

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017  
PROJECT BASELINE AGREEMENT

Streamview Drive Revitalization Project Phase II

Resolution LPP-P-2526-06B

(to be completed by CTC)

1. FUNDING PROGRAM

- ☐ Active Transportation Program
- ☒ Local Partnership Program (Competitive)
- ☐ Solutions for Congested Corridors Program
- ☐ State Highway Operation and Protection Program
- ☐ Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) effective on December 4, 2025 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, City of San Diego, and the Implementing Agency, City of San Diego, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.1 Whereas at its 6/27/2025 meeting the Commission approved the Local Partnership Program and included in this program of projects the Streamview Drive Revitalization Project Phase II, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A, the Project Report attached hereto as Exhibit B, the Performance Metrics Form, if applicable, attached hereto as Exhibit C, as the baseline for project monitoring by the Commission.
- 3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:

- ☐ Resolution , "Adoption of Program of Projects for the Active Transportation Program", dated
- ☒ Resolution G-25-43, "Adoption of Program of Projects for the Local Partnership Program", dated 6/27/2025
- ☐ Resolution , "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
- ☐ Resolution , "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated
- ☐ Resolution , "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

- 4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 City of San Diego agrees to secure funds for any additional costs of the project.
- 4.6 City of San Diego agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.
- 4.7 Caltrans agrees to prepare program progress reports on a on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 City of San Diego agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 City of San Diego agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

## 5. SPECIFIC PROVISIONS AND CONDITIONS

- 5.1 Project Schedule and Cost  
See Project Programming Request Form, attached as Exhibit A.
- 5.2 Project Scope  
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.
- 5.3 Performance Metrics  
See Performance Metrics Form, if applicable, attached as Exhibit C.
- 5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

### Attachments:

- Exhibit A: Project Programming Request Form  
Exhibit B: Project Report  
Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE  
TO  
PROJECT BASELINE AGREEMENT

Project Name **Streamview Drive Revitalization Project Phase II**  
Resolution **LPP-P-2526-06B**

(to be completed by CTC)

**Gary Chui**

Digitally signed by Gary Chui  
Date: 2025.09.24 11:15:33 -07'00'

**9/24/2025**

Gary Chui

Date

Project Manager

Project Applicant

**Kris McFadden**

Digitally signed by Kris McFadden  
Date: 2025.09.24 10:08:03 -07'00'

**9/24/2025**

Kris McFadden

Date

Deputy Chief Operating Officer

Implementing Agency

*Ann M. Fox*

**10/16/2025**

Ann Fox

Date

District Director

California Department of Transportation

*Steve D. Lee*

**11/20/2025**

Date

Director

California Department of Transportation

*Tanisha Taylor*

**01/09/2026**

Tanisha Taylor

Date

Executive Director

California Transportation Commission

# Streamview Drive Revitalization Project Phase II

Fiscal Year 2024 Local Partnership Competitive Program



## Project Description

The Streamview Drive Revitalization Project Phase II will install five roundabouts, raised medians, buffered bike lanes, upgraded public bus stops, new and widened sidewalks and updated ADA pedestrian ramps along the remaining segments of Streamview Drive to create a safe corridor for all road users and especially people walking, biking, or using transit.

## Benefits

The project addresses long-standing challenges related to safety, mobility, and community connectivity. The proposed traffic calming improvements will enhance roadway safety, reduce excessive speeds, and promote a safer environment for pedestrians and bicyclists.

The project will:

- Promote equity by providing affordable and reliable transportation options to allow better access to job centers, schools, parks, and other crucial public facilities.
- Improve safety by reducing collisions as a result of the protected bike lanes, shorter pedestrian crossings, slower speeds, and protected vehicular movements at roundabouts.
- Increase mobility options by providing safe, dedicated space for people to walk, ride their bike, and access bus stops.
- Enhance public health by providing opportunities to walk and bike.
- Reduce greenhouse gas emissions as more people choose to walk, bike, and ride the bus because of the creation of a safe and appealing urban environment.
- Reduce congestion and travel times by installing roundabouts that improve the flow of traffic and decrease delays at intersections.

## Construction Cost

\$25,672,962 million

## Construction Schedule

Scheduled for 2026-2028

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	10/06/2025 11:00:54
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			1629	City of San Diego		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
San Diego County						
				MPO	Element	
				SANDAG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
George Gazallo			619-533-3183	ggazallo@sandiego.gov		

Project Title

Streamview Drive Revitalization Project Phase II

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

Located in the City of San Diego on Streamview Drive from 54th Street to College Avenue. This project will provide access improvements for all users: pedestrians, bicyclists, bus riders, and drivers by installing and improving sidewalks, and installing bikes lanes, pop outs, and roundabouts. The focus of this project is to improve the safety for all modes of transportation.

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

Legislative Districts			
Assembly:	79	Senate:	39
		Congressional:	51
Project Milestone		Existing	Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase		06/06/2018	06/06/2018
Circulate Draft Environmental Document	Document Type ND/MND	11/28/2020	11/28/2020
Draft Project Report		11/28/2020	11/28/2020
End Environmental Phase (PA&ED Milestone)		06/03/2022	06/03/2022
Begin Design (PS&E) Phase		01/13/2020	01/13/2020
End Design Phase (Ready to List for Advertisement Milestone)		03/05/2026	03/05/2026
Begin Right of Way Phase		06/06/2018	06/06/2018
End Right of Way Phase (Right of Way Certification Milestone)		12/30/2025	12/30/2025
Begin Construction Phase (Contract Award Milestone)		06/30/2026	06/30/2026
End Construction Phase (Construction Contract Acceptance Milestone)		05/26/2028	05/26/2028
Begin Closeout Phase		11/27/2028	11/27/2028
End Closeout Phase (Closeout Report)		12/07/2032	12/07/2032

Date 10/06/2025 11:00:54

Purpose and Need

It is difficult for pedestrians to cross Streamview Dr. because of the wide curb to curb width and speeding issue. The lack of bicycle facilities along Streamview Dr. also makes riding a bike along Streamview Dr. undesirable. This project will improve pedestrian and cyclist access to transit stops, schools, and other crucial public facilities.

NHS Improvements

☐ YES ☒ NO

Roadway Class 2

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	# Signs, lights, greenway, or other safety / beautification	EA	5,000
Active Transportation	Bicycle lane-miles	Miles	1.89
Active Transportation	Sidewalk miles	Miles	2.42
Operational Improvement	Interchange modifications	EA	5

Date 10/06/2025 11:00:54

Additional Information

The traffic calming and pedestrian improvements will improve pedestrian access to bus stops, schools, and shopping plaza in the community. The combination of high speed traffic and wide street width on Streamview Dr. makes crossing Streamview Dr. challenging for pedestrians. The installation of roundabouts, medians, and bulb-outs will greatly improve pedestrian safety at intersections. The bulb-outs will shorten the crossing distance and minimize pedestrian exposure to vehicular traffic. The median will provide refuge to pedestrian. There are also missing sidewalks along Streamview Dr. which makes pedestrian access to bus stops, schools and shopping plaza difficult.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	3,085	3,354	-269
			VTM per Capita	0.29	0.32	-0.03
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	0.007	0	0.007
			Hours per Capita	0.00001	0	0.00001
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0.0001	0	0.0001
			PM 10 Tons	0.0001	0	0.0001
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	36.15	0	36.15
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0.0015	0	0.0015
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0.0004	0	0.0004
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0.095	0	0.095
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0.004	0	0.004
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	6	-6
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	98	-98
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	301	0	301
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.6	0	1.6
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	2,373	2,580	-207
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	2,558	2,780	-222



District	County	Route	EA	Project ID	PPNO
11	San Diego County				1629
Project Title					
Streamview Drive Revitalization Project Phase II					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	900	170	150					1,220	
PS&E	892							892	
R/W SUP (CT)									
CON SUP (CT)									
R/W		290	10					300	
CON				20,675				20,675	
TOTAL	1,792	460	160	20,675				23,087	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	900	170	150					1,220	
PS&E	892		70					962	
R/W SUP (CT)									
CON SUP (CT)									
R/W		290	10					300	
CON				25,673				25,673	
TOTAL	1,792	460	230	25,673				28,155	

Fund #1:	State SB1 LPP - Local Partnership Program - Competitive program (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.210.210
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				10,000				10,000	
TOTAL				10,000				10,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				10,000				10,000	
TOTAL				10,000				10,000	

Fund #2:	Local Funds - Agency (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governmen ATGP
PS&E	586							586	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	586							586	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	586							586	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	586							586	
Fund #3:	Local Funds - Developer Fees (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									City of San Diego CR-TAB 2010A
PS&E	306							306	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	306							306	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	306							306	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	306							306	

Fund #4:	Local Funds - TRANSNET (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)	900	170	150					1,220	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		290	10					300	
CON				10,675				10,675	
TOTAL	900	460	160	10,675				12,195	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	900	170	150					1,220	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		290	10					300	
CON				10,675				10,675	
TOTAL	900	460	160	10,675				12,195	
Fund #5:	Local Funds - TRANSNET (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									City of San Diego
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E			70					70	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				4,998				4,998	
TOTAL			70	4,998				5,068	

Complete this page for amendments only					Date 10/06/2025 11:00:54
District	County	Route	EA	Project ID	PPNO
11	San Diego County				1629

SECTION 1 - All Projects

Project Background

Located in the City of San Diego on Streamview Drive from 54th Street to College Avenue. This project will provide access improvements for all users: pedestrians, bicyclists, bus riders, and drivers by installing and improving sidewalks, and installing bikes lanes, pop outs, and roundabouts. The focus of this project is to improve the safety for all modes of transportation.

Programming Change Requested

Reason for Proposed Change

The project’s latest construction estimate has increased compared to the initial application and cost estimate prepared about a year ago. This increase is due to inflation, economic uncertainty, and a higher rate of escalation applied to forecast prices at the midpoint of construction. The City and our design consultant have observed that recent bids are consistently coming in higher than earlier estimates, and we have conservatively adjusted unit prices based on the latest available bid data.

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)

The construction costs has gone up due to the current construction industry conditions with escalating cost due to inflation. Add local funds to cover this additional cost. Increase project total to \$28,155,000.

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

September 30, 2025

Keri Elsberry-Vidad  
 SB1 Program Engineer  
 Office of State Programs  
 (279)-599-3369  
 Keri.e.vidad@dot.ca.gov

**Subject:**  
**Supplemental Project Report: Updates to the cost and schedule of the Streamview Drive Revitalization Project Phase II (PPNO 11-1629)**

Dear Keri Elsberry-Vidad:

This memo serves to document changes to the project that have occurred since the original submitted project report dated November 20, 2024. Project estimated construction phase costs have increased, and the estimated construction start date has been delayed since the original document. These modifications are explained below:

**Project Description**

The project description remains consistent with what has previously been submitted and reads as follows:

*The Streamview Drive Revitalization Project Phase II will install five roundabouts, raised medians, buffered bike lanes, upgraded public bus stops, new and widened sidewalks and updated ADA pedestrian ramps along the remaining segments of Streamview Drive to create a safe corridor for all road users and especially people walking, biking, or using transit.*

**Cost Estimate**

Since November 2024, the project’s latest construction estimate has increased since the initial application and cost estimate prepared approximately one year ago due to inflation, economic uncertainty, and increased rate of escalation used to forecast prices at midpoint of construction. The City and our design consultant have noticed the trend for bids to come in higher than initially estimated in the recent months and have conservatively estimated unit prices from the latest bid data available. Estimated construction administration costs have also increased by \$661k in that time. Total estimated construction phase costs are now \$25,672,962, and the total project cost has increased to \$28,154,803. This cost increase will be fully funded by utilizing City local funding sources such as Transnet, Capital Outlay, and Mobility Developmental Impact Fees.

