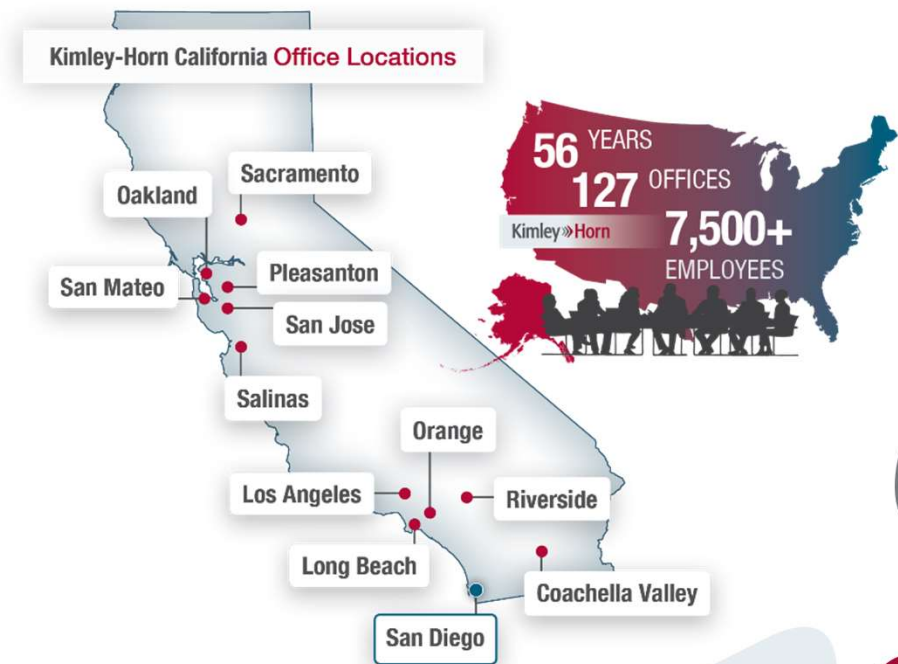


Kimley»»Horn

Expect More. Experience Better.

- **56+** years; started in **1967**
- **7,500+** Employees
- **127** Offices
- **148** San Diego Employees
- **100%** Privately Owned



Recognition

ENR Rankings

#9

Overall

#5

Pure Design Firms

#7

Transportation

#14

Mass Transit/Rail

#10

Sanitary and Storm Sewers

#12

Water Transmission Lines
and Aqueducts

16 YEARS ON
FORTUNE MAGAZINE'S
100
BEST COMPANIES
TO WORK FOR

Our Practice Areas



Sample Projects

Kimley»Horn

Expect More. Experience Better.



Complete Streets
SANDAG, North Park
Mid-City Bike Corridor



Parks
City of National City, Paradise Creek
Educational Park



Utilities
SD Zoo Safari Park, Wastewater
Treatment Plant Expansion



Highway
City of San Diego, I-5/Genesee
Avenue Interchange



Transit
SANDAG,
Mid-Coast



Zero Emission Vehicle Services
SANDAG, Regional EV Charger
Management Strategy



SPRINTER

Leveraging North County CMCP Efforts to Advance Regional and Local Solutions



Kimley»Horn
Expect More. Experience Better.



Today's Presentation Topics



Corridor Crossings

STRATEGY

Today's Presenters



Kareem Scarlett
Caltrans D11



Scott Shroyer
North County Transit
District



Jill Gibson
Kimley-Horn



Edgar Torres
Kimley-Horn

North County CMCP

What is a CMCP?

- a strategic blueprint for identifying and implementing multimodal projects and services within communities predominantly along a specific corridor

Who was involved in developing the CMCP?

- SANDAG, Caltrans, NCTD, Oceanside, Carlsbad, Vista, San Marcos, and Escondido, County of San Diego, key stakeholders, and community members



CMCP Role in Transportation Planning & Implementation



Context of North County



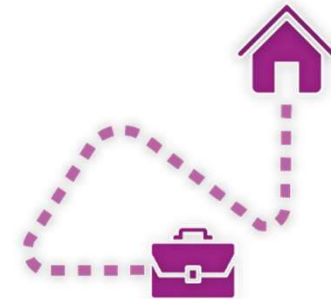
Highly Active Subregion

more than 70% of trips starting and ending within the study area



Still Growing

0.4% annual growth by 2050 vs. 1.7% annual growth between 1990 and 2019



Indirect Regional Corridors

regional transportation corridors do not align well with today's population and employment centers

