P (PA&ED)									San Diego Association of Governmen	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)						9,150		9,150		
R/W										
CON						50,000		50,000		
TOTAL						59,150		59,150		

Fund #6:	Local Funds - Local Transportation Funds - Future (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									San Diego Association of Governmen
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)						7,608		7,608	
R/W									
CON						15,692		15,692	
TOTAL						23,300		23,300	

Complete this page for amendments only

Date 12/15/2021 12:59:17

District	County	Route	EA	Project ID	PPNO
11	San Diego, San Diego	805, 5			1410

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

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

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/14/2021 13:10:04
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
11				San Diego Association of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Diego					
				MPO	Element
				SANDAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Daniel Veeh			619-699-7317	dve@sandag.org	

Project Title

Bike Up & Down in Uptown (BUDU) - Connection Uptown San Diego to the Region by Bike

Location (Project Limits), Description (Scope of Work)

Construction of 3.2 miles of protected bikeways, traffic calming, safety improvements, and pedestrian improvements closing a missing link between Uptown San Diego to the San Diego Trolley, regional bikeways and adjacent neighborhoods and jobs. The project is located within the City of San Diego primarily along Washington Street, Third Avenue, Bachman Place and Hotel Circle.

Component	Implementing Agency
PA&ED	San Diego Association of Governments
PS&E	San Diego Association of Governments
Right of Way	San Diego Association of Governments
Construction	San Diego Association of Governments

Legislative Districts

Assembly:	78	Senate:	39	Congressional:	52,53
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		10/01/2012
Circulate Draft Environmental Document	Document Type CE	
Draft Project Report		07/22/2016
End Environmental Phase (PA&ED Milestone)		07/22/2016
Begin Design (PS&E) Phase		07/22/2016
End Design Phase (Ready to List for Advertisement Milestone)		09/30/2021
Begin Right of Way Phase		07/22/2016
End Right of Way Phase (Right of Way Certification Milestone)		10/01/2020
Begin Construction Phase (Contract Award Milestone)		04/01/2022
End Construction Phase (Construction Contract Acceptance Milestone)		01/30/2024
Begin Closeout Phase		02/01/2024
End Closeout Phase (Closeout Report)		02/01/2025

Date 12/14/2021 13:10:04

Purpose and Need

BUDU is part of the SANDAG Regional Bike Plan Early Action Program (Bike EAP), a 10-year effort to expand the regional bike network and complete high-priority bikeway projects approved in Riding to 2050: The San Diego Regional Bike Plan (Bike Plan). The Bike Plan and Bike EAP are part of the region's efforts to make riding a bike a viable, attractive choice for everyday trips by everyday people.

For those unfamiliar with San Diego topography, the step canyon walls create an unpassable barrier to anyone not in a car and too often the only viable connections are via highways and high-speed roads, which lack even the most basic elements like sidewalks and bike lanes. Uptown San Diego sits atop a natural mesa with steep canyon slopes along the northern and western boundaries of the community. They adjacent Five Points and Mission Valley communities are significantly lower in elevation.

Washington Street and Bachman Place are roadways that connect Uptown San Diego to Five Points to the west and Mission Valley to the north. While these roadways lack pedestrian and bike infrastructure, there are no viable alternative for travel between Uptown San Diego and adjacent communities to the north and west without miles of out-of-direction travel. In general, these roadways lack bike and pedestrian facilities, have dangerous conflict zones, there are confusing intersections with high traffic volumes and poor sight lines. Both have a deficient bus stop and have a long history of traffic collisions resulting in injuries or deaths to people riding bikes or walking.

The BUDU project will make riding a bike more convenient, attractive, and safe for people travelling between Uptown San Diego and adjacent communities. Additionally, the traffic calming elements in the proposed project will benefit people walking, biking, driving and accessing transit by making roadways safer for all users. Within the last five years, there have been 31 traffic-related injuries and deaths to people walking and riding bikes within the project areas. Proposed improvements are designed to address safety issues to break the pattern of traffic-related injuries and deaths. By making riding a bike and walking viable choices for everyday trips, the proposed project will strengthen local, regional, and state efforts to reduce greenhouse gas (GHG) and air pollutant emissions through reductions in vehicle miles traveled (VMT).

NHS Improvements YES NO Roadway Class NA Reversible Lane Analysis YES NO

Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	3.2
Active Transportation	Crosswalk	EA	48
Active Transportation	# Signs, lights, greenway, or other safety / beautification	EA	230
Active Transportation	Crossing Island	EA	2

Date 12/14/2021 13:10:04

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	0.04	0	0.04
			PM 10 Tons	0.045	0	0.045
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	10,352.745	0	10,352.745
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	0.951	0	0.951
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	0.103	0	0.103
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	29,481	0	29,481
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	1.46	0	1.46
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	254,705	0	254,705
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	2,643	0	2,643
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	154	0	154
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	24.9	0	24.9

District	County	Route	EA	Project ID	PPNO
11	San Diego				

Project Title

Bike Up & Down in Uptown (BUDU) - Connection Uptown San Diego to the Region by Bike

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									San Diego Association of Governmen
PS&E									San Diego Association of Governmen
R/W SUP (CT)									San Diego Association of Governmen
CON SUP (CT)									San Diego Association of Governmen
R/W									San Diego Association of Governmen
CON									San Diego Association of Governmen
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E	2,521							2,521	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	7,000	7,000						14,000	
TOTAL	9,521	7,000						16,521	

Fund #1:	State SB1 LPP - Local Partnership Program - Competitive program (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	7,000							7,000	
TOTAL	7,000							7,000	

Fund #2:	RIP - STIP Advance Construction (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									1:1 match for LPP
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		7,000						7,000	
TOTAL		7,000						7,000	

Fund #3:	Local Funds - TRANSNET (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governmen
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	2,521							2,521	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,521							2,521	

District: **11**
 PROJECT: **BUDU**

EA:
 PPNO:

3

INVESTMENT ANALYSIS SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$13.8
Life-Cycle Benefits (mil. \$)	\$132.7
Net Present Value (mil. \$)	\$118.9
Benefit / Cost Ratio:	9.6
Rate of Return on Investment:	52.0%
Payback Period:	2 years
NON-INFRASTRUCTURE IMPLEMENTATION COST	
Per Bike Program Impact Score	
Per Ped Program Impact Score	

ITEMIZED BENEFITS (mil. \$)	Total Over	
	20 Years	Average Annual
Journey Quality	\$7.2	\$0.4
Additional Delay Savings	\$11.5	\$0.6
Additional Safety Benefits	\$114.0	\$5.7
Health Benefits	\$0.0	\$0.0
Emission Cost Savings	\$0.0	\$0.0
TOTAL BENEFITS	\$132.7	\$6.6
SRTS-SPECIFIC BENEFITS (mil. \$)		
Journey Quality	\$0.1	\$0.0
Additional Delay Savings	\$3.9	\$0.2
Additional Safety Benefits	\$0.0	\$0.0
TOTAL SRTS BENEFITS	\$3.9	\$0.2

Factors that Differentiate Benefits and Performance Measures

Safe Route to School	Yes
Intersection Improvements on SRTS	Yes
Programmatic Initiatives	Yes
Recreational Benefits	1

(enter 1 for Yes, 0 for No)

EMISSIONS REDUCTION	Tons		Value (mil. \$)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	0	0	\$0.0	\$0.0
CO ₂ Emissions Saved	0	0	\$0.0	\$0.0
NO _x Emissions Saved	0	0	\$0.0	\$0.0
PM ₁₀ Emissions Saved	0	0	\$0.0	\$0.0
PM _{2.5} Emissions Saved	0	0		
SO _x Emissions Saved	0	0	\$0.0	\$0.0
VOC Emissions Saved	0	0	\$0.0	\$0.0

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/14/2021 12:00:19
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
11		1119000187	7402	San Diego Association of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Diego					
				MPO	Element
				SANDAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Sue Alpert			619-595-5318	sue.alpert@sandag.org	

Project Title

Planning, Programming and Monitoring

Location (Project Limits), Description (Scope of Work)

Planning, Programming and Monitoring

Component	Implementing Agency
PA&ED	
PS&E	
Right of Way	
Construction	San Diego Association of Governments

Legislative Districts

Assembly: 66,73,74,75,76,77,78,79	Senate: 36,38,39,40	Congressional: 49,50,51,52
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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)		

Date 12/14/2021 12:00:19

Purpose and Need

Ongoing planning and programming oversight as the regional transportation planning agency.