Existing Total Project Costs (\$1,000s)

Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total
E&P (PA&ED)	1,070	150						1,220
PS&E	892	70						962
R/W SUP (CT)								
CON SUP (CT)								
R/W	290	10						300
CON			25,673					25,673

TOTAL	2252	230	25,673					28,155
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### Schedule Updates

The project schedule remains consistent with the ePPR for the project dated 8/21/2025. The table below reflects the current project schedule:

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		06/06/2018
Circulate Draft Environmental Document Document Type ND/MND		11/28/2020
Draft Project Report		11/28/2020
End Environmental Phase (PA&ED Milestone)		06/03/2022
Begin Design (PS&E) Phase		01/13/2020
End Design Phase (Ready to List for Advertisement Milestone)		03/05/2026
Begin Right of Way Phase		06/06/2018
End Right of Way Phase (Right of Way Certification Milestone)		12/30/2025
Begin Construction Phase (Contract Award Milestone)		06/30/2026
End Construction Phase (Construction Contract Acceptance Milestone)		05/26/2028
Begin Closeout Phase		11/27/2028
End Closeout Phase (Closeout Report)		12/07/2032

### Project Report

A link to the full project report can be found below:

<https://drive.google.com/drive/folders/1p6TomFWsRHc9ThJu7MpEakp8qa7dCwej?usp=sharing>

*Gary Chui*

Gary Chui  
Project Manager  
City of San Diego

9/30/2025

Date

*Ronak Rekani*

Ronak Rekani  
Deputy City Engineer  
City of San Diego

9/30/2025

Date

2024 Local Partnership Competitive Program

## Streamview Drive Revitalization Project Phase II



November 20, 2024

Prepared for:



California  
Transportation  
Commission

Submitted by:

The City of  
**SAN DIEGO**



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## Attachments

- Attachment 1 - Eligibility Verification Documentation
- Attachment 2 - Cover Letter
- Attachment 3 - LPP Fact Sheet
- Attachment 4 - Electronic Project Programming Request (ID ePPR-5004-2024-0001)
- Attachment 5 - Streamview Drive Traffic Analysis
- Attachment 6 - Letters of Support
- Attachment 7 - Benefit-Cost Analysis (Excel)
- Attachment 8 - Safety Data
- Attachment 9 - Concept Design
- Attachment 10 - Pro Housing Certificate

Attachments can be viewed with this link:

<https://drive.google.com/drive/folders/1p6T0mFWsRHc9ThJu7MpEakp8qa7dCwej?usp=sharing>

## A. Cover Letter



THE CITY OF SAN DIEGO

TODD GLORIA

MAYOR

November 19, 2024

Tanisha Taylor  
Executive Director  
California Transportation Commission  
1120 N Street, MS 52  
Sacramento, CA 95814

Re: City of San Diego Grant Application to Local Partnership Program

Dear Ms. Taylor:

The City of San Diego (City) is proud to present its grant application entitled, ***Streamview Drive Revitalization Project Phase II*** for funding consideration under the Fiscal Year (FY) 2024 Local Partnership Program (LPP). According to the 2024 Local Partnership Competitive Program Guidelines, the City meets LPP's eligibility requirements through its Mobility Development Impact Fee (DIF). As the City's eligibility verification (Attachment 1) demonstrates, the Mobility DIF is an imposed fee that was adopted specifically for transportation improvements, and it is unique from the City's other funds.

In 2017, the City completed Phase One of the Streamview Drive Revitalization project, which installed roundabouts, bulbouts, center medians, bike lanes and sidewalks to a key local collector street in a historically disadvantaged community. An LPP award of \$10 million for Phase Two will provide the critical last dollars to ensure that the City continues to deliver safety, mobility, and resiliency enhancements along the corridor with construction beginning in Fall 2025 and scheduled completion in 2028.

The 1.3-mile segment of Streamview Drive is a key connector to 54th Street and College Avenue, which are critical corridors connecting residents to the City's growing public transportation network, schools, employment, and shopping centers. The City

developed this project along Streamview Drive due to its long-standing challenges related to safety, mobility, connectivity, and resiliency.

The project is located within census tracts 27.03 and 27.11; a diverse community with 74.4% of its residents being persons of color. Further, a significant portion of the population (\$78,037 and \$68,750 respectively) are earning below the 80% of the County of San Diego's Area Median Income (AMI) of \$119,500 and can be labeled as Low Income. Data also shows that 18.13 % of residents within the two census tracts have less than a high-school education.

The Streamview Drive corridor's safety challenges center around high-speed vehicular traffic. In line with the City's Vision Zero strategy, this project enhances pedestrian and motorist safety by installing five roundabouts, raised medians, buffered Class II bike lanes, upgraded public bus stops, new and widened sidewalks, and updated ADA pedestrian ramps. The proposed traffic calming improvements will enhance roadway safety, reduce excessive speeds, and promote a safer environment for pedestrians and bicyclists. By providing residents the opportunity to make healthier, more environmentally sustainable mobility choices that include walking, biking, or using public transit, we can help advance the City's equity goals on infrastructure, climate, and mobility.

An award of \$10 million in LPP funds to this historically disadvantaged community would leverage over \$13 million in additional federal and local funding sources to support the City's mission to deliver an equitable and sustainable transportation improvement project.

Thank you for your consideration, and we urge your support for the City's *Streamview Drive Revitalization Phase II Project*.

Sincerely,



TODD GLORIA  
Mayor  
City of San Diego

## B. Fact Sheet



### Streamview Drive Revitalization Project Phase II

Fiscal Year 2024 Local Partnership Competitive Program



#### Project Description

The Streamview Drive Revitalization Project Phase II will install five roundabouts, raised medians, buffered bike lanes, upgraded public bus stops, new and widened sidewalks and updated ADA pedestrian ramps along the remaining segments of Streamview Drive to create a safe corridor for all road users and especially people walking, biking, or using transit.

#### Benefits

The project addresses long-standing challenges related to safety, mobility, and community connectivity. The proposed traffic calming improvements will enhance roadway safety, reduce excessive speeds, and promote a safer environment for pedestrians and bicyclists.

The project will:

- Promote equity by providing affordable and reliable transportation options to allow better access to job centers, schools, parks, and other crucial public facilities.
- Improve safety by reducing collisions as a result of the protected bike lanes, shorter pedestrian crossings, slower speeds, and protected vehicular movements at roundabouts.
- Increase mobility options by providing safe, dedicated space for people to walk, ride their bike, and access bus stops.
- Enhance public health by providing opportunities to walk and bike.
- Reduce greenhouse gas emissions as more people choose to walk, bike, and ride the bus because of the creation of a safe and appealing urban environment.
- Reduce congestion and travel times by installing roundabouts that improve the flow of traffic and decrease delays at intersections.

#### Construction Cost

\$20,674,615 million

#### Construction Schedule

Scheduled for 2025-2028



## C. General Information

### Overview

The City of San Diego (City) requests \$10 million to fully fund the implementation of the proposed Streamview Drive Revitalization Project Phase II (Project), which has a total project cost of \$23,086,456. The Project builds on the City's long-standing commitment to create safer roadways for all users and implement Complete Streets that enable safe, attractive, and comfortable access to all within the public right-of-way. The Project applies strategies from the City's [Vision Zero Strategic Plan](#) and Climate Action Plan, making multimodal safety improvements along approximately one mile of Streamview Drive to reduce speed and enhance active transportation facilities. Phase I of the Streamview Drive Revitalization Project was completed in 2017 and rehabilitated the segment of Streamview between Lynn/Michael Street and Gayle Street. Phase II will complete the rehabilitation of the corridor implementing improvements between 54th Street to Lynn/Michael Street and from Gayle Street to College Avenue (Figure 1: Streamview Drive Revitalization Project I and II). Specifically, the Project will install:

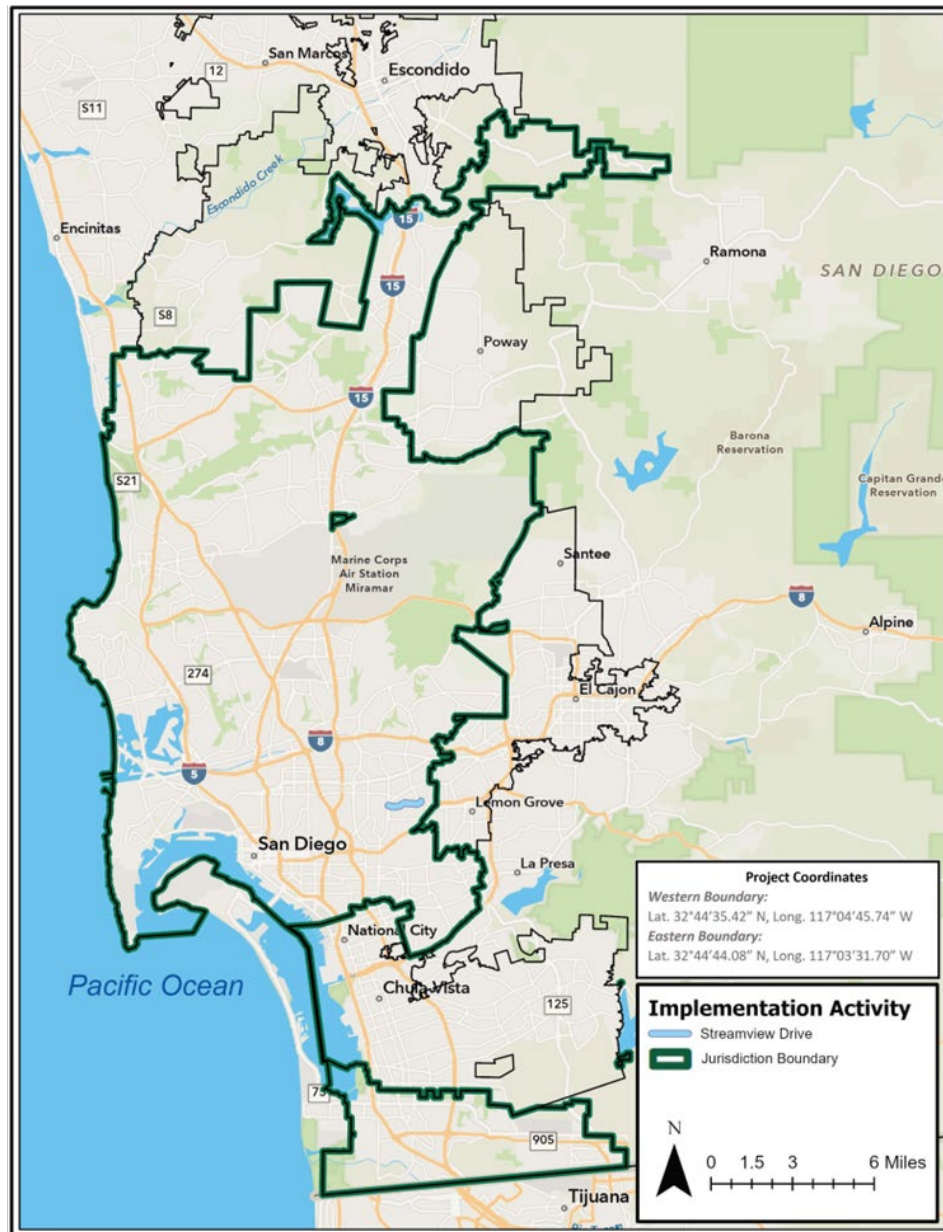
- Roundabouts at five intersections as traffic calming and operational improvements
- Bike facilities and new sidewalks to close gaps in the transportation network
- Bulb-outs, raised center medians, pedestrian refuge islands, high-visibility crosswalks, parkways, and street lighting to enhance the pedestrian experience and increase safety
- Upgrades to existing bus stops to improve access to transit

**Figure 1: Streamview Drive Revitalization Project Phase I and II**



Streamview Drive is a residential street located in the Mid-City, Eastern Area community of San Diego. Community members have expressed concerns with safety, livability, and walkability on Streamview Drive over the last 30 years. Using the complete data available, between 2017 and 2021, there have been 33 collisions along this corridor. Streamview Drive's current configuration prioritizes

vehicle traffic and allows excessive vehicle speeds. The street is very wide, lacks bike infrastructure, has gaps in the sidewalk network, and is missing ADA compliant curb ramps. The City has explored and assessed various improvements, including traffic calming measures, to slow vehicles and enhance safety and mobility for all road users. The Project will install five roundabouts at intersections throughout the segments as well as bulb-outs, center medians, and bike lanes. The Project will also make the street more pedestrian and bike friendly by filling gaps in the sidewalk network and installing ADA compliant curb ramps.