North County Characteristics



Population

661,000
19.9%



Jobs

260,000
18.0%



Housing
units

253,000
19.4%



Senior
population

94,000
20.8%



Low-income
households

62,000
19.5%



People of Color

346,000
19.2%

#'s in North County
% of Region

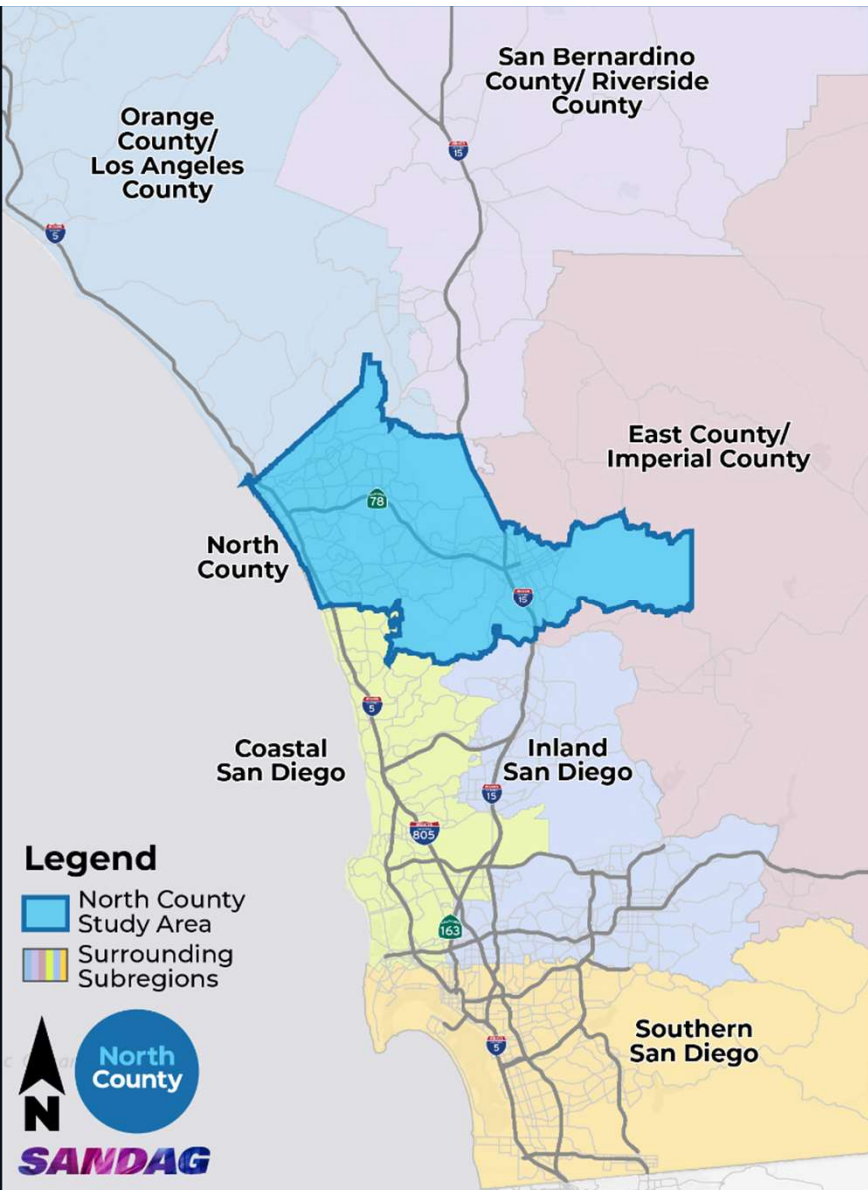


Kimley»Horn
Engineering • Planning • Architecture