NHS Improvements YES NO Roadway Class Reversible Lane Analysis YES NO
Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total

Date 12/14/2021 12:00:19

Additional Information

DRAFT

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
11	San Diego			1119000187	7402

Project Title
 Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									San Diego Association of Governmen
R/W									
CON	19,240	1,415	1,210	1,212				23,077	San Diego Association of Governmen
TOTAL	19,240	1,415	1,210	1,212				23,077	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	19,240	1,660	1,660	1,193	1,183	1,182		26,118	
TOTAL	19,240	1,660	1,660	1,193	1,183	1,182		26,118	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.600.670
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governmen
PS&E									\$193 CON voted 09/07/98
R/W SUP (CT)									\$193 CON voted 04/04/00
CON SUP (CT)									\$193 CON voted 03/06/01
R/W									\$193 CON voted 04/18/02
CON	18,767	1,415	1,210	1,212				22,604	\$473 CON voted 05/21/03
TOTAL	18,767	1,415	1,210	1,212				22,604	\$334 CON voted 03/03/05
									\$334 CON voted 08/18/05
									\$334 CON voted 07/20/06

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	18,767	984	1,660	1,193	1,183	1,182		24,969	
TOTAL	18,767	984	1,660	1,193	1,183	1,182		24,969	

Fund #2:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									LOCAL FUNDS
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	473							473	
TOTAL	473							473	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	473							473	
TOTAL	473							473	

Fund #3:	Other Fed - Coronavirus Response and Relief Supplemental Appro (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									5% of STIP CRRSAA amount
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		676						676	
TOTAL		676						676	

Complete this page for amendments only

Date 12/14/2021 12:00:19

District	County	Route	EA	Project ID	PPNO
11	San Diego			1119000187	7402

SECTION 1 - All Projects

Project Background

Regional planning, programming & monitoring

Programming Change Requested

Adding funds to FY 2026, 2027, 2028

Reason for Proposed Change

New share period

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

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

N/A

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

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	09/02/2021 09:56:42	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other							
District	EA	Project ID	PPNO	Nominating Agency			
11	235800	1100000159	0615	Caltrans District 11			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
San Diego	5	R 34.100	R 54.600				
				MPO	Element		
				SANDAG	Capital Outlay		
Project Manager/Contact			Phone	Email Address			
Mohamad Khatib			619-688-6654	mohamad.khatib@dot.ca.gov			

Project Title

Route 5 Widening for HOV, Mixed flow & Aux Lanes

Location (Project Limits), Description (Scope of Work)

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 auxillary lanes.

Component	Implementing Agency
PA&ED	Caltrans HQ
PS&E	Caltrans HQ
Right of Way	Caltrans HQ
Construction	Caltrans HQ

Legislative Districts

Assembly:	73,74,75	Senate:	38,39	Congressional:	49,50
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	03/01/2001	03/01/2001
Circulate Draft Environmental Document Document Type EIS	06/28/2010	06/28/2010
Draft Project Report	02/23/2009	02/23/2009
End Environmental Phase (PA&ED Milestone)	01/27/2015	01/27/2015
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)		

Date 09/02/2021 09:56:42

Purpose and Need

Maintain or improve the existing and future traffic operations on the I-t NCC and to provide for the safe, efficient and reliable regional movement of people and goods for the design year of 2030. the PA&ED project milestone is for the I-5 NCC parent programmed under PPNO 0615.

NHS Improvements YES NO Roadway Class NA Reversible Lane Analysis YES NO
Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total

Performance Indicators and Measures

Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
11	San Diego	5	235800	1100000159	0615

Project Title

Route 5 Widening for HOV, Mixed flow & Aux Lanes

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	56,446							56,446	Caltrans HQ
PS&E									Caltrans HQ
R/W SUP (CT)	1,495							1,495	Caltrans HQ
CON SUP (CT)									Caltrans HQ
R/W	6,182							6,182	Caltrans HQ
CON									Caltrans HQ
TOTAL	64,123							64,123	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	56,446							56,446	
PS&E									
R/W SUP (CT)	1,495							1,495	
CON SUP (CT)									
R/W	6,182							6,182	
CON									
TOTAL	64,123							64,123	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	9,730							9,730	San Diego Association of Governmen
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	9,730							9,730	

Proposed Funding (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	9,730							9,730	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	9,730							9,730	

Fund #2:	Federal Disc. - COORDINATED BORDER INFRASTRUCTURE PROGRAM (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.400.300
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	470							470	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	470							470	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	470							470	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	470							470	
Fund #3:	Federal Disc. - Interstate Maintenance Discretionary (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.400.300
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	3,886							3,886	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,886							3,886	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,886							3,886	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,886							3,886	

Fund #4:	Local Funds - TRANSNET (Committed)								Program Code
Existing Funding (\$1,000s)									LOCAL FUNDS
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	16,506							16,506	
PS&E									
R/W SUP (CT)	1,495							1,495	
CON SUP (CT)									
R/W	6,182							6,182	
CON									
TOTAL	24,183							24,183	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	16,506							16,506	
PS&E									
R/W SUP (CT)	1,495							1,495	
CON SUP (CT)									
R/W	6,182							6,182	
CON									
TOTAL	24,183							24,183	
Fund #5:	Other Fed - Surface Transportation Projects (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.810
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	751							751	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	751							751	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	751							751	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	751							751	

Complete this page for amendments only

Date 09/02/2021 09:56:42

District	County	Route	EA	Project ID	PPNO
11	San Diego	5	235800	1100000159	0615

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

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

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	09/09/2021 15:15:20	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other							
District	EA	Project ID	PPNO	Nominating Agency			
11	2T217	1116000131	0615E	Caltrans District 11			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
San Diego	5	R 37.400	R 39.800				
				MPO	Element		
				SANDAG	Capital Outlay		
Project Manager/Contact			Phone	Email Address			
Mohamad Khatib			619-688-6654	mohamad.khatib@dot.ca.gov			

Project Title

I-5 CMGC Package 2: San Elijo HOV and Lagoon Bridge Replacement

Location (Project Limits), Description (Scope of Work)

In Solana Beach and Encinitas from 0.1 mile North of Lomas Santa Fe Drive Undercrossing to Birmingham Drive Overcrossing. Replace the San Elijo Lagoon Bridge and Undercrossing, construct HOV Lanes and San Elijo Lagoon Pedestrian Bridge and Trails.

Component	Implementing Agency
PA&ED	Caltrans HQ
PS&E	Caltrans HQ
Right of Way	Caltrans HQ
Construction	Caltrans HQ

Legislative Districts

Assembly:	78,79	Senate:	36,38	Congressional:	49
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		03/01/2001
Circulate Draft Environmental Document Document Type EIR/EIS		06/28/2010
Draft Project Report		02/23/2009
End Environmental Phase (PA&ED Milestone)		08/30/2014
Begin Design (PS&E) Phase		12/01/2009
End Design Phase (Ready to List for Advertisement Milestone)		02/22/2016
Begin Right of Way Phase		08/30/2013
End Right of Way Phase (Right of Way Certification Milestone)		04/14/2016
Begin Construction Phase (Contract Award Milestone)		12/22/2016
End Construction Phase (Construction Contract Acceptance Milestone)		04/29/2022
Begin Closeout Phase		04/29/2022
End Closeout Phase (Closeout Report)		06/28/2024

Date 09/09/2021 15:15:20

Purpose and Need

Parent EA 11-23580 (I-5 North Coast Corridor Project), 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 the second construction package for Phase 1 being delivered under the CMGC procurement method.

NHS Improvements YES NO Roadway Class 1 Reversible Lane Analysis YES NO
 Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	HOV/HOT mainline constructed	Miles	2.4
Bridge / Tunnel	Modified/Reconstructed bridges/tunnels	SQFT	183,700

Performance Indicators and Measures

Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
11	San Diego	5	2T217	1116000131	0615E

Project Title
 I-5 CMGC Package 2: San Elijo HOV and Lagoon Bridge Replacement

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									Caltrans HQ
PS&E									Caltrans HQ
R/W SUP (CT)									Caltrans HQ
CON SUP (CT)	37,500							37,500	Caltrans HQ
R/W									Caltrans HQ
CON	178,000							178,000	Caltrans HQ
TOTAL	215,500							215,500	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)	37,153							37,153	
R/W									
CON	250,176							250,176	
TOTAL	287,329							287,329	

Fund #1:	CMAQ - Congestion Mitigation (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.820
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)	15,200							15,200	
R/W									
CON	75,914							75,914	
TOTAL	91,114							91,114	

Proposed Funding (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)	9,423							9,423	
R/W									
CON	105,150							105,150	
TOTAL	114,573							114,573	

Fund #4:		Local Funds - Local Transportation Funds (Committed)							Program Code	
		Existing Funding (\$1,000s)							20.10.400.100	
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)	2,847							2,847		
R/W										
CON										
TOTAL	2,847							2,847		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Fund #5:		RIP - Public Transportation Account (Committed)							Program Code	
		Existing Funding (\$1,000s)							20.XX.075.600	
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency	
E&P (PA&ED)									San Diego Association of Governmen	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON	40,000							40,000		
TOTAL	40,000							40,000		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON	40,000							40,000		
TOTAL	40,000							40,000		

Fund #8:	Local Funds - TRANSNET (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Utility REimbursement
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,206							1,206	
TOTAL	1,206							1,206	

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Date 09/09/2021 15:15:20

District	County	Route	EA	Project ID	PPNO
11	San Diego	5	2T217	1116000131	0615E

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

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

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	09/08/2021 20:54:07	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other							
District	EA	Project ID	PPNO	Nominating Agency			
11	2T357	1120000149	0615G	Caltrans District 11			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
San Diego	5	37.400	R 52.600				
				MPO	Element		
				SANDAG	Capital Outlay		
Project Manager/Contact			Phone	Email Address			
Mohamad Khatib			619-688-6654	Mohamad.Khatib@dot.ca.gov			

Project Title

I-5 North Coast Corridor HOV Extension - Phase 1 - Carlsbad HOV Package 1

Location (Project Limits), Description (Scope of Work)

In the city of Carlsbad from Palomar Airport Road to SR-78.
 Package 1- Construct one High Occupancy Vehicle (HOV) lane in each direction (CMGC).