**Figure 2: Project Footprint**



The Project is currently in the design phase with an estimated construction cost of \$20.6 million. The Project aims to transform Streamview Drive into a safer, more comfortable, and an accessible route for all users by incorporating proven safety measures, ADA-compliant features, and traffic calming improvements in line with the City's Vision Zero Strategic Plan. The Project aligns with the City's and State's priorities to support multi-modal transportation, reduce greenhouse gas (GHG) emissions, promote resiliency, and enhance equity and access for historically underserved communities.

The Project is in the City of San Diego in the County of San Diego. Streamview Drive is a residential street located in the Mid-City, Eastern Area community of San Diego. Proposed

improvements will occur within the segments of Streamview Drive between 54th Street to Lynn/Michael Street and from Gayle Street to College Avenue (Figure 3: Streamview Drive project segments). Collectively, these segments equate to one mile of roadway.

**Figure 3: Streamview Drive project segments**



## Photos

The renderings and City logo (Figure 4, 5, and 6) below can be made available to the California Transportation Commission as independent files upon request. Additional photos are included in this narrative.

**Figure 4: Side by side comparison of existing conditions (left) and proposed improvements (right)**



**Figure 5: Project renderings**



**Figure 6: City of San Diego and MTS logo**



### **Project Priority**

Streamview Drive is a priority project and therefore the only nomination by the City of San Diego.



## Scope

The Project will rehabilitate Streamview Drive to improve operational, safety, community connectivity, and quality of life deficiencies by:

- Constructing five (5) roundabouts at the intersections of 55th Street, Spa Street, Glade Street, Hasty Street and Boren Street to reduce excessive speeds, reduce conflict points between road users, shorten the crossing distance of Streamview Drive for pedestrians and provide pedestrian refuge islands.
- Reducing the curb-to-curb width of the roadway to lessen crossing distances for pedestrians and to provide a more efficient use of the right-of-way.
- Constructing buffered bike lanes on both sides of Streamview Drive for the entire extent of the improvements.
- Widening the parkways and installing 12,800 linear feet of sidewalks to allow the corridor to be more walkable for pedestrians and increase the separation between vehicles and pedestrians.
- Improving bus stop locations with signage, benches, shelters, and improving accessibility to promote an alternative mode of transportation.
- Constructing over 75 ADA compliant curb ramps to improve accessibility for all pedestrians.
- Installing consistent street lighting to improve safety and visibility for all modes of transportation at night.
- Integrating improvements with those completed in Phase I to provide a consistent, seamless corridor between 54th Street and College Avenue.

## Independent Utility

The Project represents Phase II of the Streamview Drive Revitalization Project. Phase I was completed in 2017. Phase II will fully implement the Streamview Drive Revitalization Project. The project is not being further segmented.

## Nominating Agency and Implementing Agency Agreement

The City is both the nominating and implementing agency.

## Reversible Lanes

The project is not capacity-increasing; therefore, reversible lanes were not considered.

## D. Screening Criteria

### Project Eligibility

The project is eligible under the following categories, in the following ways:

- (E) Improvements to the local road system / (I) Road maintenance and rehabilitation: The Project represents a major rehabilitation of a local road that will extend the useful life of the segment by at least 15 years. The Project will construct new facilities including roundabouts and bike lanes and makes other safety and operational improvements that are intended to reduce collisions and fatalities as well as improve traffic flow.

- (F) Improvements to bicycle or pedestrian safety or mobility with an extended useful life: The project will install bike lanes, sidewalks, high-visibility crosswalks, pedestrian refuge islands, curb extensions, and curb ramps.

## Electronic Project Programming Request

The electronic Project Programming Request (ePPR) has been submitted via the CalSMART online reporting tool and is included as Attachment 4 - Electronic Project Programming Request. The PPR ID is ePPR-5004-2024-0001.

## Documentation for Eligibility Verification

Documentation of the City's eligibility as an applicant under the competitive program is included as Attachment 1 - Eligibility Verification and has been sent to the California Transportation Commission in advance of submission of this application.

## Negative Impacts and Mitigation

The project is entirely within the existing right-of-way and does not displace any residents of a disadvantaged or low-income community. Therefore, the project enhancements are designed to foster a more efficient, accessible, and sustainable community, benefiting residents, commuters, and the environment. Importantly, all efforts will be made to ensure that the project does not result in the displacement of any local residents, particularly those from disadvantaged or low-income backgrounds. Ongoing community engagement and environmental monitoring will ensure the project remains aligned with the needs and expectations of the community.

## E. Project Delivery

### Delivery Method

The project construction project will use the traditional Design-Bid-Build delivery method, which involves three distinct phases: design, bidding, and construction. The project is currently in the design phase. Once completed, the project will be put out for competitive bidding, allowing contractors to submit proposals based on the design. After selecting the contractor, construction will begin, with the contractor executing the work according to the approved plans.

### Contracts

The City of San Diego will be using the design-bid-build delivery method and anticipates the work to be performed under a single contract.

### Schedule Risks

During design and construction, the Project Manager and Construction Manager will oversee, manage, and control the budget, scope, and schedule in accordance with procedures outlined in state and federal manuals and City policies/standards. The City has formal risk management practices in place including risk identification, response strategies, monitoring, and control. As with

any capital improvement project, the City regularly assesses risk at various stages and will continue to monitor risk throughout the construction and closeout (Table 1: Project Risk Mitigation).

**Table 1: Project Risk Mitigation**

Potential Risk	Potential Mitigation(s)
Budget	Detailed budget tracking by project phase; coordination between City staff and relevant project development team members on all aspects for potential additional funds.
Schedule	Detailed schedule tracking by project phase; regular schedule “look ahead”; accelerate project schedule where feasible.
Environmental Clearance/Permitting	Hold several informational meetings early on in design phase with stakeholders.
Design	Develop a Quality Assurance/Quality Control Plan during the Final Design phase.
Construction	Weekly construction team meetings; develop a constructability review and update any necessary technical information prior to start.

### Other Potential Risks

The Streamview Drive project includes elements like roundabouts, bulb-outs, and bike lanes, which could affect traffic flow and congestion; however, these risks will be managed through careful planning and coordination. Community participation is one of the major risks the team has worked through by providing ad-hoc meetings to engage with residents and mitigate issues. Additionally, risks of cost overrun and construction delays will be minimized through budgeting and contingency planning.

### Rail Company Coordination

The proposed project is not a rail project and therefore there is no need to coordinate with rail companies.

### California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) Status

The full Streamview Drive Revitalization Project received a Notice of Exemption (NOE) in accordance with California Environmental Quality Act (CEQA) in January 2021 . The project is currently undergoing the process of obtaining environmental clearance under the National Environmental Quality Act (NEPA). The project schedule estimates that NEPA clearance will be obtained by June 2025. The environmental documents can be accessed through this link:  
[https://drive.google.com/file/d/1HCBZjn3TYzY9Hebd34OcOong-LkNvqzV/view?usp=drive\\_link](https://drive.google.com/file/d/1HCBZjn3TYzY9Hebd34OcOong-LkNvqzV/view?usp=drive_link)

## F. Evaluation Criteria

### Performance Metrics

Project information was submitted as part of the PPR and included on the Performance Metrics. Table 2: Performance Metrics below details the change.

**Table 2: Performance Metrics**

Measure	Metric	Project Type	Build	Future No Build	Change	Increase or Decrease
<b>Congestion Reduction</b>	Change in Daily Vehicle Miles Travelled	Local Road/Hwy Road Transit	3,085	3,354	-269	Decrease
	Person Hours of Travel Time Saved	Local Road/Hwy Road Transit	.007	0	.007	Increase
<b>Throughput</b>	Bicyclist and Pedestrian Screen Line Counts (Optional)	Active Transportation	611	515	96	Increase
<b>System Reliability</b>	Peak Period Travel Time Reliability Index	Hwy Road	N/A	N/A	N/A	N/A
	Level of Transit Delay	Transit	N/A	N/A	N/A	N/A
<b>Safety</b>	Number of Fatalities	All	0	0	0	Neither
	Number of Serious Injuries	All	0	6	-6	Decrease
	Rate of Fatalities	All	0	0	0	Neither
	Rate of Serious Injuries	All	0	98	-98	Decrease
<b>Economic Development</b>	Jobs Created	All	301	0	301	Increase
<b>Air Quality</b>	Particulate Matter (PM 2.5 PM 10)	All	.0001/.0001	0	-0.00011	Decrease
	Carbon Dioxide (CO2)	All	36.15	0	-36.15	Decrease
	Volatile Organic Compounds (VOC)	All	0.0015	0	-0.0015	Decrease
	Sulphur Oxides (SOx)	All	0.0004	0	-0.0004	Decrease
	Carbon Monoxide (CO)	All	0.095	0	-0.095	Decrease
	Nitrogen Oxides (NOx)	All	0.004	0	-0.004	Decrease
<b>Cost Effectiveness</b>	Benefit Cost Ratio	All	1.6	0	1.6	Increase
<b>Accessibility</b>	Number of Jobs Accessible by Mode	All	301	0	301	Increase
	Access to Key Destinations by Mode	All	14	14	0	Neither
	Percent of Population Defined as Low Income or Disadvantaged within ½ mile of rail station, ferry terminal, or high-frequency bus stop	All	100%	100%	0	Neither
<b>System Preservation (Pavement and Bridge Rehabilitation only)</b>	Pavement Condition Index	Local Road Hwy Road	N/A	N/A	N/A	N/A
	Bridge Condition Rating for Bridge Deck, Superstructure, Substructure	Local Road Hwy Road	N/A	N/A	N/A	N/A
<b>Noise Level Sound walls only (For reporting only)</b>	Number of Receptors	Sound walls	N/A	N/A	N/A	N/A
	Properties Directly Benefited	Sound walls	N/A	N/A	N/A	N/A
	Number of Decibels	Sound walls	N/A	N/A	N/A	N/A

### Required Criteria

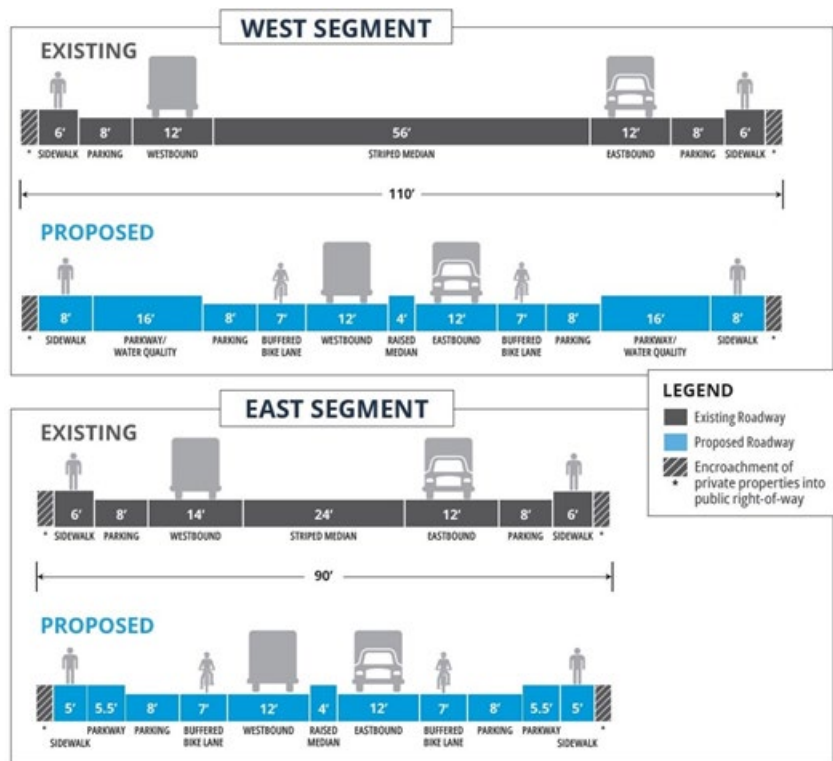
#### Accessibility

##### **Access to Multi-modal Infrastructure**

Streamview Drive serves as a vital community corridor relied upon daily by thousands to access schools, jobs, and housing. This project will help transform the way residents travel around their community. Streamview Drive has long prioritized travel by car. This is most evident by the amount of right-of-way dedicated to cars over other modes. Curb-to-curb width varies between 66 and 96

feet, which far exceeds the design standard of 54 feet for Streamview Drive's roadway classification, a two-lane collector, per the City's current [Street Design Manual](#). By contrast, active transportation infrastructure on Streamview Drive is either absent or inadequate in providing a safe environment for people to walk, bike, or roll; and transit amenities are lacking.

