Kimley»Horn

Expect More. Experience Better.

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

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Recognition

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

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

Our Practice Areas

Sample Projects

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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

Caltrans | Kimley»Horn Expect More. Experience Better. | NORTH COUNTY TRANSIT DISTRICT

Today's Presentation Topics

North County

SPRINTER

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

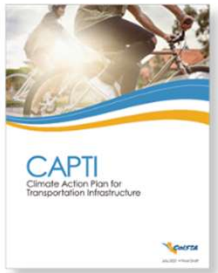
Who was involved in developing the CMCP?

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

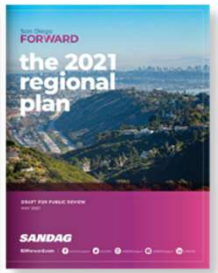
CMCP Role in Transportation Planning & Implementation

TRANSPORTATION PLANNING

CLIMATE ACTION PLAN FOR TRANSPORTATION INFRASTRUCTURE



REGIONAL PLAN AND VISION:
Sets a blueprint, complies with laws, high-level



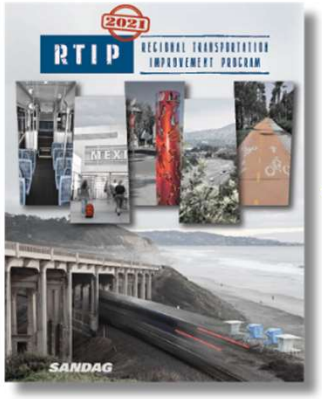
CALIFORNIA TRANSPORTATION PLAN 2050

CMCP DOCUMENT:
More in-depth transportation solutions

Secure Funding

SB1 and IIJA programs and other federal, state and local sources

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM:
Sets the timeline for implementation of projects that have secured funding