Component	Implementing Agency
PA&ED	Caltrans District 11
PS&E	Caltrans District 11
Right of Way	Caltrans District 11
Construction	Caltrans District 11

Legislative Districts

Assembly:	76	Senate:	36	Congressional:	49
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	03/01/2001	03/01/2001
Circulate Draft Environmental Document Document Type EIS	06/28/2010	06/28/2010
Draft Project Report	02/23/2009	02/23/2009
End Environmental Phase (PA&ED Milestone)	08/30/2014	08/30/2014
Begin Design (PS&E) Phase	07/01/2019	07/01/2019
End Design Phase (Ready to List for Advertisement Milestone)	05/22/2020	05/22/2020
Begin Right of Way Phase	03/01/2019	03/01/2019
End Right of Way Phase (Right of Way Certification Milestone)	02/28/2020	02/28/2020
Begin Construction Phase (Contract Award Milestone)	09/01/2020	09/27/2021
End Construction Phase (Construction Contract Acceptance Milestone)	12/01/2023	08/05/2024
Begin Closeout Phase	12/13/2024	08/01/2025
End Closeout Phase (Closeout Report)	12/03/2025	08/12/2027

Date 09/08/2021 20:54:07

Purpose and Need

Maintain or improve existing and future traffic operations on I-5 North Coast Corridor (NCC) and to provide for the safe, efficient and reliable regional movement of people and goods for the design year of 2030.

As one of only two north-south transportation corridors in San Diego, the NCC is an economic lifeline handling more than 700,000 daily trips, including commuters, goods movement, visitors, and recreational users. The NCCs unique coastal location means it provides primary access to 27 miles of beaches and other coastal recreational areas.

PPNO 0615 is the parent project that environmentally cleared the I-5 NCC 27-mile program. PPNO 0615C was created for Phase 1 of the I-5 NCC, HOV lanes from Lomas Santa Fe Dr to SR-78, and is one of the 6 CMGC pilot projects. Construction projects have since split from 0615C.

This PPR reflects the split of the Carlsbad HOV Segment 4. This PPR is for CONSTRUCTION FUNDING only. Design and ROW funds are identified under PPNO 0615C. The Scope for this PPNO includes construction of one HOV lane in each direction, community enhancements, and soundwalls.

Project split into 3 children projects based on STIP availability to deliver the project (PPNO 0615G split into 0615G – FY21 , 0615H – FY22, 0615I – FY23). Advance the construction funding from FY 23 to FY 21. Outputs/Outcomes have changed because they have already been delivered under previous construction projects.

NHS Improvements <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class 1	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
State Highway Road Construction	Pedestrian/Bicycle facilities miles constructed	Miles	0.44

Date 09/08/2021 20:54:07

Additional Information

Performance Indicators and Measures

Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
11	San Diego	5	2T357	1120000149	0615G

Project Title
 I-5 North Coast Corridor HOV Extension - Phase 1 - Carlsbad HOV Package 1

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									Caltrans District 11
PS&E									Caltrans District 11
R/W SUP (CT)									Caltrans District 11
CON SUP (CT)	1,457		1,000					2,457	Caltrans District 11
R/W									Caltrans District 11
CON	13,112		9,000					22,112	Caltrans District 11
TOTAL	14,569		10,000					24,569	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)	2,457							2,457	
R/W									
CON	26,612							26,612	
TOTAL	29,069							29,069	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governmen
PS&E									\$9000 CON voted 01/27/21
R/W SUP (CT)									
CON SUP (CT)			1,000					1,000	
R/W									
CON			9,000					9,000	
TOTAL			10,000					10,000	

Proposed Funding (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)	1,000							1,000	
R/W									
CON	9,000							9,000	
TOTAL	10,000							10,000	

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Date 09/08/2021 20:54:07

District	County	Route	EA	Project ID	PPNO
11	San Diego	5	2T357	1120000149	0615G

SECTION 1 - All Projects

Project Background

The project is a component of the larger I-5 NCC parent project (PPNO 0615) which environmentally cleared the 27-mile corridor in August of 2014. The design of I-5 NCC project was split into 0615C covering the scope of Phase 1 HOV Lanes under the CMGC procurement method. The construction components have been split out into 0615E, F, G, H, I. These components along with rail and environmental enhancements make up the \$870M programmed, referred to as "Build NCC", that is co-sponsored by SANDAG and Caltrans District 11. The project, Carlsbad HOV (0615G), provides the crucial missing link in the region's express lane system linking the region's largest job center to residential areas in the north. To date, 10 miles is under construction. This project constructs the remaining 4 miles.

The original project scope under the CMGC program identified projects 0615G (Segment 4, Package 1) and 0615H (Segment 4, Package 2) and 0615I (Segment 4, Package 3) as one project. Due to projected STIP availability and in coordination with HQ programming, the region, and commission staff the projects were split into three.

Allocation of Package 1 (PPNO 0615G), \$10M STIP funds was approved by CTC in January 2021. Also, allocation of Package 2 (PPNO 0615H), \$40M STIP funds was approved by CTC in June 2021. Package 1, package 2 and SHOPP project 43017 were combined to efficiently utilize the CMGC delivery method. This put the project back together as originally planned and is more efficient for the contractor to construct the packages together under one contract.

Programming Change Requested

Reason for Proposed Change

The decision to combine PPNOs 0615H, 1279 and 0615G was made as it offered the greatest programming potential to efficiently manage cost, scope, and schedule.

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

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Request to amend Project schedule to align with the combined projects and account for one year of Plant Establishment.

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

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	09/08/2021 20:53:24	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other							
District	EA	Project ID	PPNO	Nominating Agency			
11	2T358	1120000150	0615H	Caltrans District 11			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
San Diego	5	37.400	R 52.600				
				MPO	Element		
				SANDAG	Capital Outlay		
Project Manager/Contact			Phone	Email Address			
Mohamad Khatib			619-688-6654	mohamad_khatib@dot.ca.gov			

Project Title

I-5 North Coast Corridor HOV Extension - Phase 1 - Carlsbad HOV Package 2

Location (Project Limits), Description (Scope of Work)

In the city of Carlsbad from Palomar Airport Road to SR-78.
 Package 2- Construct one High Occupancy Vehicle (HOV) lane in each direction (CMGC).

Component	Implementing Agency
PA&ED	Caltrans District 11
PS&E	Caltrans District 11
Right of Way	Caltrans District 11
Construction	Caltrans District 11

Legislative Districts

Assembly:	76	Senate:	36	Congressional:	49
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	03/01/2001	03/01/2001
Circulate Draft Environmental Document Document Type EIS	06/28/2010	06/28/2010
Draft Project Report	02/23/2009	02/23/2009
End Environmental Phase (PA&ED Milestone)	08/30/2014	08/30/2014
Begin Design (PS&E) Phase	07/01/2019	07/01/2019
End Design Phase (Ready to List for Advertisement Milestone)	05/22/2020	05/22/2020
Begin Right of Way Phase	03/01/2019	03/01/2019
End Right of Way Phase (Right of Way Certification Milestone)	02/28/2020	02/28/2020
Begin Construction Phase (Contract Award Milestone)	07/01/2021	09/27/2021
End Construction Phase (Construction Contract Acceptance Milestone)	12/01/2023	08/05/2024
Begin Closeout Phase	12/13/2024	08/01/2025
End Closeout Phase (Closeout Report)	12/03/2025	08/12/2027

Date 09/08/2021 20:53:24

Purpose and Need

Maintain or improve existing and future traffic operations on I-5 North Coast Corridor (NCC) and to provide for the safe, efficient and reliable regional movement of people and goods for the design year of 2030.

As one of only two north-south transportation corridors in San Diego, the NCC is an economic lifeline handling more than 700,000 daily trips, including commuters, goods movement, visitors, and recreational users. The NCCs unique coastal location means it provides primary access to 27 miles of beaches and other coastal recreational areas.

PPNO 0615 is the parent project that environmentally cleared the I-5 NCC 27-mile program. PPNO 0615C was created for Phase 1 of the I-5 NCC, HOV lanes from Lomas Santa Fe Dr to SR-78, and is one of the 6 CMGC pilot projects. Construction projects have since split from 0615C.

This PPR reflects the split of the Carlsbad HOV Segment 4. This PPR is for CONSTRUCTION FUNDING only. Design and ROW funds are identified under PPNO 0615C. The Scope for this PPNO includes construction of one HOV lane in each direction, community enhancements, and soundwalls.

Project split into 3 children projects based on STIP availability to deliver the project (PPNO 0615G split into 0615G – FY21 , 0615H – FY22, 0615I – FY23). Outputs/Outcomes have changed because they have already been delivered under previous construction projects.