In 2008, the City worked closely with the community to develop the Streamview Drive Traffic Analysis Report (Attachment 5 - Streamview Drive Traffic Analysis). The report included an analysis of existing conditions, traffic data, and proposed transportation improvements to repair/replace



**Figure 7: Existing and proposed cross-section of Streamview Drive**

aging infrastructure, increase safety, facilitate multi-modal travel, and overall enhance the quality of life for residents and visitors. The project proposes to rehabilitate Streamview Drive, transforming the roadway from one that prioritizes car travel to one that facilitates multi-modal transportation (Figure 7: Existing and proposed cross-section of Streamview Drive). In addition to installing roundabouts at five intersections, the project will construct bulb-outs, raised medians, pedestrian refuge islands, buffered bike lanes, improved bus stops, new and widened sidewalks, parkways, and ADA compliant curb ramps along Streamview Drive. The goal

is to create safe, accessible travel paths for all road users and make active transportation and transit more attractive and viable alternatives to driving a car.

The San Diego Metropolitan Transit System (MTS) [Bus Routes 916 and 917](#) serve Streamview Drive in the eastbound and westbound direction, respectively. The bus routes connect to the broader transit system, including the trolley, via the Euclid Avenue Transit Center, Encanto/62nd Street Trolley Station, College Grove Shopping Center, and Downtown Lemon Grove. The Project will improve accessibility for pedestrians and cyclists to the bus stops, which will greatly improve multi-modal travel. The bus stops along Streamview Drive will be improved to provide standard bus pads and dedicated areas for pedestrians to wait with wider sidewalks and improved signage (Figure 8: Unimproved and improved bus stops on Streamview Drive). MTS is a partner on this project and will provide upgraded bus stop benches and equipment.



**Figure 8: Unimproved and improved bus stops on Streamview Drive**



*Existing unimproved bus stop along Streamview Drive*



*Improved bus stop completed in Phase I*

### ***Closing Existing Gaps in Active Transportation Network***

Active transportation infrastructure on Streamview Drive is either absent or inadequate in providing a safe environment for people to walk, bike, or roll. Streamview Drive has sections of missing sidewalks as well as absent curb ramps (Figure 9: Existing sidewalk gaps along Streamview Drive), which inhibits access and poses safety concerns as pedestrians are forced to enter the roadway where they are at risk for injury and collision with vehicles or cyclists. The Project will install over 12,800 linear feet of sidewalk to close gaps in the sidewalk network, remove obstructions along pedestrian paths, and install approximately 75 ADA compliant curb ramps. This will facilitate community connectivity and improve safety by allowing pedestrians, especially those who are disabled, to remain on the provided sidewalks without the need to reroute, increasing travel time and risking injury.

**Figure 9: Existing sidewalk gaps along Streamview Drive**



Currently, Streamview Drive also lacks continuous bike facilities. Phase I improvements included the installation of bike lanes where previously there were none. Phase II, this Project, will extend the bike lanes along the entire Streamview Drive corridor to provide connectivity and allow for

predictable and safe bike movements throughout the corridor.

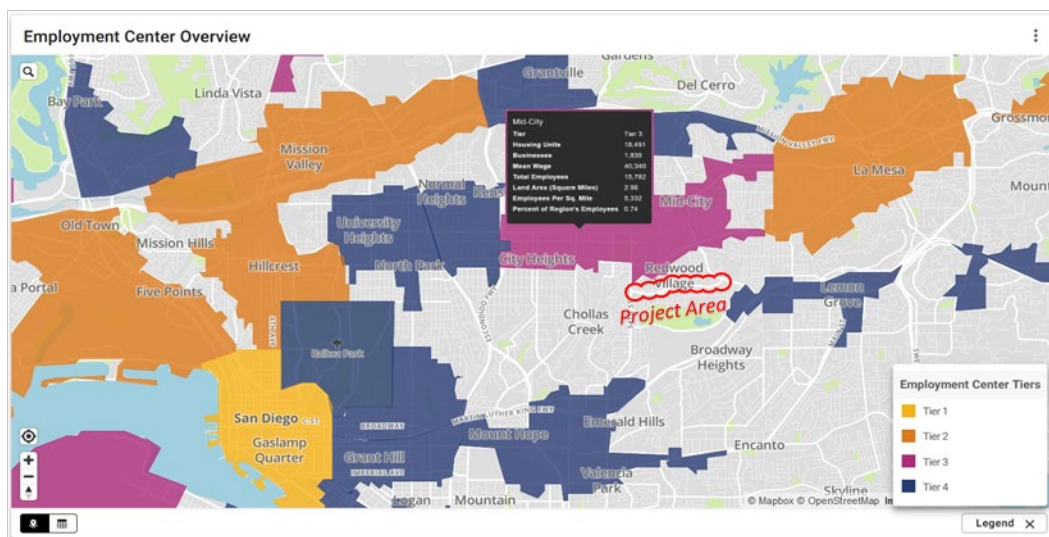
### ***Connecting to Jobs, Major Destinations, and Residential Areas / Access to Key Destinations for Disadvantaged Communities***

The City is committed to providing alternative modes of transportation for all San Diegans to connect to job centers, local education institutions, and healthcare facilities. Residents in census

tracts 27.03 and 27.11 are predominately low income. By improving pedestrian mobility options to connect with public transit and alternative modes of transportation this project will further connect this historically disadvantaged community to the City and region's job centers. The Project is located within the Mid-City community, which is categorized as a Tier 3 employment center based on analysis performed by the San Diego Association of Governments (Figure 10: Employment Centers 2.0). The most common types of wage and salary industries in Tier 3 employment centers are business services, healthcare, manufacturing, retail, and food services. Tier 3 employees are more likely to drive alone to work and less likely to use transit. During the peak period, 70% of Mid-City employees drive alone to work during peak hours, 14% carpool, 6% take transit, 6% bike, and 4% walk. Of significance, 11.37% of Mid-City employees live within Mid-City, which means there is potential for mode shift. Improvements to Streamview Drive will provide workers with viable alternatives to driving alone by making it safer and more enjoyable to walk, bike, or take transit to get to work.

Bus Route 856, 916, 917, 936, and 955 serve the communities of Redwood Village and Oak Park north and south of Streamview Drive and are connected to the Euclid Trolley Station, Encanto/62nd

**Figure 10: Employment Centers 2.0**



Source: SANDAG Employment Centers 2.0

<https://opendata.sandag.org/stories/s/Employment-Centers-V2-Landing-Page/grty-wn99/>

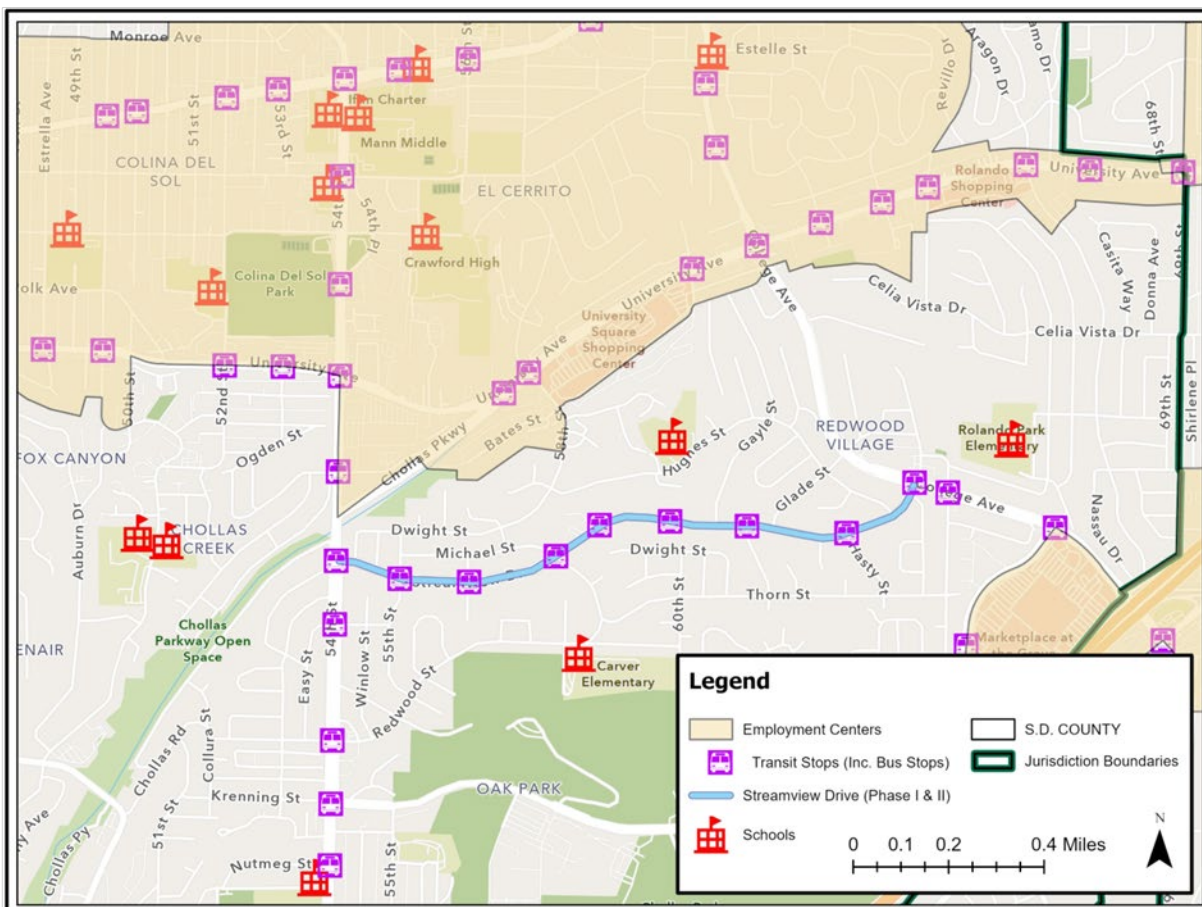
Street Trolley Station, College Grove Shopping Center, Downtown Lemon Grove, and other important job and shopping centers throughout the region. This project will help improve system operations, decrease travel times, increase transportation options, and system connectivity, which provides affordable and reliable modes of transportation for residents commuting to jobs throughout the region.

Northgate Market, the Jacob Healthcare Center, the University Care Center, and the College Grove shopping center are within close proximity of the project area. These community destinations represent essential services and amenities that could be reasonably accessed by foot, by bike, or by transit if safe and comfortable multi-modal infrastructure is made available. Of significance, there are 14 schools within a one-mile radius of the project that would benefit from these vital improvements, with Carver Elementary School, Darnall Charter School, and Rolando Park



Elementary School being the closest to the project (Figure 11: Schools, Transit, Employment Centers) Over 90% of students attending Carver Elementary School are from the surrounding residential neighborhood and approximately 50% of the students walk or bike to school. Building safe pathways for walking and biking can encourage more parents to allow their kids to walk or bike to school and ensure these students are able to arrive safely.