PROJECT IMPLEMENTATION

- Environmental Documents
- Design
- Construction

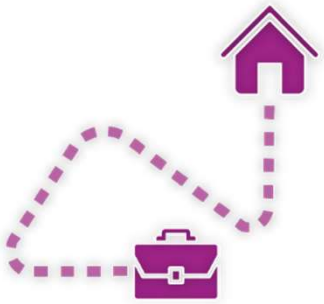
Context of North County

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%

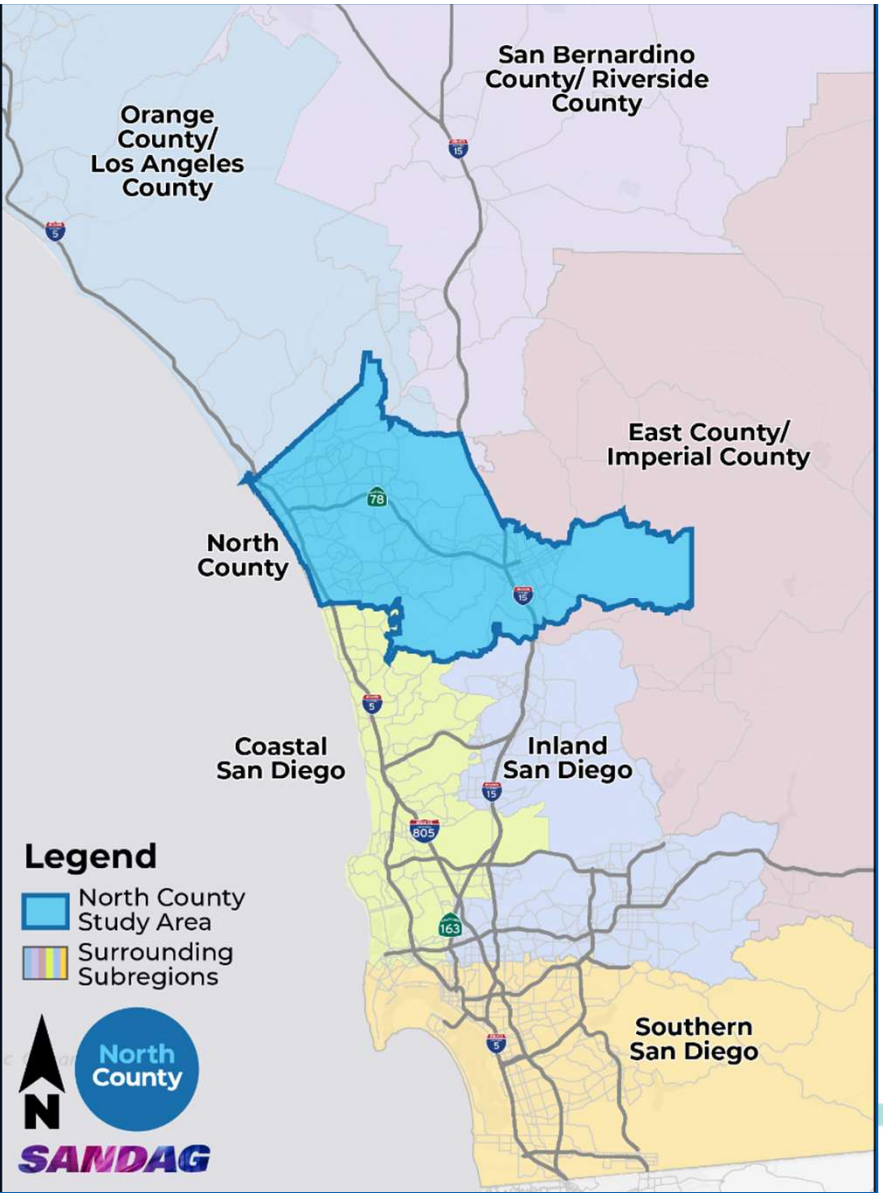
Low-income households

62,000
19.5%

People of Color

346,000
19.2%

#'s in North County
% of Region

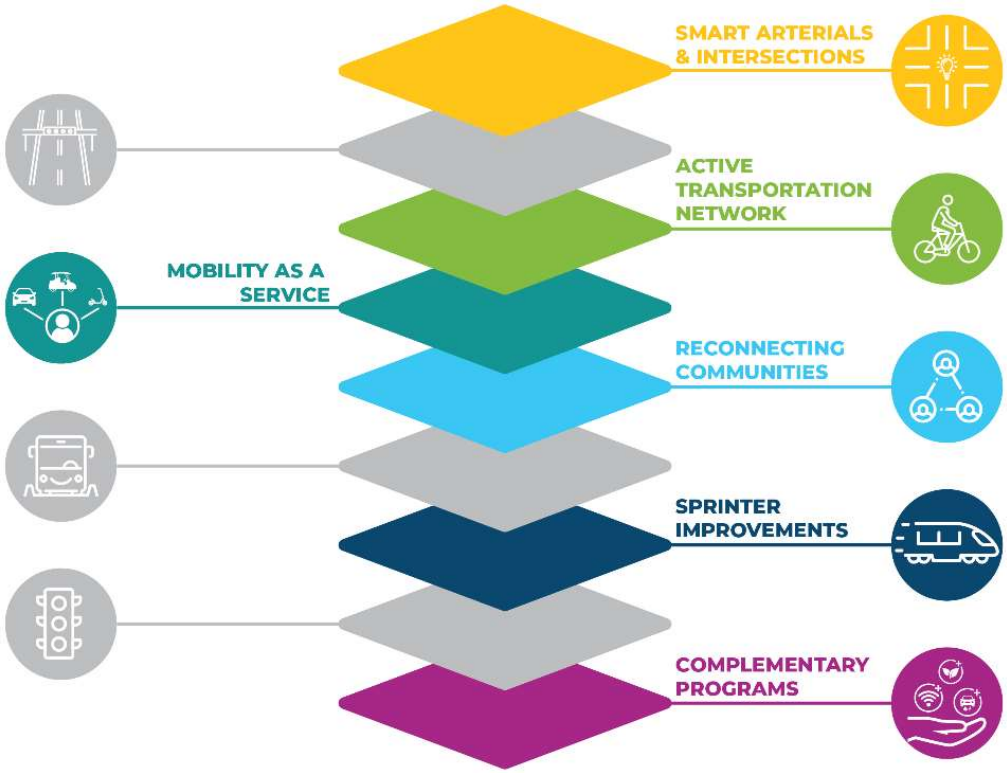


Why is a CMCP Important?