NHS Improvements <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class 1	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
State Highway Road Construction	Auxiliary lane miles constructed	Miles	1
State Highway Road Construction	Operational improvements	EA	7
State Highway Road Construction	HOV/HOT lane-miles constructed	Miles	8.1

Performance Indicators and Measures

Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
11	San Diego	5	2T358	1120000150	0615H

Project Title

I-5 North Coast Corridor HOV Extension - Phase 1 - Carlsbad HOV Package 2

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									Caltrans District 11
PS&E									Caltrans District 11
R/W SUP (CT)									Caltrans District 11
CON SUP (CT)		1,243	4,301					5,544	Caltrans District 11
R/W									Caltrans District 11
CON		18,338	22,862					41,200	Caltrans District 11
TOTAL		19,581	27,163					46,744	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		1,243	4,301					5,544	
R/W									
CON		18,338	22,862					41,200	
TOTAL		19,581	27,163					46,744	

Fund #1:	Other State - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									SHOPP
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		1,243						1,243	
R/W									
CON		5,501						5,501	
TOTAL		6,744						6,744	

Proposed Funding (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		1,243						1,243	
R/W									
CON		5,501						5,501	
TOTAL		6,744						6,744	

Fund #4:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governmen \$12837 CON voted 06/23/21
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		12,837						12,837	
TOTAL		12,837						12,837	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		12,837						12,837	
TOTAL		12,837						12,837	

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Date 09/08/2021 20:53:24

District	County	Route	EA	Project ID	PPNO
11	San Diego	5	2T358	1120000150	0615H

SECTION 1 - All Projects

Project Background

The project is a component of the larger I-5 NCC parent project (PPNO 0615) which environmentally cleared the 27-mile corridor in August of 2014. The design of I-5 NCC project was split into 0615C covering the scope of Phase 1 HOV Lanes under the CMGC procurement method. The construction components have been split out into 0615E, F, G, H, I. These components along with rail and environmental enhancements make up the \$870M programmed, referred to as "Build NCC", that is co-sponsored by SANDAG and Caltrans District 11. The project, Carlsbad HOV (0615G), provides the crucial missing link in the region's express lane system linking the region's largest job center to residential areas in the north. To date, 10 miles is under construction. This project constructs the remaining 4 miles.

The original project scope under the CMGC program identified projects 0615G (Segment 4, Package 1) and 0615H (Segment 4, Package 2) and 0615I (Segment 4, Package 3) as one project. Due to projected STIP availability and in coordination with HQ programming, the region, and commission staff the projects were split into three.

Allocation of Package 1 (PPNO 0615G), \$10M STIP funds was approved by CTC in January 2021. Also, allocation of Package 2 (PPNO 0615H), \$40M STIP funds was approved by CTC in June 2021. Package 1, package 2 and SHOPP project 43017 were combined to efficiently utilize the CMGC delivery method. This put the project back together as originally planned and is more efficient for the contractor to construct the packages together under one contract.

Programming Change Requested

Reason for Proposed Change

The decision to combine PPNOs 0615H, 1279 and 0615G was made as it offered the greatest programming potential to efficiently manage cost, scope, and schedule.

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

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Request to amend Project schedule to align with the combined projects and account for one year of Plant Establishment.

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

SECTION 3 - All Projects

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 19 Feb 2020 v8.01j)

General Instructions

Amendment (Existing Project) Yes					Date:	12/15/21
District	EA	Project ID		PPNO	MPO ID	
11	2T240	1112000131		1139	10	
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
SD	15	R30.6	R32	Caltrans		
SD	78	12.8	R16.6	MPO	Element	
				SANDAG	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
Kareem Scarlett		(619)688-6803		kareem.scarlett@dot.ca.gov		
Project Title						
I-15/SR-78 HOV Connectors						
Location (Project Limits), Description (Scope of Work)						
This project proposes the construction of direct connector lanes between Interstate 15 and State Route 78 for Managed Lane vehicular traffic, which would utilize either the HOV or Express Lanes Lane management systems. The direct connector will interconnect the existing I-15 Express Lanes with the proposed future managed lane facility on SR-78 from Twin Oaks Valley Road overcrossing (OC to the I-15 Junction. Operational Improvements within the project limits are also proposed. These improvements include auxiliary lane construction, bridge replacement, bridge widening, ramp relocations, and street alignments.						
Component						
PA&ED		Implementing Agency				
PS&E		Caltrans				
Right of Way		Caltrans				
Construction		Caltrans				
Legislative Districts						
Assembly:	75	Senate:	38	Congressional:	50	
Project Benefits						
The project will provide HOV system connectivity between the I-15 express lanes and future SR-78 managed lanes, reduce congestion and weaving movements at the I-15 excess lanes intermediate access point at Citricado Parkway, provide improved access for SR-78 HOV/FasTrak traffic to enter the I-15 excess lanes, reduce congestion on SR-78 GP lanes, improve local access at the Woodland Parkway/Barham Drive Interchange.						
Purpose and Need						
The purpose of the project is to improve the overall movement of people and goods between I-15 and SR-78 by implementing the most cost-effective strategies while minimizing impacts to the surrounding communities. The increase in traffic generators along SR-78 and I-15 have contributed to heavy use of the existing north to west and east to south connectors at the 15/78 separation. It is anticipated that between 2020 and 2023 the connectors will have reached their full capacity during the peak periods.						
Category		Outputs			Unit	Total
State Highway Road Construction		HOV/HOT lane-miles constructed			Miles	6
State Highway Road Construction		New bridges			EA	1
State Highway Road Construction		Operational improvements			EA	6
State Highway Road Construction		Modified/Reconstructed bridges			EA	2
NHS Improvements	Yes	Roadway Class	1	Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		No	Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						04/01/19
Circulate Draft Environmental Document			Document Type	EIR/FONSI		10/31/22
Draft Project Report						10/31/22
End Environmental Phase (PA&ED Milestone)						10/31/23
Begin Design (PS&E) Phase						11/15/23
End Design Phase (Ready to List for Advertisement Milestone)						06/14/25
Begin Right of Way Phase						11/15/23
End Right of Way Phase (Right of Way Certification Milestone)						05/12/25
Begin Construction Phase (Contract Award Milestone)						09/24/25
End Construction Phase (Construction Contract Acceptance Milestone)						02/28/29
Begin Closeout Phase						02/28/30
End Closeout Phase (Closeout Report)						12/31/31

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 19 Feb 2020 v8.01j)

Date: 12/15/21

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 19 Feb 2020 v8.01j)

Date: 12/15/21

District	County	Route	EA	Project ID	PPNO	
11	SD, SD	15, 78	2T240	1112000131	1139	
Project Title: I-15/SR-78 HOV Connectors						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	7,811			5,000				12,811	
PS&E					18,700			18,700	
R/W SUP (CT)							150	150	
CON SUP (CT)							25,000	25,000	
R/W							22,000	22,000	
CON							325,000	325,000	
TOTAL	7,811			5,000	18,700		372,150	403,661	

Fund No. 1:	RSTP	Existing Funding (\$1,000s)							Program Code
									20.XX.400.232
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									SANDAG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E					9,000			9,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL					9,000			9,000	

Fund No. 2:	STIP-RIP	Existing Funding (\$1,000s)							Program Code
									20.xx.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	7,000			5,000				12,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	7,000			5,000				12,000	

Fund No. 3:		SB1 - LPP							Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)									Future Programming	
PS&E					9,000			9,000		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL					9,000			9,000		

Fund No. 4:		TransNet - MC							Program Code	
		Existing Funding (\$1,000s)							20.xxx400.100	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)									SANDAG	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	811							811		
PS&E					700			700		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	811				700			1,511		

Fund No. 5:		Unfunded Need							Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)							150	150		
CON SUP (CT)							25,000	25,000		
R/W							22,000	22,000		
CON							325,000	325,000		
TOTAL							372,150	372,150		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 19 Feb 2020 v8.01j)

Complete this page for amendments only

Date: 12/15/21

District	County	Route	EA	Project ID	PPNO	
11	SD SD	15 78	2T240	1112000131	1139	

SECTION 1 - All Projects**Project Background**

State Route 78(SR-78) is the principal east-west route in the north county region of San Diego. This route serves interregional, intraregional, commuter and recreational travelers as well as interregional goods movement. SR-78 traverses the cities of Oceanside, Vista, San Marcos, Escondido, and a portion of San Diego.

Portions of the SR-78 freeway between I-5 and I-15 currently experience traffic congestion and delay at peak periods. There has been significant growth in population, employment, and housing in the jurisdictions adjacent to the SR-78 corridor. An increased number of traffic generators along the corridor have further contributed to traffic congestion in the SR-78 corridor. There is currently a very limited north/south and east/west arterial network that lacks sufficient connectivity with SR-78, particularly in the portion of SR-78 near I-15.

Programming Change Requested

Adding \$20 Million of additional funding to the PS&E phase of the project from local MPO.

Adding \$5 Million to the PA/ED phase from local MPO.

Adding

unfunded Right of Way Support needs to the project in the amount of \$150k dollars.

Adding unfunded Right of Way Capital needs to the project in the amount of \$22 Million dollars.