**Figure 11: Schools, Transit Stops, and Employment Centers around Streamview Drive**



## Air Quality and Greenhouse Gases

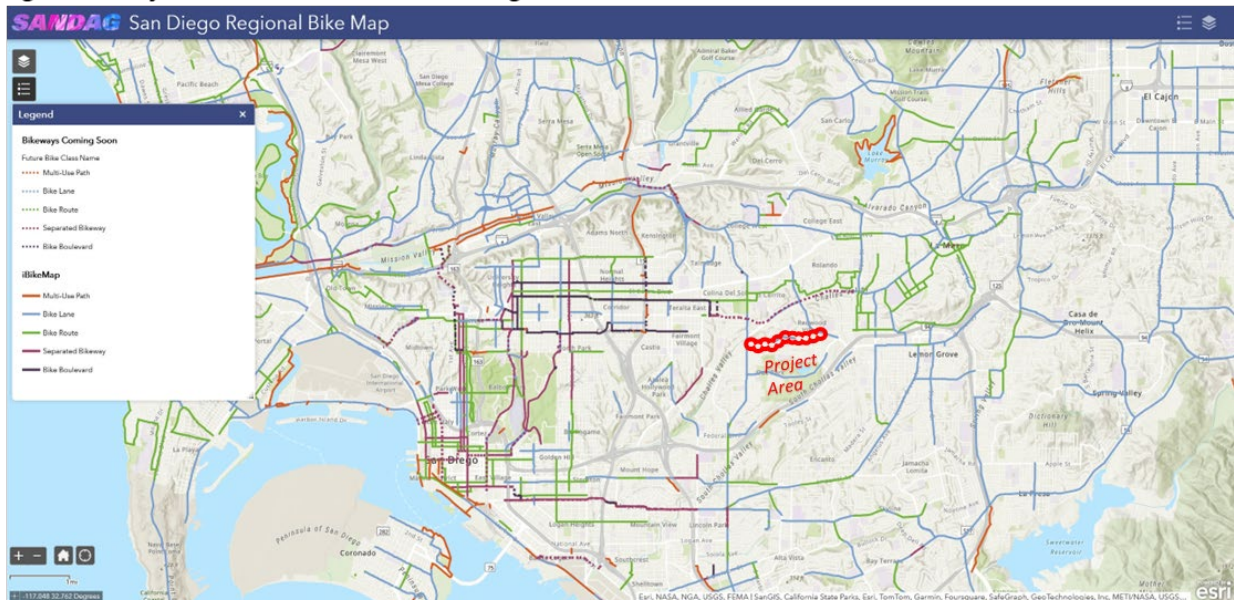
These enhancements align with the California Air Resource Board (CARB) climate goal of achieving carbon neutrality by 2045, which aims to balance the state's greenhouse gas emissions with the amount removed from the atmosphere. In addition, CARB's efforts include reducing emissions by 40% below 1990 levels by 2030, with a focus on clean energy, zero-emission vehicles, and sustainable practices across key sectors.

The Project implements strategies in the States and City's [Climate Action Plan](#) to reduce air pollution and GHG emissions from transportation. The Project will promote mode shift by making Streamview Drive a safer place for people to walk, bike, use transit, or choose other alternatives to driving alone. Currently, the combination of high-speed traffic and lack of active transportation infrastructure, makes walking and cycling in the neighborhood challenging. Studies have shown that a majority of new cyclists often do not feel comfortable riding on roadways that do not have dedicated bike facilities. The Project will



install bike lanes along Streamview Drive to create a safer, low-stress environment for people to bike and provide connections to the broader, regional bike network (Figure 12: Project location in relation to the regional bike network) as an alternative to driving. Traffic calming and safe, dedicated active transportation infrastructure will help reduce dependency on single occupancy vehicles, promote mode shift, and lead to a reduction in GHG emissions.

**Figure 12: Project location in relation to the regional bike network**



Source: SANDAG, San Diego Regional Bike Map  
<https://gis.sandag.org/BikeMap/index.html>

Roundabouts will reduce stop and go traffic as cars will be able to seamlessly move through intersections without the need to come to a full stop. It minimizes the queue and idling of cars, which decreases travel delay, fuel consumption, and GHG emissions. According to the [Insurance Institute for Highway Safety](#), installing roundabouts in place of traffic signals or stop signs has been found to reduce carbon monoxide emissions by 15-45%, nitrous oxide emissions by 21-44%, carbon dioxide emissions by 23-34% and hydrocarbon emissions by 0-40%.

The Project will incorporate street trees to provide shade, which will serve to both create a more comfortable and inviting pedestrian experience and reduce GHG emissions and heat island effects through carbon sequestration and evapotranspiration. Additional landscaping will include drought-tolerant native trees and vegetation to conserve water. Both the street trees and landscaping will offer natural stormwater mitigation in an area prone to flooding. Where feasible, the Project's construction will incorporate low-carbon pavement and construction materials, including recycled materials. Lastly, the Project will install energy efficient LED streetlights to reduce energy usage.

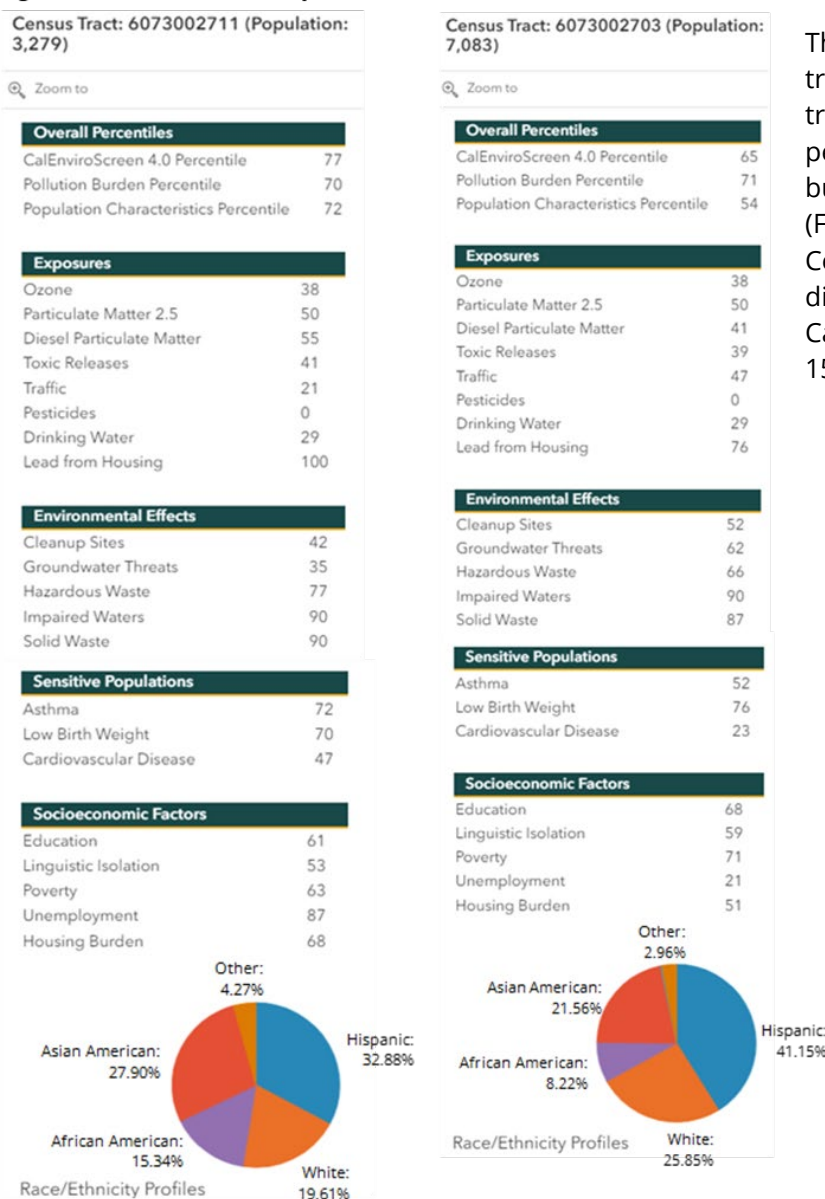
## Community Engagement Identification

The Mid-City, Eastern Community Area is incredibly diverse: 74% of the residents are people of color; 0.3% have less than a high school education; and the majority of the residents are considered as low income with a median household income of \$ 73,394, which is well below San Diego's median

household income of \$116,800. The Project was strategically chosen to tackle traffic-related injuries, enhance roadway safety, and deliver mobility benefits for residents of a historically underserved community. Figure 13: Census Tract Population Breakdown shows the census trackbreakdown.

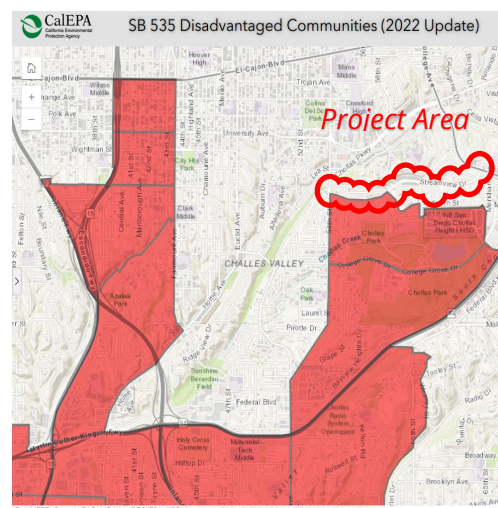
Streamview Drive is surrounded by nearly 200 single-family and 30 multi-family homes, including several affordable housing units.

**Figure 13: Census Tract Population Breakdown**



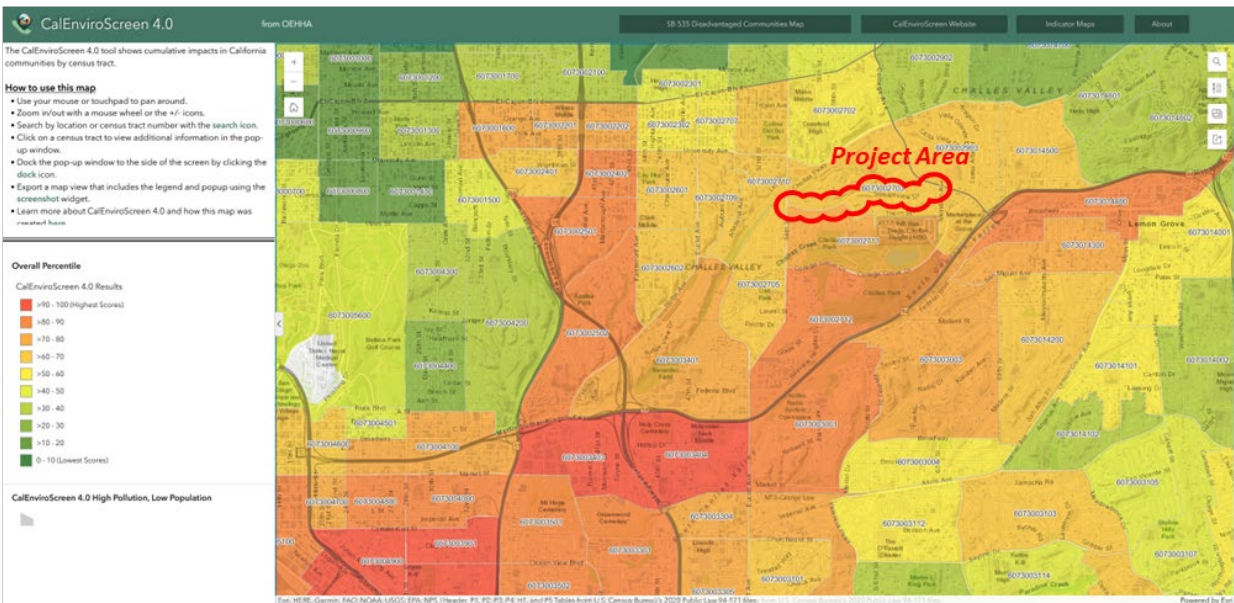
The Project area includes Census tracts 27.03 and 27.11. These Census tracts are within the 65th and 77th percentile, respectively, for pollution burden per CalEnviroScreen 4.0 (Figure 14: CalEnviroScreen 4.0). Census tract 27.11 is designated as a disadvantaged community per California Senate Bill (SB) 535 (Figure 15: Senate Bill 535).