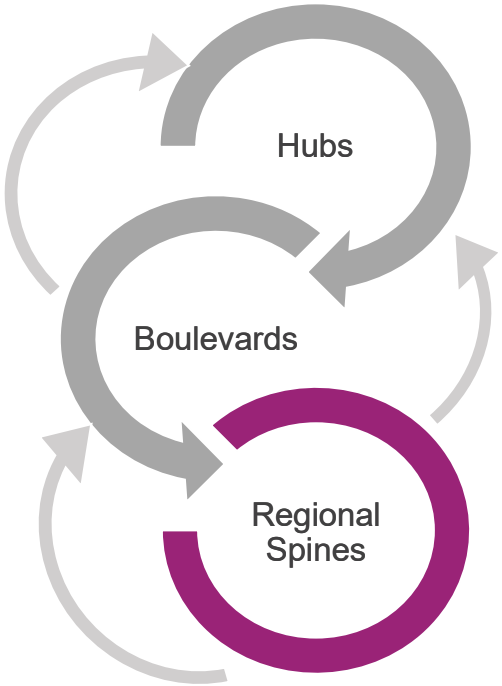
- A system implementation blueprint
  - North County's growing and changing population
  - Shifts in travel patterns, land use, and technology
- Ensures North County remains vibrant
- *Increases funding opportunities* by meeting regional and state policy goals
- Improve accessibility