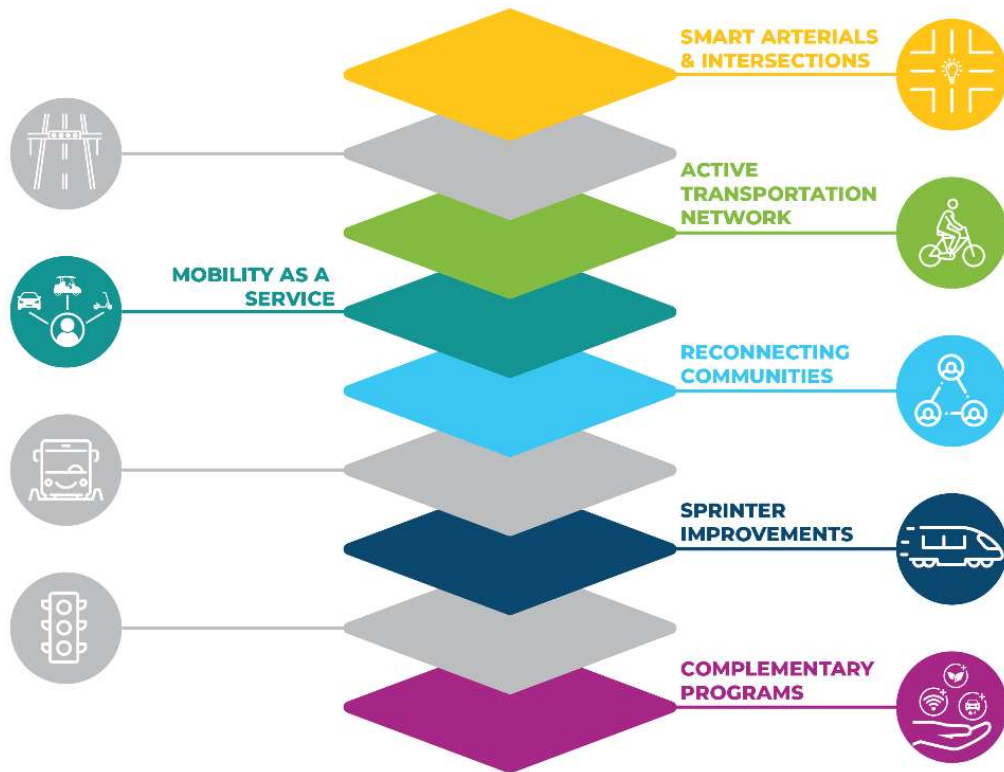
Why is a CMCP Important?

- A system implementation blueprint
 - North County's growing and changing population
 - Shifts in travel patterns, land use, and technology
- Ensures North County remains vibrant
- *Increases funding opportunities* by meeting regional and state policy goals
- Improve accessibility