**Figure 15: Senate Bill 535**



Source: CalEPA SB 535  
<https://oehha.ca.gov/calenviroscreen/sb535>

**Figure 14: CalEnviroScreen 4.0**



Source: CalEnviroScreen 4.0

[https://experience.arcgis.com/experience/11d2f52282a54ceebcac7428e6184203/page/CalEnviroScreen-4\\_0/](https://experience.arcgis.com/experience/11d2f52282a54ceebcac7428e6184203/page/CalEnviroScreen-4_0/)

## Engagement

Mid-City, located in the Eastern Community Area of the City of San Diego, is an area grappling with economic challenges and persistent poverty. The project area is comprised of diverse communities with vibrant community groups and affordable housing. Residents, community associations, San Diego elected officials, state and federal representatives, and City staff are committed to making the Project a successful one. Attachment 6 - Letters of Support includes letters of support demonstrating community buy-in.

The Project process has engaged and empowered a broad group of community stakeholders throughout the planning process. The City conducted extensive outreach to solicit community members' input and feedback on the Project. Outreach spotlighted direct public perspectives on the safety issues/concerns and gave community members the opportunity to advocate for solutions to make the corridor safer. As one example, the City had an onsite meeting with residents on November 29, 2022, where residents provided input regarding their concerns with unsafe driving speeds, lack of vegetation and parking, and roundabouts. Key takeaways from the outreach included a desire from the community to maintain effective traffic operations while improving the environment and facilities for people walking, biking, and using transit. As a result of outreach, the City made revisions to the project scope to respond to the needs of the community and incorporate the community's input on the project design.

To encourage broad participation, events were held at various times and locations and outreach materials were translated in prominent languages spoken in the community, such as Spanish and Vietnamese (Figure 13: Census Tract Population Breakdown). The City also made presentations to prominent community groups including Circulate San Diego, Groundwork San Diego-Chollas Creek, the Eastern Area Community Planning Committee, and other neighborhood stakeholders. City staff



also met with principals of local schools to help develop the scope of the project. The City intends to present the project again to project stakeholders prior to the completion of design and prior to moving into construction.

### **Outcomes**

During the planning stage, a team led by residents of the surrounding community was assembled to provide critical feedback regarding the concerns and vision of the residents. During the design phase, City staff went door to door to properties directly impacted by the project to discuss the design and address any comments or concerns raised by the impacted property owner.

### **Impacts**

The City is committed to equity and strives to create an inclusive transportation system that meets the needs of its diverse community. This project will provide essential traffic infrastructure improvements, with a focus on enhancing multi-modal access and traffic safety, particularly benefiting low-income residents. The community is supportive of the project and eager to engage with the City in its development.

## **Economic Development, Job Creation and Retention, and Cost Effectiveness**

### ***Economic Development, Access to Employment for Disadvantaged Communities, and the Movement of Goods and Services***

The Streamview Drive project has contacted the California Apprenticeship Council (CALCC), the California Conservation Corps (CCC), and has followed a Project Labor Agreement (PLA) alongside an Equal Employment Opportunity and Outreach Program (EEOOP). The infrastructure project fosters inclusive hiring and workforce development, prioritizing disadvantaged communities for job opportunities. CALCC supports apprenticeship programs, providing local residents with valuable construction skills, while CCC offers youth employment in environmental and conservation roles, creating long-term career pathways. The EEOOP ensures outreach to underrepresented groups, promoting equal access to employment, and the PLA guarantees a skilled workforce, sets labor standards, and ensures that local and disadvantaged workers benefit from the project. Together, these strategies create equitable economic growth, enhance employment access, and contribute to sustainable, community-driven development.

The project is surrounded by local education institutions, healthcare facilities and job centers. The disadvantaged community has created an attraction to other businesses boosting economic development in the area. As the community grows, there would be higher volume on the corridor that requires more focus. Providing the community with multi-model improvements will have a significant economic development with the increase of safety of travel.

### **Other Economic Impacts**

Increasing property value and improving community aesthetics by revitalizing the Project footprint.

### **Cost Effectiveness**

This project has a benefit-cost ration of 1.6, which was calculated using California Life-Cycle

Benefit/Cost Analysis Models develop by Caltrans. Summary of the results can be found in Table 3 and the full B/C ratio analysis can be found in Attachment 7 - Benefit-Cost Analysis (Excel).

Table 3: ESDT Benefit-Cost Summary Results

<b>Life-Cycle Costs (mil. \$)</b>	<b>\$21.0</b>
<b>Life-Cycle Benefits (mil. \$)</b>	<b>\$33.2</b>
<b>Net Present Value (mil. \$)</b>	<b>\$12.2</b>
<b>Benefit / Cost Ratio:</b>	<b>1.6</b>
<b>Rate of Return on Investment:</b>	<b>43.0%</b>
<b>Payback Period:</b>	<b>13 years</b>
<b>NON-INFRASTRUCTURE IMPLEMENTATION COST</b>	
<b>Per Bike Program Impact Score</b>	<b>N/A</b>
<b>Per Ped Program Impact Score</b>	<b>N/A</b>

## Deliverability

The City is prepared and ready to implement the Project within two years of when a grant is executed. The Project is a high priority for the City given its alignment with the Vision Zero Policy and Vision Zero Strategic Plan. See (Attachment 6: Letter of Support) for letters of support from partner agencies and stakeholders.

The City is committing the funds through local funding sources such as TransNet, the regional half-cent sales tax for transportation projects, and City Funds (i.e., City discretionary funds and City development impact fees/facilities benefit assessment). The Project will complete environmental, design, right-of-way, and construction by 2028 as indicated in the schedule.

## Leveraged Funds

An award of \$10 million in LPP funds to this historically disadvantaged community would leverage over \$13 million in local funding and support the City's mission to deliver an equitable and sustainable transportation improvement project. These upgrades are in line with the City's infrastructure, safety, equity, climate, and resiliency strategies to improve the quality of life for San Diegans in need.

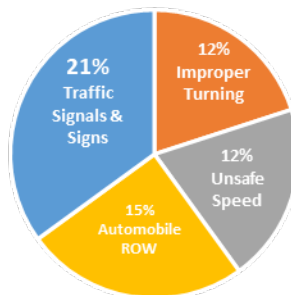
## Safety

As outlined in the City's [Vision Zero Strategic Plan](#), the Project incorporates proven high-impact safety countermeasures and transformative design solutions to reduce the frequency and severity of collisions on Streamview Drive. The safety countermeasures include constructing roundabouts, bike lanes, and pedestrian refuge islands, among others. The Project addresses observed safety concerns and transforms the corridor to better serve its community, creating a place for people of all ages and abilities to thrive.

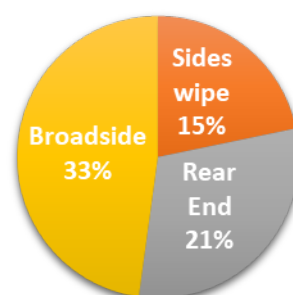
**Table 4: 2017-2021 Streamview Drive Collision Data**

33	Total Collisions
0	Total Fatal Collisions
1	Total Serious Injury Collisions
32	Total Other Injury Collisions*
6	Total Collisions Involving Pedestrians
1	Total Collisions Involving Bicyclist
* Other Injury Collisions includes other visible injury and complaint of pain	

**CRASH FACTORS**



**CRASH TYPES**



**Table 5: Streamview Drive Speed Survey**

Streamview Drive Segment	Direction	Miles Per Hour		
		Posted Speed	Median Speed	85 <sup>th</sup> Percentile Speed
55th to Gayle St.	Westbound	25	24	29
	Eastbound	25	28	31
Gayle St. to College Ave.	Westbound	25	29	32
	Eastbound	25	28	32

### Safety Problem

Streamview Drive serves as a vital community corridor relied upon daily by thousands to access schools, jobs, and housing. However, the corridor faces a high frequency of crashes attributable to both its road geometry and the deteriorating state of the current infrastructure. Excessive speeding

**Figure 15: Crash on Streamview Drive due to excessive speed**



Source: CBS8

along Streamview Drive has become a prevalent issue, partly due to its curb-to-curb width exceeding 96 feet in some areas and the lack of traffic calming measures to reduce speeding. Additionally, the absence of pedestrian crossings, curb ramps, sidewalks, and bike facilities further compound the challenges for pedestrians and cyclists. [Statewide Integrated Traffic Records System \(SWITRS\) GIS Map tool](#) show that there have been 33 crashes along Streamview

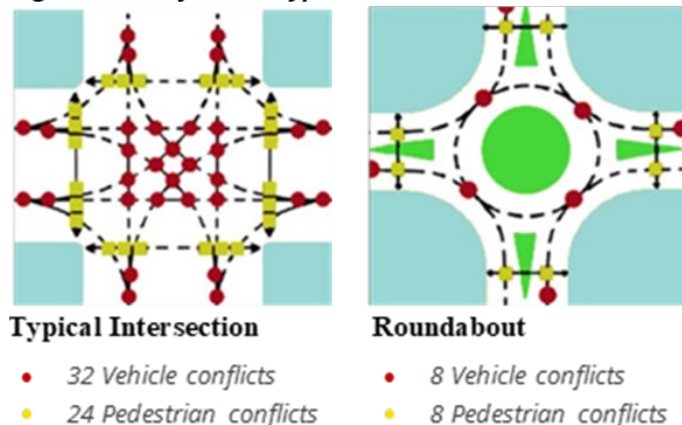
Drive between 2017 and 2021, which is higher than the City-wide crash rates for minor collectors. Crash factors included traffic signs (21%), right-of-way violations (15%), unsafe speeds (12%), and improper turning (12%) (Table 4: 2017-2021 Streamview Drive Collision Data).

Speed surveys were conducted along Streamview Drive between 55<sup>th</sup> Street and Gayle Street, as well as between Gayle Street and College Avenue. Results show speeds of 29- 32 MPH in a 25 MPH zone when evaluating the 85<sup>th</sup> percentile speeds to the posted speeds (Table 5: Streamview Drive Speed Survey). The combination of highspeed traffic and the wide street width makes crossing Streamview Drive dangerous for drivers, pedestrians, and cyclists. Please see Figure 15: Crash on Streamview Drive due to excessive speed. See Attachment 8 - Safety Data. [Transportation Injury Mapping System \(TIMS\) Statewide Integrated Traffic Records System \(SWITRS\) GIS Map tool](#) show that there have been 33 crashes along Streamview Drive between 2017 and 2021, which is higher than the City-wide crash rates for minor collectors. Crash factors included traffic signs (21%), right-of-way violations (15%), unsafe speeds (12%), and improper turning (12%) (Table 4: 2017-2021 Streamview Drive Collision Data). Speed surveys were conducted along Streamview Drive between 55<sup>th</sup> Street and Gayle Street, as well as between Gayle Street and College Avenue. Results show speeds of 29- 32 MPH in a 25 MPH zone when evaluating the 85<sup>th</sup> percentile speeds to the posted speeds (Table 5: Streamview Drive Speed Survey). The combination of highspeed traffic and the wide street width makes crossing Streamview Drive dangerous for drivers, pedestrians, and cyclists. Please see Figure 15: Crash on Streamview Drive due to excessive speed. See Attachment 8 - Safety Data.