CMCP Mobility Framework and Solution

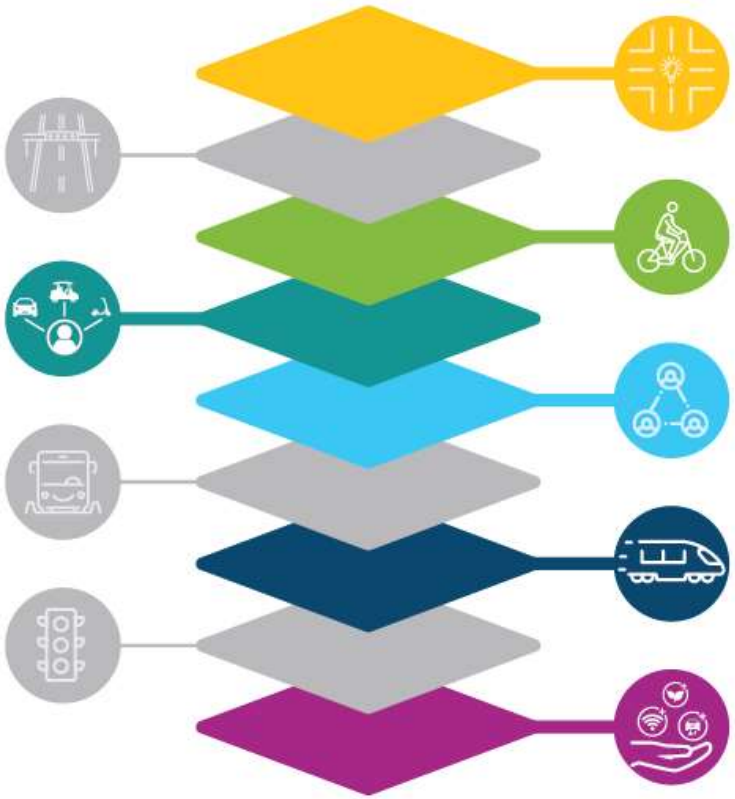
Strategy Layers



Strategic Anchors



SPRINTER Strategy Layering

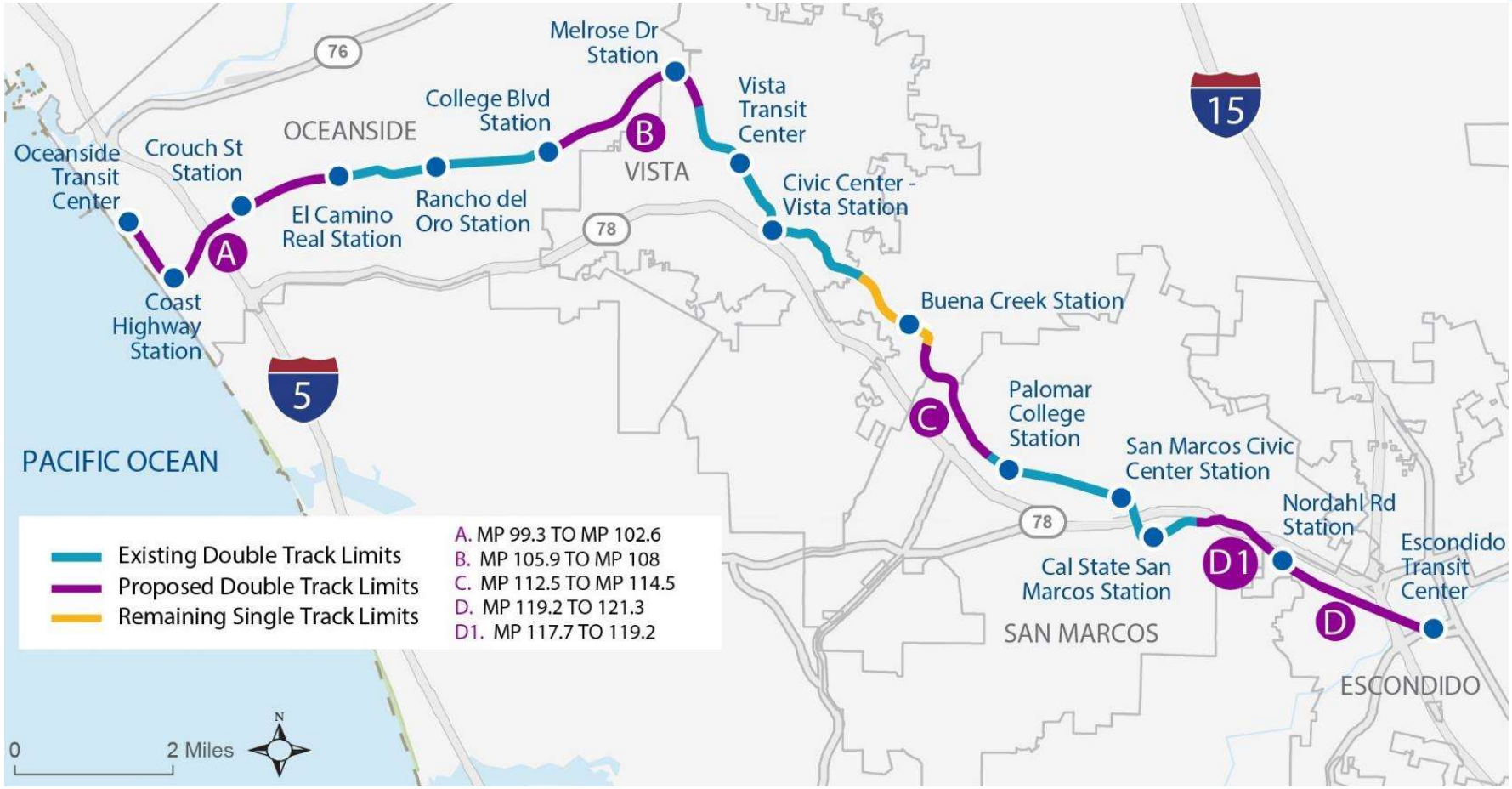


- **SRPINTER strategy**
  - targeted approach to implementing higher-frequency, faster, and more reliable SPRINTER service across North County
- Make SPRINTER **more attractive option** through:
  - targeted SPRINTER high frequency improvements (10- or 15-minute frequency)
  - station mobility and access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

SPRINTER Corridor Service

TODAY	FUTURE
30-minute frequencies	15-minute frequencies
9.5 miles of double track	11 miles of new double track
32 at-grade crossings 2 existing grade separated crossings	8 planned grade separations
22 miles of corridor	1.8 new miles of corridor (SPRINTER extension)

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.