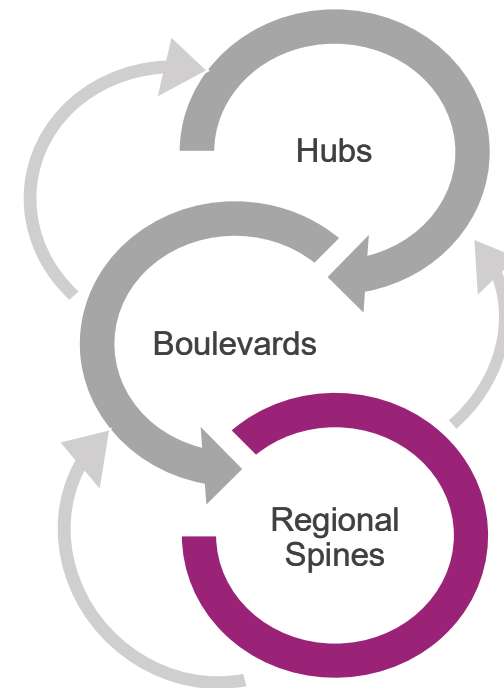


CMCP Mobility Framework and Solution

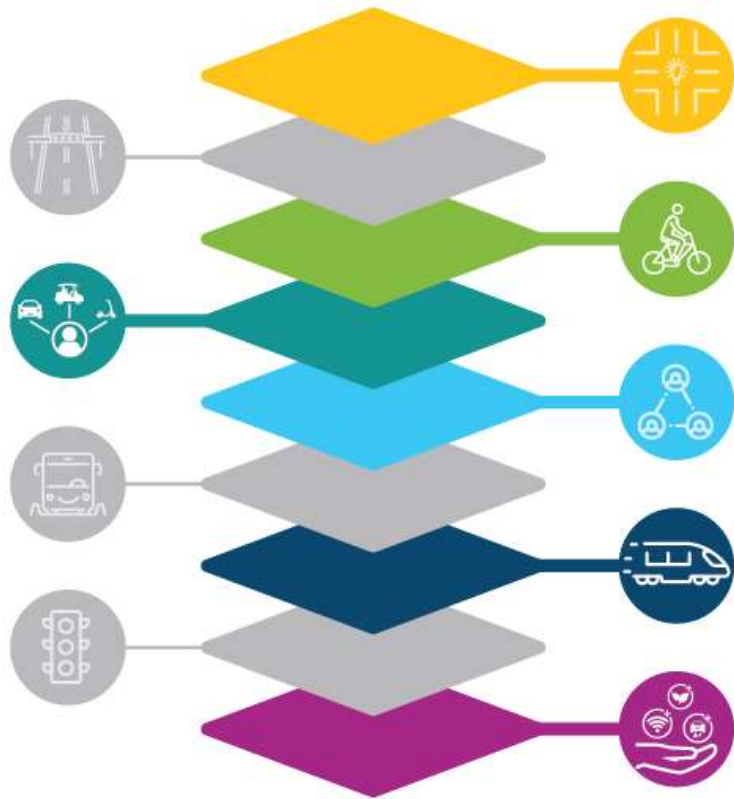
Strategy Layers



Strategic Anchors



SPRINTER Strategy Layering



- **SRPINTER strategy**
 - targeted approach to implementing higher-frequency, faster, and more reliable SPRINTER service across North County
- Make SPRINTER **more attractive option** through:
 - targeted SPRINTER high frequency improvements (10- or 15-minute frequency)
 - station mobility and access improvements through the Reconnecting Communities, Complementary Programs, Mobility as a Service, and Active Transportation strategies.

SPRINTER Corridor Service

TODAY

30-minute frequencies



9.5 miles of double track



32 at-grade crossings
2 existing grade separated crossings



22 miles of corridor



FUTURE

15-minute frequencies

11 miles of new double track

8 planned grade separations

1.8 new miles of corridor
(SPRINTER extension)

SPRINTER STATIONS



SPRINTER Proposed Improvements



3 Phase Implementation Strategy

Signal modernization throughout the 22-mile corridor

Phase I: Eastside Interim Extension

- Double-tracking from Palomar College Station to Escondido Transit Center
- Provide 15-minute service frequencies in this segment.

Phase II: Western Segment

- Double-tracking segments from Oceanside Transit Center to Palomar College Station.

Final Result: 15-minute frequency from Escondido Transit Center to Oceanside Transit Center

Rail Safety and Community Enhancement Committee

ad hoc committee convened in October 2022



Discussed **opportunities** for collaboration between City and County partners



Shared information about **historic transit related funding** for locally driven community enhancing projects



Identified a series of **priority projects** along the rail corridor based upon community feedback and City priorities

Priority projects along the SPRINTER corridor included:



Grade Separations



Bike Trail Extensions



Fencing and Safety Infrastructure



Quiet Zones



NCTD Partnerships with Local Jurisdictions

- The City of Vista is a successful recipient of funds under the FTA's Areas of Persistent Poverty Program
- The City and NCTD are entering into a Memorandum of Understanding (MOU) to evaluate alternatives to grade separate the SPRINTER rail line through the Vista Village downtown area.



NCTD Partnerships with Local Jurisdictions

- In December 2023, NCTD and the County entered into a MOU to partner on grant strategies for a variety of transit related projects. Potential projects include:
 - Transit oriented development
 - Improved pedestrian or cyclist crossings and amenities
 - Grade separation
 - Bus stop Improvements





Looking to the North: Caltrain Corridor Crossing Strategy

As an outcome of the **Caltrain Business Plan**, the Corridor Crossings Strategy is an effort to **define a systematic corridor-wide approach** to crossings.

The strategy aims to **align the ambitions of community partners into balance with an implementable program**, addressing:

- Program Delivery
- Organization
- Funding

Note: Active grade separation projects will continue in parallel



Crossings Delivery Guide

Consolidated and coordinated program

Proactive & consistent role

Consistent and transparent process

Active, integrated role for Cities

- BRIDGE**
- 1 Call out the project and location from the Caltrans website. The handbooks are available on the website. Call the local jurisdiction. Bridge handbooks can be found in the appendix of the CDG. Contact the local jurisdiction to get the project and location information.
 - 2 Review the project and location information.
- DCS SYSTEM**
- 3 All DCS projects must meet the design requirements for the DCS system. Review the design requirements for the DCS system.
 - 4 Protective Bridge Fencing: All bridges over the DCS system must have protective bridge fencing. The design requirements for the protective bridge fencing are in the handbook. Review the design requirements for the protective bridge fencing.
 - 5 Access Control Fencing: For bridges over the DCS system, access control fencing must be installed to prevent unauthorized access to the bridge. Review the design requirements for the access control fencing.
- PEDESTRIAN AND BIKE ACCESS**
- 7 Provide a safe and accessible path for pedestrians and bicyclists. The design requirements for pedestrian and bicycle access are in the handbook. Review the design requirements for pedestrian and bicycle access.
 - 8 Provide a safe and accessible path for pedestrians and bicyclists. The design requirements for pedestrian and bicycle access are in the handbook. Review the design requirements for pedestrian and bicycle access.
 - 9 Provide a safe and accessible path for pedestrians and bicyclists. The design requirements for pedestrian and bicycle access are in the handbook. Review the design requirements for pedestrian and bicycle access.
 - 10 Provide a safe and accessible path for pedestrians and bicyclists. The design requirements for pedestrian and bicycle access are in the handbook. Review the design requirements for pedestrian and bicycle access.
- LIGHTING**
- 11 Provide a safe and accessible path for pedestrians and bicyclists. The design requirements for pedestrian and bicycle access are in the handbook. Review the design requirements for pedestrian and bicycle access.
- ROADWAY FOOTPRINT**
- 12 Provide a safe and accessible path for pedestrians and bicyclists. The design requirements for pedestrian and bicycle access are in the handbook. Review the design requirements for pedestrian and bicycle access.
 - 13 Provide a safe and accessible path for pedestrians and bicyclists. The design requirements for pedestrian and bicycle access are in the handbook. Review the design requirements for pedestrian and bicycle access.
- DRAINAGE**
- 14 Provide a safe and accessible path for pedestrians and bicyclists. The design requirements for pedestrian and bicycle access are in the handbook. Review the design requirements for pedestrian and bicycle access.



4 Funding and Grant Programs

This section discusses the importance of developing a detailed funding plan and provides an overview of the available funding sources for grade separation projects. Grade separation projects can be expensive and may require the project sponsor to secure grants from multiple sources. Grade-separations have been recognized as a priority in California and there are several available funding programs for local agencies to support these types of projects. That said, while Caltrans can serve as a partner in obtaining funding, they are unable to help fund grade-separations specifically. The charter between SFMTA, SMCTA, and VTA, which serves as the basis for Caltrans operations, explicitly states that Caltrans funds may only be used for operations, which would not include grade-separations.

Project Sponsor
Local agencies are the project sponsors responsible for preparing and executing a funding plan to support all phases of a grade separation project in the Caltrans corridor. While Caltrans staff's expertise is necessary to support grade separation projects, using Caltrans funds to advance local jurisdiction projects is not allowed. Caltrans can only use public funds towards delivering cost-efficient rail services under the current regulation, which requires dedicating all Caltrans funding toward the management, operation, and maintenance of the commuter rail service.

Funding Plan
A detailed funding plan that aligns with an accurate and conservative cost estimate is crucial for advancing grade separation projects. The funding plan and project cost estimates should be developed as early as a project's initiation phase. Those funding commitments should be updated semiannually or yearly corresponding to the local jurisdiction's fiscal year. Cost estimates should also be updated regularly as the project progresses through phases of development and to represent current market conditions. Caltrans recommends that local entities frequently update the project costs. Soft costs should also be considered including Caltrans's management of the grade separation project. Soft costs also should include contingency which should vary depending on the phase of the project. As the project advances and there are fewer risks and unknowns, the contingency may be reduced. Refer to Table XX for Caltrans's contingency guidance for capital improvement projects. More details on project cost and funding for each phase can be seen in Figure XX. Complete funding for a project phase should be secured before a phase begins to facilitate projects advancing through phases in an efficient manner.



Key Chapter Takeaways:

- Grade-separations recognized as a priority in California – Several funding programs available for local agencies
- Caltrans cannot direct funds toward grade-separation projects but can serve as a partner in obtaining funds
- Funding sources: Federal, Statewide, County, Local and Private
- Minimizing project delays with detailed funding plan that correlates with a frequently updated project cost
- Local agency responsible for preparing, identifying, and executing funding requirements set by the grant program and communicate the requirements with Caltrans staff early in the process.

CCS Program Strategy and Vision



Program Strategy Development

Develop a shared, **corridor** vision with an incremental and implementable approach for regional benefits.

Balance vision with implementable action plan

Outcome: Program Vision and Strategy



Integrated Delivery Team



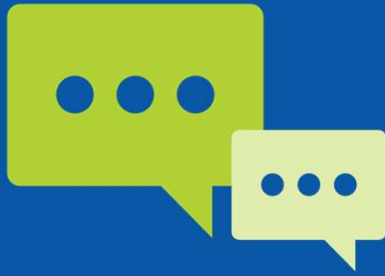
Operations and Construction Coordination



**Project Packaging/
Staging/Approvals**



**Administrative/
Funding**



Questions & Answers



Kimley»Horn
North County Center of Excellence

NORTH COUNTY
TRANSIT DISTRICT



SPRINTER