### Safety Impact Assessment

Proposed improvements are based on the City's [Vision Zero Strategic Plan](#) and Complete Streets best practices, and supported by the [Federal Highway Administration \(FHWA\) Proven Safety Countermeasures](#) and [Caltrans 2022 Local Roadway Safety Manual](#). The Project will construct roundabouts along Streamview Drive to calm traffic by channelizing vehicles, forcing a reduction in speed, improving sight distances, and reducing the number of potential conflict points between road users. A standard intersection has 32 potential vehicle-vehicle conflict points and 24 vehicle-pedestrian conflict points, whereas a modern roundabout has only 8 potential vehicle-vehicle conflict points and 8 vehicle-pedestrian conflict points

**Figure 16: Conflicts at typical intersection vs roundabout**



**Figure 17: Existing (left) and proposed improvements (right) at the intersection of Streamview Drive and 55<sup>th</sup>**



(Figure 16: Conflicts at typical intersection vs roundabout). A study by the Insurance Institute for Highway Safety and the FHWA have shown that roundabouts are a safer alternative to signalized intersections and two-way stop-controlled intersections and significantly reduce the number of collisions, achieving: 37% reduction in overall collisions, 75% reduction in injury collisions, 90% reduction in fatality collisions, and 40% reduction in pedestrian collisions.<sup>1</sup> In addition to roundabouts, the Project will install bulb-outs and raised medians, which will further calm traffic and reduce the maximum pedestrian crossing distance from the current 66-96 feet to just 18 feet, reducing their exposure to vehicle traffic. Parkways will act as buffer areas further separating pedestrians from vehicle traffic and safeguarding them from noise, wind, and vehicle debris generated by passing and errant vehicles. Figure 17: Existing (left) and proposed improvements (right) at the intersection of Streamview Drive and 55<sup>th</sup>, shows the current intersection layout and proposed improvements at one of five intersections to be transformed through the Project. Attachment 9: Concept Design includes a schematic of the existing and proposed street cross sections as well as the full set of design plans.

**Table 6: Proven Safety Countermeasures included in the Project**

Proven Safety Countermeasure	Implementation Activity and Safety Benefit
Bike Lanes	Install bike lanes to create a network of safe roadways for biking and mitigate conflict points between cyclist and other road users
Medians and Pedestrian Refuge Islands	Install raised medians to: <ul style="list-style-type: none"> <li>Provide a physical barrier to separate opposing traffic.</li> <li>Allow people crossing the street to cross one direction of travel at a time and reduce roadway exposure time, helping to create a more comfortable walking and biking experience.</li> </ul>
Crosswalk Visibility Enhancements	Install high visibility crosswalks and implement daylighting by painting red curbs to improve visibility of pedestrians at select driveways and intersections.
Walkways	Fill gaps in the sidewalk network and make ADA improvements to improve connectivity, access, and safety along the corridors for people with vision impairments and different physical abilities.
Roadway Reconfiguration	Install roundabouts, curb extensions, and medians to narrow the roadway physically and visually, which will reduce conflict points and encourage slower vehicle travel speeds, making the corridor safer for everyone.
Lighting	Install LED lighting to reduce the chances of nighttime crashes and improve personal security for pedestrians, cyclists, and transit users.

The project provides safety countermeasures such as bike lanes, medians and pedestrian refuge islands, crosswalk visibility enhancements, walkways, roadway reconfiguration and lighting. Table 6 breakdowns the benefits.

<sup>1</sup> <https://dot.ca.gov/-/media/dot-media/programs/risk-strategic-management/documents/mile-marker/mm-2017-q4-roundabout-a11y.pdf>



## System Preservation

The City is committed to ensuring a state of good repair on all of its roads and is completing this through various initiatives including [Build Better SD](#), which is directing infrastructure investments to our historically disadvantaged communities.

The project will ensure system preservation by:

- Replacing existing pavement providing a consistent structural section of 3-inches of asphalt over 12 inches of cement treated base throughout the corridor.
- Reducing long-term maintenance costs.
- Extending design life of the pavement.
- Installing new LED streetlights to provide more energy efficient lighting for the community.
- Replacing damaged sidewalks and installing new curb ramps.

Streamview Drive is in dire need of revitalization, and the project will finish the critical work that has already been completed along this vital corridor in Phase I. The existing pavement on Streamview Drive is badly deteriorated (Figure 18: Existing deteriorating pavement on Streamview Drive) and the striped median consists of only 2 to 3 inches of asphalt resting on native ground, with no subgrade

**Figure 18: Existing deteriorating pavement on Streamview Drive**



to help support vehicular loading (Figure 19: Existing condition of center striped median on Streamview Drive). Crumbling roads pocked with potholes and cracks and stretches of uneven pavement are not just unsightly but can also create hazardous driving and cycling conditions as well as bus operations.

The project will replace the existing pavement along Streamview Drive, providing a consistent structural section of 3-inches of asphalt over 12-inches of cement treated base throughout the corridor. It will provide a smooth and safer roadway for all users, reducing current maintenance costs, and extending the design-life of the pavement, improving the appearance of the community.

The streetlight infrastructure along Streamview Drive is also outdated. As part of this project, new streetlights will be installed to meet current standards. These new LED streetlights use less energy, are more environmentally friendly, and provide better lighting for the community, which also helps to improve safety for users.

Upon completion of construction, the City of San Diego will manage operation and maintenance costs to prolong the life of the improvements and will track the overall condition index (OCI) of the pavement, performing a slurry seal or overlay of the roadway when required. The City tracks the condition of its assets to ensure maintenance is performed in a timely manner and provide the best use of City funds.

In addition to improving the roadway, the project will replace existing cracked and uplifted sidewalk, construct new sidewalk where there are gaps, and install ADA curb ramps where they are missing. Coupled with the installation of roundabouts, bike lanes, and improvements to bus stops, the project will address all modes of transportation by transforming Streamview Drive into a Complete Street, consistent with the City's [Complete Streets Policy](#). As a result of all these improvements, maintenance costs are projected to decrease; the reliability and life of the street segment will be prolonged; and the use of all modes of transportation will be enhanced for this historically disadvantaged community.

**Figure 19: Existing condition of center striped median on Streamview Drive**



## Transportation, Land Use, and Housing Goals

### Regional

The [2021 Regional Plan](#) envisions a more efficient, accessible, and sustainable transportation system for the San Diego region, connecting people and places through innovative solutions. Among these solutions, the Regional Plan promotes Complete Corridors – roadways that offer dedicated, safe spaces for everyone, including people who walk, bike, drive, and ride transit. Complete street makeovers, such as the revitalization of Streamview Drive, support active transportation and further the region's [Vision Zero](#) efforts to address safety by redesigning our roadways. This project turns Streamview Drive into a Safe Street, providing people wider walkways, more visible crossings, slower speeds, and protected bikeways—all of which create safe and comfortable spaces for people of all ages and abilities to walk, bike, scoot, use a wheelchair, and more. The Regional Plan also outlines a vision for Mobility Hubs, which are whole communities with high concentrations of people, destinations, and travel choices. This project advances the Mobility Hubs concept by offering a mix of travel options that enhances connections to high-quality transit, including the Orange Line Trolley, while simultaneously helping people make short trips to local destinations without relying on a car.

The [Sustainable Communities Strategy](#) (SCS) included in the 2021 Regional Plan outlines a regional pattern of growth and development that reflects smart growth, transit-oriented development, and building communities that are resilient to the impacts of climate change. The SCS focuses future development in Mobility Hubs and aligns with the [2021-2029 Regional Housing Needs Assessment](#) that concentrates housing near jobs and transit. The project promotes efficient land use by increasing affordable transportation options, connecting people to job centers and neighborhood services, and creating an inviting multimodal corridor that can support economic growth. The project corridor is home to many destinations. Table 7: 2023 Building Permits Issued by

Affordability, shows the number of affordability building permits issued. With the improvements made as part of this project, Streamview Drive is primed for community-focused and transit-oriented development. A safer and more comfortable experience will provide greater access to people walking, biking, and riding transit to be able to interact with and enjoy the corridor environment, including existing and future businesses and housing.

**Table 7: 2023 Building Permits Issued by Affordability**

Income Level		Units
Very Low	Deed Restricted	941
	Non-Deed Restricted	
Low	Deed Restricted	1,421
	Non-Deed Restricted	
Moderate	Deed Restricted	214
	Non-Deed Restricted	
Above Moderate		7,177
Total Permitted Units		9,693

Source: City of San Diego (2023) Housing Element Annual Progress Report

### Local

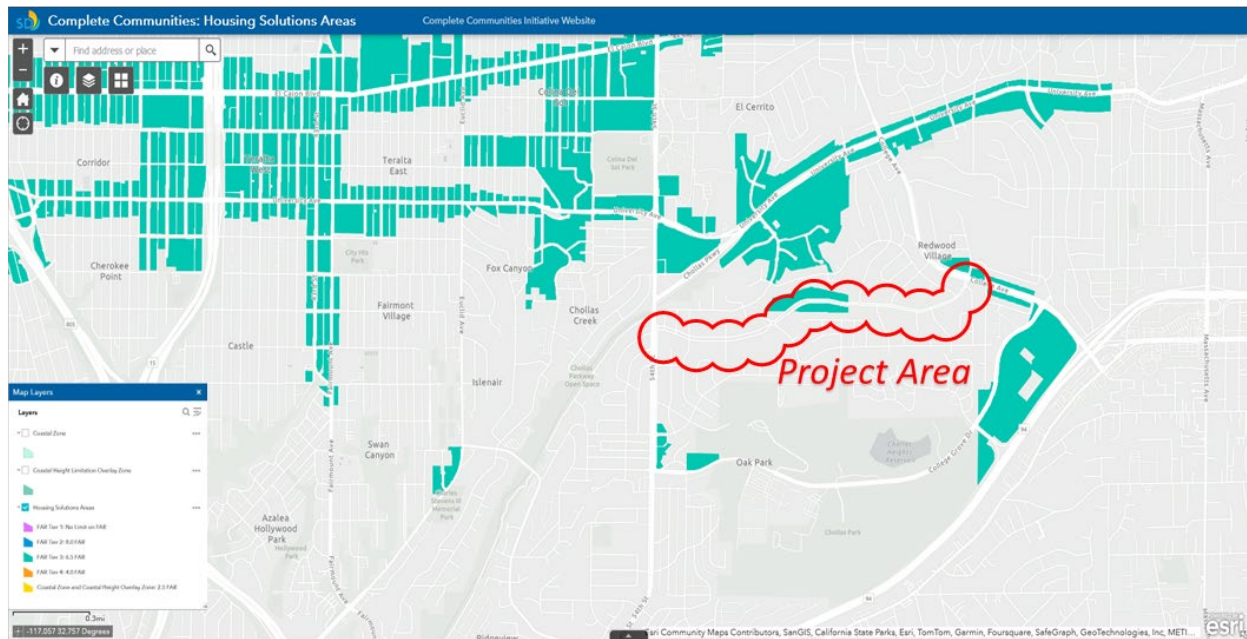
This project aligns with the current Mid-City Community Plan (1998) by contributing to a safe, human-scale pedestrian and bicycle network and re-establishing major streets as “great boulevards where vehicular circulation complements, rather than dominates, other activities such as strolling, shopping, living and working.” The City Planning Department is currently in the process of [updating the Mid-City Community Plan](#) to identify opportunities for new homes, businesses and infrastructure to benefit everyone in Mid-City. [Preliminary feedback](#) received through outreach and engagement efforts so far highlights the need for improved connectivity, more mobility options, and safe infrastructure for pedestrians and cyclists. Through public workshops, office hours, online surveys, and pop-up events, community members have shared their desire for enhanced well-being and safety through physical improvements like fixing sidewalks and adding streetlights, which contribute to a stronger and more connected environment. Community members would like to see protected bike lanes, street trees, and lower speeds in their neighborhoods. This project directly addresses community needs and delivers on improved infrastructure that promotes safety, increases connectivity, and enhances quality of life.

The City of San Diego is committed to addressing the housing crisis and providing more homes for all community members. The City has received the Pro housing Designation by the California Department of Housing and Community Development in December 2022 (Attachment 10: Pro Housing Certificate) for its efforts increase opportunities for homes and streamline the approval of new homes throughout the City. Streamview Drive includes opportunities new homes and has been identified as a Housing Solution Area (Figure 20: Complete Communities Housing Solution Areas) that supports the City’s Complete Communities initiative to create incentives to build homes near transit, provide more mobility choices, and enhance opportunities for places to walk, bike, relax, and play.