Adding

unfunded Construction Support needs to the project in the amount of \$25 Million dollars.

Adding

unfunded Construction Capital needs to the project in the amount of \$325 Million dollars.

Reason for Proposed Change

To show the complete funding that is currently on the project. The additional \$5 Million is being requested for the PA/ED because the level of environmental documentation has increased since the PID was approved.

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**Other Significant Information**

NA

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	09/09/2021 16:00:45
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
11	14665	1100000078	0356	San Diego Association of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Diego	94	R 10.200	R 11.800		
San Diego	125	13.400	14.900	MPO	Element
				SANDAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Manuel Rivas			858-829-1020	manuel.rivas@dot.ca.gov	

Project Title

Route 94/125 Connector

Location (Project Limits), Description (Scope of Work)

In San Diego County in and near La Mesa on Route 94 from Spring Street Undercrossing to Kenwood Drive Undercrossing and on Route 125 from Spring Street Undercrossing to Lemon Avenue Undercrossing. Construct southbound Route 125 to eastbound Route 94 freeway connector ramp.

Component	Implementing Agency
PA&ED	Caltrans District 11
PS&E	Caltrans District 11
Right of Way	Caltrans District 11
Construction	Caltrans District 11

Legislative Districts

Assembly:	77	Senate:	40	Congressional:	52
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		04/02/2013
Circulate Draft Environmental Document		
Draft Project Report		10/27/2015
End Environmental Phase (PA&ED Milestone)	12/16/2015	12/16/2015
Begin Design (PS&E) Phase	04/01/2019	04/01/2019
End Design Phase (Ready to List for Advertisement Milestone)	05/19/2022	02/23/2023
Begin Right of Way Phase	01/09/2019	08/14/2020
End Right of Way Phase (Right of Way Certification Milestone)	04/13/2022	12/22/2022
Begin Construction Phase (Contract Award Milestone)	11/15/2022	09/12/2023
End Construction Phase (Construction Contract Acceptance Milestone)	10/30/2025	09/13/2027
Begin Closeout Phase	01/09/2026	11/13/2029
End Closeout Phase (Closeout Report)	12/15/2028	08/12/2031

Date 09/09/2021 16:00:45

Purpose and Need

Provide a direct freeway-to-freeway connection from southbound SR-125 to eastbound SR-94. Regional traffic is currently forced to use local streets (Spring Street and Campo Road) to complete this move. The use of local streets results in deficient existing operations during the peak hours at the SB SR-125 off-ramp/Spring Street and Spring Street/Campo Road intersections.

NHS Improvements YES NO Roadway Class NA Reversible Lane Analysis YES NO
 Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
State Highway Road Construction	Operational improvements	EA	1
Pavement (lane-miles)	Auxiliary lane constructed	Miles	0.95
Pavement (lane-miles)	Roadway lane miles	Miles	0.37
Pavement (lane-miles)	Mainline Shoulders construction	Miles	3.9
Other	Sound wall miles constructed	Miles	0.91
Bridge / Tunnel	New bridges/tunnels	SQFT	56,974
Bridge / Tunnel	Modified/Reconstructed bridges/tunnels	SQFT	14,183
TMS (Traffic Management Systems)	Changeable message signs	EA	2
ADA Improvements	New sidewalk	LF	2,200
Active Transportation	Bicycle lane-miles	Miles	0.71
Pavement (lane-miles)	Ramps and Connectors constructed	Miles	2.62

Date 09/09/2021 16:00:45

Additional Information

ADA is checked

Bike/Ped is checked

Performance Indicators and Measures Tab: Congestion Reduction: Hours per Capita optional metric per guidelines. ePPR system does not allow to enter N/A, so entered zero since N/A for this project. System Reliability: Transit Service On-Time Performance. This metric applicable to transit projects only per guidelines. ePPR system does not allow to enter N/A, so entered zero since N/A for this project. Accessibility: % of population defined as low income. This metric applicable to transit projects only per guidelines. ePPR system does not allow to enter N/A, so entered zero since N/A for this project. Noise level: metric only applicable to sound wall only projects. ePPR system does not allow to enter N/A, so entered zero since N/A for this project. System Preservation: These metrics only applicable for pavement rehab projects. ePPR system does not allow to enter N/A, so entered zero since N/A for this project. As a freeway-to-freeway connector, reversible lanes were determined to be inappropriate for this project.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	393	449	-56
			VMT per Capita	9,913,400	10,512,000	-598,600
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	350,329	1,785,222	-1,434,893
			Hours per Capita	3	13	-10
LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	77	180	-103	
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	2.6	6	-3.4
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	0	0	0
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	0.04	0.08	-0.04
			PM 10 Tons	0.05	0.08	-0.03
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO ₂)	Tons	5,526	10,587	-5,061
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	4.38	5.11	-0.73
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SO _x)	Tons	0.05	0.1	-0.05
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	72.97	82.6	-9.63
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NO _x)	Tons	7.52	11.15	-3.63
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	1	1	0
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	0.11	0.12	-0.01
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	57,113	57,113	0
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	129	129	0
	LPPF, LPPC, SCCP	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	0	0	0
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	1,521	0	1,521
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	1.4	0	1.4
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	0	0	0
			Rating	NA	NA	

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Bridges	LPPF, LPPC	Bridge Deck Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Superstructure Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Substructure Rating	Rating	NA	NA	
Noise Level (Soundwalls Only)	LPPC, LPPF	Number of Receptors	Number	0	0	0
	LPPC, LPPF	Properties Directly Benefited	Number	0	0	0
	LPPC, LPPF	Number of Decibels	Number	0	0	0

Fund #2:		Future Need - Future Funds (Uncommitted)							Program Code
		Existing Funding (\$1,000s)							FUTURE
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		20,000						20,000	
R/W									
CON		88,000						88,000	
TOTAL		108,000						108,000	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		21,000						21,000	
R/W									
CON		116,000						116,000	
TOTAL		137,000						137,000	
Fund #3:		Local Funds - TRANSNET (Committed)							Program Code
		Existing Funding (\$1,000s)							20.10.400.100
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)	1,803							1,803	
PS&E	217							217	
R/W SUP (CT)	1,052							1,052	
CON SUP (CT)									
R/W	2,842							2,842	
CON									
TOTAL	5,914							5,914	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)	275							275	
PS&E									
R/W SUP (CT)	760							760	
CON SUP (CT)									
R/W	1,101							1,101	
CON									
TOTAL	2,136							2,136	

Fund #4:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governmen
PS&E	7,948							7,948	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	7,948							7,948	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E	7,948	6,000						13,948	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	7,948	6,000						13,948	
Fund #5:	State SB1 LPP - Local Partnership Program - Formula distribution (Committed)								
Existing Funding (\$1,000s)									20.XX.724.000
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									\$3000 RW voted 08/12/20
PS&E									
R/W SUP (CT)	1,000							1,000	
CON SUP (CT)									
R/W	3,000							3,000	
CON									
TOTAL	4,000							4,000	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									\$4000 RW voted 08/12/20
PS&E									
R/W SUP (CT)	1,000							1,000	
CON SUP (CT)									
R/W	3,000							3,000	
CON									
TOTAL	4,000							4,000	

Fund #6:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	26							26	
CON									
TOTAL	26							26	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	26							26	
CON									
TOTAL	26							26	
Fund #7:	RSTP - STP Local (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.810
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E	3,300							3,300	
R/W SUP (CT)	448							448	
CON SUP (CT)									
R/W	2,252							2,252	
CON									
TOTAL	6,000							6,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	1,673							1,673	
R/W SUP (CT)	740							740	
CON SUP (CT)									
R/W	3,587							3,587	
CON									
TOTAL	6,000							6,000	

Fund #8:	Local Funds - TRANSNET (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									San Diego Association of Governmen
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,528							1,528	SANDAG Budget
PS&E	220	30						250	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,748	30						1,778	

Complete this page for amendments only

Date 09/09/2021 16:00:45

District	County	Route	EA	Project ID	PPNO
11	San Diego, San Diego	94, 125	14665	1100000078	0356

SECTION 1 - All Projects

Project Background

The California Department of Transportation (Caltrans), in cooperation with the San Diego Association of Governments (SANDAG), is proposing to construct the missing connection between SB SR 125 to EB SR 94. In the project vicinity SR 125, a 6-lane freeway, is part of the "inner loop" which is a peripheral freeway system identified by SANDAG in the Region Transportation Plan. The existing facility does not provide a direct freeway-to-freeway connection from SB SR 125 to EB SR 94. As a result, regional traffic is forced to use local streets (Spring Street) to complete the SB to EB movement.

A Project Study Report (PSR) that included construction of the proposed connector was prepared and approved on March 7, 2000. This PSR also included widening SR 125 from six lanes to ten lanes plus auxiliary lanes between Spring Street and Lemon Avenue, and the construction of a direct freeway-to-freeway connector from WB SR 94 to NB SR 125. In 2009, a Value Analysis (VA) Study was completed for the project. The analysis concluded that constructing the SB to EB connector would provide the most value when compared to the other components proposed – adding additional lanes to SR 125 and constructing a full standard WB to NB connector.