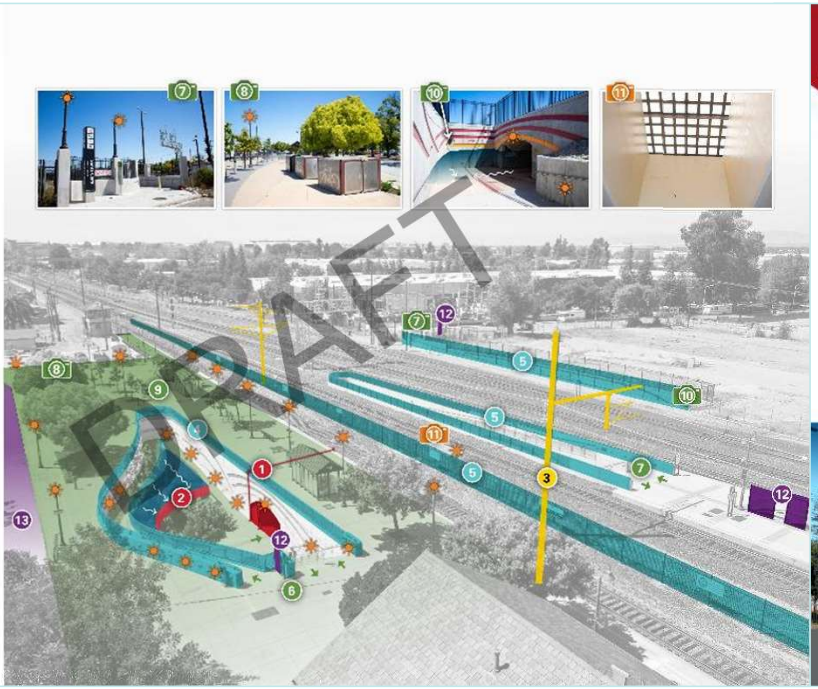
The strategy aims to **align the ambitions of community partners into balance with an implementable program,** addressing:

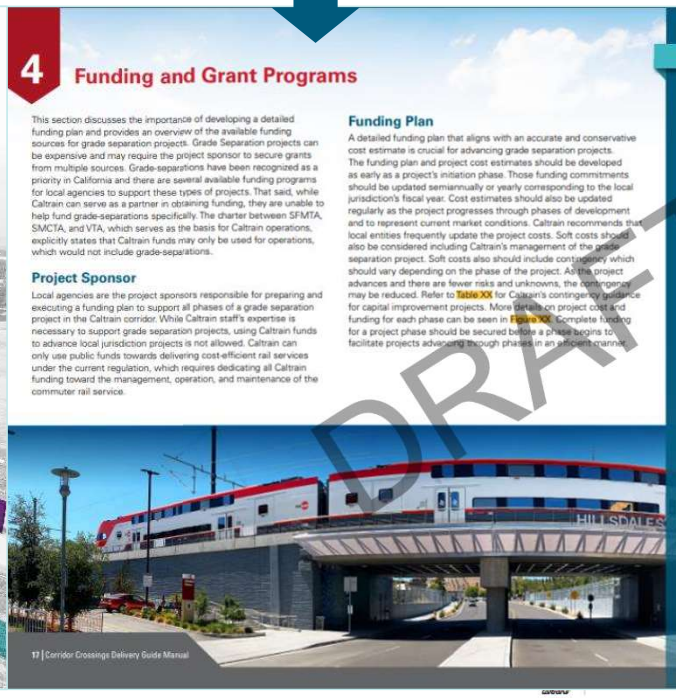
- Program Delivery
- Organization
- Funding

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





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 TRANSIT DISTRICT
SPRINTER