

I-5 North Coast Corridor

Draft Transportation & Resource Enhancement Program & Public Works Plan

This fact sheet discusses the Draft Transportation & Resource Enhancement Program & Public Works Plan (TREP/PWP) and proposed transportation, community, and resource enhancement improvements along the LOSSAN rail and I-5 within the San Diego North Coast Corridor (NCC). This transportation corridor effectively serves as the gateway to San Diego County and provides access to its extensive coastal resources, including world-renowned beaches, lagoons and upland recreation areas.

What is the TREP/PWP?

The TREP/PWP provides a comprehensive, system-wide planning, analytical, and implementation mechanism for transportation, community, and resource enhancement improvements throughout the NCC of San Diego County. As an alternative to project-by-project review, the TREP/PWP is intended to provide the California Coastal Commission (Coastal Commission), resource agencies, cities and the public with a coordinated plan to review transportation, community and environmental improvement projects for consistency with the California Coastal Act (Coastal Act). The TREP/PWP also provides the permitting vehicle for obtaining Coastal Commission approval for the highway corridor projects in accordance with applicable local coastal plans and the Coastal Act.

Why prepare a TREP/PWP?

The NCC contains 30 miles of coastline and some of the largest remaining coastal lagoons in California, all of which provide exceptional recreational opportunities. There are limited transit and freeway options that provide access to the NCC making traffic congestion and overall mobility constraints some of the greatest impediments to public access to and within this coastal area. As a result, developing and maintaining acceptable transportation services and alternative transportation modes, including improved bicycle and pedestrian facilities, is critical for both residents and visitors to ensuring public access to and along the San Diego County coastline.

The NCC's lagoon habitats are biologically unique and cannot be replicated elsewhere. Efforts to protect and enhance the NCC's natural resources in conjunction with transportation improvements require a unique, comprehensive resource planning and management program, which ensures not only that transportation project impacts are appropriately

mitigated, but which also facilitates a large-scale, systems-approach to resource enhancement for the benefit of the region. As a program, the TREP/PWP would accommodate corridor and regional growth in population and travel in an environmentally sustainable way. Through the program, coastal resource restoration and enhancement would be facilitated by environmentally sensitive engineering, facility redevelopment that incorporates design measures that facilitate resource restoration programs, and by implementing a corridor-wide resource enhancement program focused on improving water quality, and coastal and upland habitat areas.



Shown above: the I-5 and LOSSAN rail line in North County traverses through scenic and unique natural environments.



The TREP/PWP will help preserve and protect the I-5 NCC's beautiful natural resources shown here.

What projects are covered by the TREP/PWP?

The TREP/PWP program of projects includes rail, highway, bus transit, pedestrian, and bicycle improvements. As a vital part of the program, these improvements include community enhancements such as trails, pedestrian amenities, coastal access improvements, and projects to protect, restore and enhance sensitive coastal resources. The 20-year program will improve and maintain access to the coast and overall mobility for the public, and will help to preserve and enhance our valuable natural coastal environments and lagoons.



The TREP/PWP will protect, preserve and enhance bike and pedestrian routes to the I-5 NCC's unique natural amenities.

How will the TREP/PWP benefit local communities and protect coastal resources?

Proposed transportation improvements would expand capacity, improve performance, and enhance multi-modal access through the NCC. I-5 improvements include reconstructing under- and overpasses, which presents an opportunity to connect and improve bicycle and pedestrian routes to the coast. I-5 and rail improvements would provide new, improved and convenient pedestrian and bicycle crossings over the tracks, better connecting communities to area beaches.

Cities in the NCC have identified community enhancement opportunities such as completing bicycle and pedestrian connections, improving trails, and upgrading new and existing transportation facilities that would benefit from simultaneous construction and improve how I-5 interfaces with adjacent communities. Design and construction of these features would occur in coordination with each affected city.

The TREP/PWP also includes a Resource Enhancement Program which proposes a combination of traditional and non-traditional measures to mitigate coastal resource impacts of the proposed mobility improvements, and to enhance sensitive coastal resources.

Opportunities to enhance these habitats require comprehensive solutions focused on ecosystem-wide benefits. The TREP/PWP's innovative approach to mitigate transportation project impacts to natural resources in advance of the impacts, and to focus on regionally significant resource enhancement opportunities, results in greater benefits to corridor-wide resources than a traditional ratio-based, project and site-specific mitigation approach.

When will the TREP/PWP be implemented?

The preliminary Draft TREP/PWP is now available for public review and comment in conjunction with the I-5 NCC Project Draft EIR/EIS (June 2010). Subsequent to the ongoing public review process, the Draft TREP/PWP will be refined to reflect selection of a preferred alternative for the I-5 NCC project and to address comments received on the preliminary draft document. The updated TREP/PWP will then be submitted to the Coastal Commission for approval. As part of that process, amendments to affected local coastal programs will be processed, as needed, in conjunction with local community input and approval. Implementation of TREP/PWP projects over the approximate 20 year planning horizon would ultimately occur in accordance with the approved TREP/PWP Implementation Framework and Preliminary Phasing Plan to ensure that highway, rail, and coastal improvements develop concurrently to achieve a multimodal solution for regional transportation needs and are implemented in conjunction with comprehensive restoration and enhancement plans for the region's unique natural resources.



The TREP/PWP will improve east-west connectivity across I-5 to facilitate coastal access.

For more information, log-on to:
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