Traffic forecasts show that planned development in the region will overload this link as it currently exists. Traffic demand in the project area is anticipated to increase by the year 2040. The City of La Mesa, County of San Diego, SANDAG, and local planning groups have expressed support for the construction of a direct connector to allow vehicles to make the SR 125 South to SR 94 East movement. Implementation of this project will reduce the use of local streets and arterials in La Mesa and the County of San Diego by allowing motorists to make the freeway-to-freeway connection without leaving the freeway system.

Programming Change Requested

Funding increase in PSE and Construction Phases and project milestone changes

Reason for Proposed Change

Recent discoveries in field conditions require a longer design period and increases in funding for PSE and Construction phases

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

Geotechnical issues discovered require a longer research/design time. This additional need for resources increases the project support cost as well as the construction engineering estimate.

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

NA

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

SECTION 3 - All Projects

Attachments

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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST (PPR)
 PRG-0010 (REV 08/2020)

PPR ID
 ePPR-D11-2021-0002 v0

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO				Date	08/19/2021 23:30:07
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
11	43039	1118000115	1285	San Diego Association of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Diego	805	23.900	25.100		
			MPO	Element	
			SANDAG	Capital Outlay	
Project Manager/Contact			Phone	Email Address	
Ramon Martinez			619-921-3722	ramon.martinez@dot.ca.gov	
Project Title					
I-805 North Operational Improvements					

Location (Project Limits), Description (Scope of Work)
 In San Diego on Interstate 805 from 0.2 mi North of 805/52 to 0.3 mi South of Nobel Drive.
 Construct one northbound and one southbound auxiliary lane.

Component	Implementing Agency		
PA&ED	Caltrans District 11		
PS&E	Caltrans District 11		
Right of Way	Caltrans District 11		
Construction	Caltrans District 11		
Legislative Districts			
Assembly:	77,78	Senate:	39
		Congressional:	52
Project Milestone		Existing	Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase		07/08/2006	07/08/2006
Circulate Draft Environmental Document	Document Type	02/01/2010	02/01/2010
Draft Project Report		07/30/2009	07/30/2009
End Environmental Phase (PA&ED Milestone)		12/30/2010	01/13/2011
Begin Design (PS&E) Phase		07/01/2018	07/01/2019
End Design Phase (Ready to List for Advertisement Milestone)		07/01/2020	04/09/2021
Begin Right of Way Phase		07/01/2018	07/01/2018
End Right of Way Phase (Right of Way Certification Milestone)		06/15/2020	02/05/2021
Begin Construction Phase (Contract Award Milestone)		01/01/2021	07/14/2022
End Construction Phase (Construction Contract Acceptance Milestone)		12/30/2023	05/13/2025
Begin Closeout Phase		01/01/2024	05/13/2026
End Closeout Phase (Closeout Report)		09/30/2024	09/29/2028

Date 08/19/2021 23:30:07

Purpose and Need

Traffic currently using I-805 is subjected to congestion and delay during the peak periods due to a bottleneck. The primary objective of this project is to improve operational functionality of I-805 from just south of Governor Drive to just north of Governor Drive by decreasing the peak period delay, thereby helping to improve regional traffic movement and providing economic benefit to commuters by decreasing travel times.

NHS Improvements YES NO Roadway Class 1 Reversible Lane Analysis YES NO
 Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs			
Category	Outputs	Unit	Total
State Highway Road Construction	Auxiliary lane miles constructed	Miles	2
Pavement (lane-miles)	Auxiliary lane constructed	Miles	1.25
Pavement (lane-miles)	Ramps and Connectors constructed	Miles	1.2
Pavement (lane-miles)	Mainline Shoulders construction	Miles	1.2
Bridge / Tunnel	New bridges/tunnels	SQFT	0.1
Drainage	Culverts	LF	610
TMS (Traffic Management Systems)	Closed circuit television cameras	EA	1
TMS (Traffic Management Systems)	Freeway ramp meters	EA	2
TMS (Traffic Management Systems)	Communications (fiber optics)	Miles	0.5
Active Transportation	Bicycle lane-miles	Miles	0.34
Active Transportation	# Signs, lights, greenway, or other safety / beautification	EA	17

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
11	San Diego	805	43039	1118000115	1285

Project Title

I-805 North Operational Improvements

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									Caltrans District 11
PS&E	4,242							4,242	Caltrans District 11
R/W SUP (CT)				500				500	Caltrans District 11
CON SUP (CT)				6,500				6,500	Caltrans District 11
R/W				1,000				1,000	Caltrans District 11
CON				28,500				28,500	Caltrans District 11
TOTAL	4,242			36,500				40,742	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									
PS&E	4,242							4,242	
R/W SUP (CT)				20				20	
CON SUP (CT)				5,300				5,300	
R/W				50				50	
CON				16,100				16,100	
TOTAL	4,242			21,470				25,712	

Fund #1:	RIP - National Hwy System (Committed)	Program Code
		20.XX.075.600

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									San Diego Association of Governmen
PS&E	4,200							4,200	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	4,200							4,200	

Proposed Funding (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									
PS&E	4,200							4,200	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	4,200							4,200	

Fund #2:	Future Need - Future Funds (Uncommitted)								Program Code
	Existing Funding (\$1,000s)								FUTURE
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)				500				500	
CON SUP (CT)				6,500				6,500	
R/W				1,000				1,000	
CON				28,500				28,500	
TOTAL				36,500				36,500	
	Proposed Funding (\$1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)				20				20	
CON SUP (CT)				5,300				5,300	
R/W				50				50	
CON				16,100				16,100	
TOTAL				21,470				21,470	
Fund #3:	Local Funds - TRANSNET (Committed)								Program Code
	Existing Funding (\$1,000s)								20.10.400.151
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									
PS&E	42							42	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	42							42	
	Proposed Funding (\$1,000s)								Notes
E&P (PA&ED)									
PS&E	42							42	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	42							42	

Complete this page for amendments only					Date 08/19/2021 23:30:07	
District	County	Route	EA	Project ID	PPNO	
11	San Diego	805	43039	1118000115	1285	

SECTION 1 - All Projects

Project Background

The project was environmentally cleared under EA 08163x on February 1, 2010. The document covers Interstate 805 Post Mile 23.3/27. 7 and State Route 52 3.5/4.1.
 The project has achieved RTL but lacks the funding to continue towards construction.

Programming Change Requested

Addition of \$16.1 million in construction capital and \$5.3 million in construction support.

Reason for Proposed Change

Funding is needed to continue to construction, as planned.

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

Not applicable

Other Significant Information

The construction capital and support has been reduced from \$35 million to 21.4 million at RTL.

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

This request applies to funding only. The project scope is not being amended.

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

SECTION 3 - All Projects

Attachments

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

Appendix

Section 17

Board Approval

2022 State Transportation Improvement Program

Overview

During every odd-numbered year, the California Transportation Commission (CTC) develops the State Transportation Improvement Program (STIP), a five-year plan for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements.

Key Considerations

The CTC adopted the [Fund Estimate and guidelines for the 2022 STIP](#) at its meeting on August 18, 2021. The Fund Estimate is the set of revenue assumptions that cover the period FY 2023 to FY 2027. The 2022 Fund Estimate adds about \$796 million of new capacity statewide over the five-year period. Compared to the 2020 Fund Estimate, the 2022 STIP reflects a \$227 million increase.

The STIP is a five-year statewide program of projects that is updated by the CTC every two years. Funding for the 2022 STIP primarily is derived from the State Highway Account (SHA), which includes state and federal funds. The portion of funding available by formula to the region is based on two main factors, which include population and lane miles of maintained state highway. SANDAG, as the Regional Transportation Planning Agency, is responsible for submitting the programming request for the San Diego County share.

During each new STIP cycle, two new years are added, and funding capacity is provided, allowing regions the opportunity to program new projects or to program later phases of work for existing projects already in the development process. Based on the maximum target share in the 2022 STIP Fund Estimate for San Diego, the total programming capacity for the 2022 STIP is approximately \$139.9 million for the FY 2023 through FY 2027 period. Typically, up to 5% of county shares may be used for planning, programming, and monitoring (PPM)¹ efforts. The 2018 STIP included funding for Advanced Project Development Element (APDE)² and accordingly, SANDAG programmed two APDE projects. For the 2022 STIP; however, there is no APDE capacity identified. Only cost increases on previous APDE projects can be funded.³

Action: **Approve**

The Transportation Committee recommends that the Board of Directors approve the submission of the proposed 2022 State Transportation Improvement Program to the California Transportation Committee.

Fiscal Impact:

The Proposed 2022 State Transportation Improvement Program (STIP) will provide a total of \$139.9 million of funding between FY 2023 and FY 2027.

Schedule/Scope Impact:

The proposed 2022 STIP is due to the California Transportation Commission on December 15, 2022. The STIP is scheduled to be adopted by the CTC in March 2022 with funding available beginning in FY 2023.

¹ STIP funds programmed for PPM purposes can be used for regional transportation and PPM implementation of STIP-funded projects.

² APDE projects are limited to two project development components: (1) environmental and permits; and (2) plans, specifications, and estimates.

³ The 2018 STIP programmed STIP-APDE funding for the Interstate 15 (I-15)/State Route 78 (SR 78) Managed Lanes (ML) Connectors environmental phase and State Route (SR) 94/125 Interchange and Arterial Operational Improvements design phase.

Current 2020 STIP

The current 2020 STIP, as shown in Table 1 below, programmed approximately \$99.17 million from FY 2021 through FY 2025. Of this amount, \$40 million has been allocated for Interstate 5 including \$12.84 of Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds and \$1.1 million has been allocated for PPM in FY 2022.

Table 1: Current 2020 STIP (\$000s)

Project	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
HOV Extension, Phase 1, Carlsbad Seg, Pckg 1 - Construction (CMGC)			\$10,000			\$10,000
HOV Extension, Phase 1 Carlsbad Seg, Pckg 2 - Construction (CMGC)			\$27,163			\$27,163
HOV Extension, Phase 1, Carlsbad Seg, Pckg 3 - Construction (CMGC)			\$39,063			\$39,063
I-5/I-805 HOV to Express Lanes Conversion - Design				\$18,000		\$18,000
Regional PPM		\$1,105	\$1,415	\$1,210	\$1,212	\$4,942
Total		\$1,105	\$77,641	\$19,210	\$1,212	\$99,168

Proposed 2022 STIP

Project Considerations

The proposed 2022 STIP continues to implement SANDAG Board practice (in effect since the 2004 STIP) that prioritizes projects for funding as follows:

1. Focus on projects that are ready to go to construction
2. Focus on completing projects currently programmed in the STIP; and
3. Focus on *TransNet* priority projects.

In addition, the STIP Guidelines require that Caltrans and SANDAG meet and confer regarding project funding needs and priorities in development of the proposed STIP. During consultation with Caltrans District 11, staff evaluated the portfolio of projects in the *TransNet* program, Caltrans operational priorities for both the highway and rail programs, and the status of regional bike projects.

Other considerations are the timing of when funds are needed. Many projects in the portfolio are getting ready to go to construction in the next two years, while funding from the new STIP shares may not be available until FY 2026 or later.

Table 2 shows the staff recommendation for the 2022 STIP, which programs up to the full county maximum share target of \$78.3 million (including \$6.9 million for PPM)⁴. The total proposed for the 2022 STIP is about \$139.9 million.

Table 2: Proposed 2022 STIP Programming (\$000s)

Project	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
Route 94/125 Interchange and Arterial Operational Improvements - Design	\$6,000					\$6,000
I-15/SR 78 ML Connectors - Environmental	\$5,000					\$5,000
HOV Extension, Phase 1, Carlsbad Seg, Pckg 3 (CMGC) - Construction	\$39,063					\$39,063
I-5/I-805 HOV to Express Lanes Conversion - Design and Construction		\$18,350		\$57,600		\$75,950
Uptown Bikeways: Washington to Mission Valley - Construction	\$7,000					\$7,000
Regional PPM	\$1,660	\$1,660	\$1,193	\$1,183	\$1,182	\$6,878
Total Proposed 2022 STIP Programming	\$58,723	\$20,010	\$1,193	\$58,783	\$1,182	\$139,891

Summary of Proposed STIP Program

1. SR Route 94/125 Interchange and Arterial Operational Improvements and I-15/SR 78 ML Connectors: Cost increases for projects programmed in the 2018 STIP APDE element are the first priority for funding in subsequent STIPs. In selecting projects for funding, CTC prioritizes projects that complete, or fund further components of projects included in prior STIPs such that agencies finish what is started. The environmental phase for the I-15/SR 78 ML Connector and design for the SR 94/125 Interchange and Arterial Operational Improvements projects were programmed in the 2018 STIP⁵. In consultation with Caltrans, project teams noted anticipated cost increases in the phases that have already been allocated. The cost increase for the I-15/SR 78 (\$5 million) was included in the FY 2022 SANDAG Program Budget, and the proposed STIP funding would replace regional federal funds which will be programmed on other projects. The cost increase for SR 94/125 project (\$6 million) is explained in Item 7 on this agenda and will be included in the FY 2023 Program Budget.
2. HOV Extension, Phase 1, Carlsbad Seg, Pckg 3 (CMGC); The I-5 North Coast Corridor (NCC) is proposed to be funded with STIP for the design phase from Palomar Airport Road to SR 78 and construction of two high occupancy vehicle (HOV) lanes from Birmingham Drive to SR 78. With the 2020 STIP, this project was broken into three parts A, B, and C. The first two of the three projects were allocated by the CTC prior to the end of FY 2021. The allocation included \$12,837 million of CRRSAA funding and an advance of future shares. The remaining amount programmed (\$39,063 million) for this project in the prior STIP remains to be allocated in FY 2023.
3. I-5/I-805 HOV to Express Lanes Conversion: The prior STIP included funds for design of I-5/I-805 HOV to Express Lanes Conversion. This proposal includes additional STIP funds for design (\$18,350 million) consistent with the FY 2022 budget to replace *TransNet* funds on the project. It also proposes to fund construction (\$57,600 million) of the first phase of the project and will be included in the FY 2023 Program Budget.
4. Uptown Bikeways: Washington to Mission Valley: This STIP proposal also includes funding (\$7 million) to complete the construction of the Uptown Bikeways: Washington to Mission Valley project. This is

⁴ The STIP Fund Estimate for San Diego includes a total target share of \$57,307 million through FY 2027 and a maximum estimated share through FY 2028 of \$78,316 million. Agencies may submit and the CTC may approve requests to advance amounts extending beyond the current STIP period (in the 2022 STIP this is the share period ending in FY 2028) or from advances against future share periods.

⁵ Table 1 does not show these projects that were programmed the 2018 STIP since these were funded in years prior to FY 2021, which are not fiscal years proposed for programming in the 2020 STIP.

a project in the Regional Bike Early Action Program previously awarded funds from the state competitive Local Partnership Program (LPP). STIP funds are eligible for the required 50% match for LPP. These costs are included in the FY 2022 budget as unfunded. While new STIP share funds are not available until FY 2026, under Assembly Bill 3090, the CTC can provide authorization to proceed with the project sooner and SANDAG would be reimbursed when the funds become available.

5. Regional Planning, Programming, and Monitoring: Regions are eligible to program up to 5% for PPM. Activities supported by these funds in the upcoming years include the implementation of project in the 2021 Regional Plan. The proposed amount (\$6,878 million) includes \$676,000, which is 5% of CRRSAA funds eligible to be used for staff time in FY 2023.

Next Steps

The 2022 STIP proposal would program funds where they are anticipated to be needed. Once all regions have submitted their STIP proposals, the CTC will determine how much, if any, would need to be shifted from the proposed programmed years. The CTC may request that the programming proposal be delayed to better fit the statewide programming capacity.

The deadline to submit STIP proposals to the CTC is December 15, 2021. CTC staff recommendations will be released in spring 2022 with the STIP scheduled for adoption in March 2022. Substantive changes to the programming recommendation would be brought back to the Transportation Committee and Board for further discussion and approval.

Hasan Ikhata, Chief Executive Officer

Key Staff Contact: Sue Alpert, (619) 595-5318, sue.alpert@sandag.org

Attachments: None

November 19, 2021, Board of Directors Meeting Minutes

Chair Catherine Blakespear (City of Encinitas) called the meeting of the Board of Directors to order at 9 a.m.

Action: Approve

The Board of Directors is asked to approve the minutes from its November 19, 2021, meeting.

1. Public Comments/Communications

Rich Martendell, member of the public, spoke in opposition to a road usage tax.

Mike Bullock, member of the public, spoke regarding Proposition 26, road usage taxes, and the gas tax.

Nicole Burgess, member of the public, spoke regarding active transportation.

Brian Hoffman, member of the public, spoke regarding the uptown bikeway.

Consent

3. Approval of Meeting Minutes (Approve)

The Board of Directors was asked to approve the minutes from its October 22 and October 29, 2021, meetings.

There were no public comments on this item.

4. TransNet Environmental Mitigation Program: FY 2022 Annual Funding (Approve)

The Transportation and Regional Planning Committees recommend that the Board of Directors approve the allocation of \$4 million in funding for FY 2022 for regional land management and biological monitoring.

There were no public comments on this item.

5. Approval of Solicitation for the Development of a Resource Management Plan and Ownership and Management of the Rancho Lilac Property (Approve)

The Board of Directors was asked to authorize the Chief Executive Officer to conduct a solicitation for the development of a Resource Management Plan and Ownership and Management of Rancho Lilac.

There were no public comments on this item.

6. Approval of Federal Transit Administration Section 5310 Vehicles in Continued Non-Use Status (Approve)

The Board of Directors was asked to approve waivers of Board Policy No. 035 to authorize staff to grant requests for non-use status for three grantees' vehicles.

There were no public comments on this item.

7. Policy Advisory Committee Actions (Approve)

The Board of Directors was asked to ratify the actions taken by the Policy Advisory Committees since the last Board meeting.

There were no public comments on this item.

8. 2022 Board of Directors and Policy Advisory Committee Annual Meeting Calendar (Approve)

The Board of Directors was asked to approve the calendar of meetings of the Board and Policy Advisory Committees for the upcoming year.

There were no public comments on this item.

9. Continuation of Teleconferenced Meetings (Adopt)

In accordance with recent amendments to the Brown Act open meetings law (Assembly Bill 361), the Board of Directors was asked to adopt Regional Transportation Commission (RTC) Resolution No. RTC-2022-03, allowing for continued remote teleconferenced public meetings for all SANDAG legislative bodies based upon a continued state of emergency related to the COVID-19 pandemic as well as recommendations from state or local officials regarding social distancing.

There were no public comments on this item.

10. State Route 94/State Route 125 South to East Connector Project Update (Information)

This report provided an update on the progress and status of the State Route 94/State Route 125 South to East Connector project.

There were no public comments on this item.

11. Chief Executive Officer Delegated Actions (Information)

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

There were no public comments on this item.

12. Meetings and Events Attended on Behalf of SANDAG (Information)

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

There were no public comments on this item.

Action: Upon a motion by Vice Chair Alejandra Sotelo-Solis (City of National City), and a second by Vice Chair Todd Gloria (City of City of San Diego), the Board voted to approve Consent Item Nos. 3 through 9.

The motion passed.

Yes: Chair Blakespear, Vice Chair Gloria, Second Vice Chair Sotelo-Solis, Mayor Matt Hall (City of Carlsbad), Mayor Mary Salas (City of Chula Vista), Mayor Richard Bailey (City of Coronado), Mayor Bill Wells (City of El Cajon), Mayor Paul McNamara (City of Escondido), Councilmember Paloma Aguirre (City of Imperial Beach), Councilmember Jack Shu (City of La Mesa), Mayor Racquel Vasquez (City of Lemon Grove), Councilmember Christopher Rodriguez (City of Oceanside), Mayor Steve Vaus (City of Poway), Mayor Rebecca Jones (City of San Marcos), Mayor John Minto (City of Santee), Mayor Lesa Heebner (City of Solana Beach), and Mayor Judy Ritter (City of Vista).

No: None.

Abstain: None.

Absent: County of San Diego and City of Del Mar.

2. Chief Executive Officer's Report (Discussion)*

Chief Executive Officer Hasan Ikhata presented an update on key programs, projects, and agency initiatives.

Action: Discussion only.

**This item was taken out of order*

Reports

13. 2022 State Transportation Improvement Program (Approve)

Senior Financial Programming and Project Control Analyst Sue Alpert presented the item.

There were no public comments on this item.

Action: Upon a motion by Councilmember Shu and a second by Second Vice Chair Sotelo-Solis, the Board of Directors approved the submission of the proposed 2022 State Transportation Improvement Program to the California Transportation Commission per the recommendation of the Transportation Committee.

The motion passed.

Yes: Chair Blakespear, Vice Chair Gloria, Second Vice Chair Sotelo-Solis, Mayor Hall, Mayor Salas, Mayor Bailey, Mayor Wells, Mayor McNamara, Councilmember Aguirre, Councilmember Shu, Mayor Vasquez, Councilmember Rodriguez, Mayor Vaus, Mayor Jones, Mayor Minto, Mayor Heebner, and Mayor Ritter.

No: None.

Abstain: None.

Absent: County of San Diego and City of Del Mar.

14. SANDAG Housing and Smart Growth Funding (Approve)

Mayor Salas, Regional Planning Committee Chair, introduced the item.

Principal Regional Planner Tuere Fa'aola and Grants Program Manager Jenny Russo presented the item.

14A. Housing Incentive Program Overview and Housing Acceleration Program Call for Projects

The Regional Planning Committee recommended that the Board of Directors approve:

1. The evaluation criteria, in substantially the same form as attached, and release the calls for projects for the 2021 Housing Acceleration Program (HAP).
2. The proposed applicability and waivers of certain requirements in Board Policy Nos. 033 and 035 for this cycle of the HAP.

14B. TransNet Smart Growth Incentive Program Call for Projects

The Regional Planning Committee recommended that the Board of Directors approve:

1. The evaluation criteria, in substantially the same form as attached, and release the call for projects for the 2021 TransNet Smart Growth Incentive Program – Planning.
2. The proposed waiver of certain requirements in Board Policy No. 033 for this cycle of SGIP.

14C. On-Call Sustainable Communities Solicitation

The Board of Directors was asked to authorize the Chief Executive Officer to conduct a solicitation for On-Call sustainable communities services.

Mike Bullock, member of the public, spoke in support of the item recommendations.

Action: Upon a motion by Second Vice Chair Sotelo-Solis, and a second by Vice Chair Gloria, the Board voted to approve the Regional Planning Committee and staff recommendations for Items 14A through 14C.

The motion passed.

Yes: Chair Blakespear, Vice Chair Gloria, Second Vice Chair Sotelo-Solis, Mayor Salas, Mayor McNamara, Mayor Serge Dedina (City of Imperial Beach), Councilmember Shu, Mayor Vasquez, and Mayor Heebner.

No: Mayor Hall, Mayor Bailey, Mayor Wells, Councilmember Rodriguez, Mayor Vaus, Mayor Jones, Mayor Minto, and Mayor Ritter.

Abstain: None.

Absent: County of San Diego and City of Del Mar.

15. Potential *TransNet* Extension Ordinance Amendments (Discussion)

The Board of Directors was asked to discuss draft concepts for potential *TransNet* Extension Ordinance amendments.

Noah Harris, Climate Action Campaign, spoke in support of Bike Program funding.

Mike Bullock spoke in support of the item.

Tim Bilash, member of the public, spoke in support of the item.

Nicole Burgess, member of the public, spoke in support of the item.

Action: Discussion only.

16. Member Comments

Gil Cabrera, San Diego Regional Airport Authority, provided an update on the Terminal 1 Groundbreaking.

Caltrans District 11 Director Gustavo Dallarda provided an update on awards received at the Build San Diego Awards.

Councilmember Aguirre, Metropolitan Transit System (MTS), announced the reappointment of Nathan Fletcher as the MTS Board Chair for a term of two years, and a COVID response award that MTS received from APTA.

NCTD Chair Tony Kranz provided an update on COASTER service expansion.

Mayor Jones asked for a follow up on her written inquiries to staff.

Mayor Hall requested an overview of the gas tax being phased out.

Mayor Gaasterland expressed concerns regarding the sea wall.

Mayor Heebner requested that an update on the Del Mar Bluffs be added to a future agenda.

17. Upcoming Meetings

The next Board meeting is scheduled for Friday, December 3, 2021, at 9 a.m.

18. Adjournment

Chair Blakespear adjourned the meeting at 11:49 a.m.

Confirmed Attendance at Board of Directors Meeting

November 19, 2021

Board of Directors	Title	Name	Attend Virtually
City of Carlsbad	Mayor	Matt Hall (Primary)	Yes
City of Chula Vista	Mayor	Mary Salas (Primary)	Yes
City of Coronado	Mayor	Richard Bailey (Primary)	Yes
County of San Diego	Supervisor	Terra Lawson-Remer (Primary)	No
County of San Diego	Supervisor	Joel Anderson (Primary)	No
City of Del Mar	Mayor	Terry Gaasterland (Primary)	Yes ¹
City of El Cajon	Mayor	Bill Wells (Primary)	Yes
City of Encinitas	Mayor	Catherine Blakespear (Primary)	Yes
City of Escondido	Mayor	Paul McNamara (Primary)	Yes
City of Imperial Beach	Mayor	Serge Dedina (Primary)	Yes
City of La Mesa	Councilmember	Jack Shu (Primary)	Yes
City of Lemon Grove	Mayor	Racquel Vasquez (Primary)	Yes
City of National City	Second Vice Chair	Alejandra Sotelo-Solis (Primary)	Yes
City of Oceanside	Councilmember	Christopher Rodriguez (Primary)	Yes
City of Poway	Mayor	Steve Vaus (Primary)	Yes
City of San Diego	Vice Chair	Todd Gloria (Primary)	Yes
City of San Diego	Council President	Jennifer Campbell (Primary)	Yes
City of San Marcos	Mayor	Rebecca Jones (Primary)	Yes
City of Santee	Mayor	John Minto (Primary)	Yes
City of Solana Beach	Mayor	Lesia Heebner (Primary)	Yes
City of Vista	Mayor	Judy Ritter (Primary)	Yes
Caltrans		Gustavo Dallarda (1st Alt.)	Yes
Metropolitan Transit System	Councilmember	Paloma Aguirre (Primary)	Yes
North County Transit District	NCTD Chair	Tony Kranz (Primary)	Yes
Imperial County	Supervisor	Sup. Jesus Escobar (Primary)	No
U.S. Department of Defense	Executive Director	Dennis Keck (Primary)	Yes
Port of San Diego	Commissioner	Garry Bonelli (Primary)	Yes
San Diego County Water Authority	Councilmember	Mel Katz (Primary)	Yes
San Diego County Regional Airport Authority		Gil Cabrera (Primary)	Yes
Mexico	Consul General	Carlos González Gutiérrez (Primary)	No
SCTCA	Chairman	Cody Martinez	No

¹ The City of Del Mar was absent for voting but was in attendance from 11:30 a.m. until adjournment