Additionally, the City’s [Housing Action Package 2.0](#) (HAP 2.0) was adopted in January 2024 to

incentivize the development of new homes in all communities that San Diegans of all income levels can afford especially in areas with access to transit. Through its community plan update process and annual land development code updates, the City Planning Department is continuing to provide more opportunities for homes and improving its processes to ensure more homes can be built with access to transit.

**Figure 20: Complete Communities Housing Solution Areas**



Source: City of San Diego, Complete Communities: Housing Solutions Areas Map  
<https://webmaps.sandiego.gov/portal/apps/webappviewer/index.html?id=1c5e0606a6b84bfaa6866839775a7eb7>

## Vehicle-Miles Traveled

The Streamview Drive Revitalization Project Phase II will promote a reduction in vehicle miles traveled (VMT) by encouraging a shift away from car dependence. Features such as new curb ramps and sidewalks will make walking safer and more accessible, prompting people to replace short car trips with walking, thereby directly lowering VMT. Traffic calming measures will slow down vehicles, making driving less attractive for short distances and encouraging cycling or walking instead. Streetlights increase safety for non-motorized users during early morning or evening hours, further promoting alternatives to driving. While roundabouts primarily improve traffic flow, they can indirectly support reduced VMT by optimizing travel patterns. Overall, these measures will make non-vehicle travel more appealing and convenient, leading to a decrease in total vehicle miles traveled.

## G. Other Project Information Areas

### Climate Change Resilience and Adaptation

The Streamview Drive Rehabilitation Project aligns with the City of San Diego's Climate Action Plan's goal of Transportation & Land Use strategy. This project aims to significantly reduce emissions from transportation by expanding public transit, encouraging active transportation options like walking



and biking. The city is planning for more multi-modal corridors to reduce reliance on cars, making it easier for residents to live, work, and play without needing to drive.

## Protection of Natural and Working Lands, and Enhancement of the Built Environment

Transportation infrastructure improvements (the scope of this application) have been bundled with stormwater infrastructure improvements (outside of the scope of this application) consistent with the City's "one dig" policy to reduce neighborhood disruption and ensure efficient and cost-effective implementation of projects within the public right-of-way. To help manage stormwater runoff on Streamview Drive, biofiltration basins will be constructed within the parkways to capture and treat runoff from smaller storm events. In addition, a multi benefit stormwater system will be constructed along the east segment to satisfy the City of San Diego's stormwater goals and treat 258 acres of watershed runoff before discharging into nearby Chollas Creek and ultimately San Diego Bay. These proposed stormwater enhancements will provide flood resiliency benefits, use stormwater as a resource to contribute to the local water supply through the City's [Pure Water Program](#), and protect Chollas Creek and San Diego Bay from negative impacts of pollution and degradation ensuring that local habitats remain beautiful, clean, and safe for generations to come.

## Public Health

According to the [Insurance Institute for Highway Safety](#), installing roundabouts in place of traffic signals or stop signs has been found to reduce carbon monoxide emissions by 15-45%, nitrous oxide emissions by 21-44%, carbon dioxide emissions by 23-34% and hydrocarbon emissions by 0-40%. The enhanced pedestrian and cycling infrastructure encourages physical activity, leading to improved public health. The presence of trees within the proposed parkway creates a pleasant, shaded walking environment, contributing to improved air quality, fostering tranquility, and promoting well-being. The parkway enhances safety and adds aesthetic appeal to the urban environment, making it a positive addition for pedestrians overall. Street trees further contribute by providing shade and mitigating the urban heat island effect, protecting residents from heat-related illnesses.

## H. Funding

Table 8 below outlines the funding per project phase and Table 9 shows the funding breakdown.

**Table 8: Project Funding by Phase**

Phase	Fiscal Year of Allocation	Amount	Funding Source	Committed or Uncommitted Funds
Planning	FY 17-19	\$150,000	Local	Committed
Design	FY 19-25	\$1,961,841	Local	Committed
Right-of-Way	FY 20-25	\$300,000	Local	Committed
Construction	FY 25-28	\$20,674,615	Matching funds from Local and LPP Grant	Match Committed
Total		\$23,086,456		

## Cost Estimate

**Table 9: Funding Breakdown and Cost-Share**

Activities	Total Cost	Funding Breakdown		Cost-Share	
		LPP Funds	Non-Federal/ Local Funds	Federal Share	Non-Federal/ Local Share
Prelim Design	\$ 150,000	\$ 0	\$ 150,000	0%	100%
Design	\$ 1,961,841	\$ 0	\$ 1,961,841	0%	100%
R/W	\$300,000	\$ 0	\$ 300,000	0%	100%
Construction	\$ 20,674,615	\$10,000,000	\$ 10,674,615	48.36%	51.63%
<b>Total Cost</b>	<b>\$23,086,456</b>	<b>\$10,000,000</b>	<b>\$ 13,086,456</b>	<b>43.31%</b>	<b>56.68%</b>

## Required Match / Federal Discretionary Grant Funds

The budget satisfies the statutory cost share of local matching funds.

## Uncommitted Funds

There are no uncommitted funds for this project.

## Cost Overruns

The City has a [comprehensive plan](#) to address and mitigate potential cost overruns.

Possible local funding sources are available to serve as a financial cushion to cover any unexpected project cost overruns, helping to maintain the financial stability of the project and ensuring its successful completion.

## Contracts

The City of San Diego will be using the design-bid-build delivery method and anticipates the work to be performed under a single contract.

## Federal Discretionary Grant Funds

There are no discretionary grant funds for this project.

## I. Other

### Interagency Cooperation

MTS manages the bus route along Streamview Drive and the nearby trolley system and has been involved in the design of the proposed bus stops and approving the circulation of buses through the roundabouts. MTS will be upgrading the benches and other equipment at the new bus stops.



## Performance Metrics

Measure	Metric	Project Type	Build	Future No Build	Change	Increase or Decrease
<b>Congestion Reduction</b>	Change in Daily Vehicle Miles Travelled	Local Road/Hwy Road Transit	3,085	3,354	-269	Decrease
	Person Hours of Travel Time Saved	Local Road/Hwy Road Transit	.007	0	.007	Increase
<b>Throughput</b>	Bicyclist and Pedestrian Screen Line Counts (Optional)	Active Transportation	611	515	96	Increase
<b>System Reliability</b>	Peak Period Travel Time Reliability Index	Hwy Road	N/A	N/A	N/A	N/A
	Level of Transit Delay	Transit	N/A	N/A	N/A	N/A
<b>Safety</b>	Number of Fatalities	All	0	0	0	Neither
	Number of Serious Injuries	All	0	6	-6	Decrease
	Rate of Fatalities	All	0	0	0	Neither
	Rate of Serious Injuries	All	0	98	-98	Decrease
<b>Economic Development</b>	Jobs Created	All	301	0	301	Increase
<b>Air Quality</b>	Particulate Matter (PM 2.5 PM 10)	All	.0001/.0001	0	-0.00011	Decrease
	Carbon Dioxide (CO2)	All	36.15	0	-36.15	Decrease
	Volatile Organic Compounds (VOC)	All	0.0015	0	-0.0015	Decrease
	Sulphur Oxides (SOx)	All	0.0004	0	-0.0004	Decrease
	Carbon Monoxide (CO)	All	0.095	0	-0.095	Decrease
	Nitrogen Oxides (NOx)	All	0.004	0	-0.004	Decrease
<b>Cost Effectiveness</b>	Benefit Cost Ratio	All	1.6	0	1.6	Increase
<b>Accessibility</b>	Number of Jobs Accessible by Mode	All	301	0	301	Increase
	Access to Key Destinations by Mode	All	14	14	0	Neither
	Percent of Population Defined as Low Income or Disadvantaged within ½ mile of rail station, ferry terminal, or high-frequency bus stop	All	100%	100%	0	Neither
<b>System Preservation (Pavement and Bridge Rehabilitation only)</b>	Pavement Condition Index	Local Road Hwy Road	N/A	N/A	N/A	N/A
	Bridge Condition Rating for Bridge Deck, Superstructure, Substructure	Local Road Hwy Road	N/A	N/A	N/A	N/A
<b>Noise Level Sound walls only (For reporting only)</b>	Number of Receptors	Sound walls	N/A	N/A	N/A	N/A
	Properties Directly Benefited	Sound walls	N/A	N/A	N/A	N/A
	Number of Decibels	Sound walls	N/A	N/A	N/A	N/A

State Transportation Improvement Program

San Diego County

Document Year 2024, Version Number 2

PPNO: 1629

(Dollars in Thousands)

DIST: 11	PPNO: 1629	EA: 110-0000-1029	TCRP NO.:	TITLE (DESCRIPTION): Streamview Drive Revitalization Project Phase II (Located in the City of San Diego on Streamview Drive from 54th Street to College Avenue. This project will provide access improvements for all users: pedestrians, bicyclists, bus riders, and drivers by installing and improving sidewalks, and installing bikes lanes, pop outs, and roundabouts. The focus of this project is to improve the safety for all modes of transportation.)	ELEMENT: Local Assistance	MPO ID: 10	LAW: 25
CT PROJECT ID:					SPONSOR: San Diego, City of		
COUNTY: San Diego County	ROUTE:	PM:			MPO: San Diego Association of Governments		
					CORRIDOR:		
					PRJ MGR: George Gazallo		
					PHONE: (619) 533-3183		
					EMAIL: ggazallo@sandiego.gov		

ASSEMBLY: 79	IMPLEMENTING	PAED	San Diego, City of	RW	San Diego, City of
SENATE: 39	AGENCIES:				
CONGRESS: 51		PSE	San Diego, City of	CON	San Diego, City of

Categories	Outputs/Outcomes	Unit	Total
Active Transportation	# Sign(s), light(s), greenway, or other safety / beautification	Each	5000
Operational Improvements	Interchange modification(s)	Each	5
Active Transportation	Bicycle lane mile(s)	Miles	1.89
Active Transportation	Sidewalk mile(s)	Miles	2.42

PROJECT VERSION HISTORY (Printed Version is Shaded) (Last 9 versions displayed)						Programmed Dollars in Thousands - Total for Project							
Version	Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Prog Con	Prog RW	PA & ED	PS & E	RW Sup	Con Sup
2	Active	10/07/2025	HALLAMI	Amendment - Cost/Scope/Sch. Change				25,673	300	1,220	962		
1	Official	06/27/2025	SBERTOZZ	Adoption - New Project	G-25-43			20,675	300	1,220	892		

Fund Source 1 of 5 State SB1 LPP		Extension	VOTE	DATE	AMOUNT	PA&ED	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	FUTURE	TOTAL
						PS&E									
						R/W SUP									
						CON SUP									
						R/W									
						CON			10,000						10,000
						Total:			10,000						10,000

20.30.210.210 - Local Partnership Program (LPP - Competitive)

**Fund Type**  
Local Partnership Program - Competitive program

**Funding Agency**

Fund Source 2 of 5 Local Funds		Extension	VOTE	DATE	AMOUNT	PA&ED	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	FUTURE	TOTAL
						PS&E		586							586
						R/W SUP									
						CON SUP									
						R/W									
						CON									
						Total:		586							586

20.10.400.100 - Locally Generated Funds

**Fund Type**  
Agency

**Funding Agency**  
San Diego Association of Governments (SANDAG)

State Transportation Improvement Program

San Diego County  
Document Year 2024, Version Number 2  
PPNO: 1629  
(Dollars in Thousands)

Fund Source 3 of 5 Local Funds	Extension	VOTE	DATE	AMOUNT	PA&ED	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	FUTURE	TOTAL
					PS&E									
					R/W SUP	306								306
					CON SUP									
					R/W									
					CON									
					Total:	306								306
20.10.400.100 - Locally Generated Funds <b>Fund Type</b> Developer Fees <b>Funding Agency</b> San Diego, City of														

Fund Source 4 of 5 Local Funds	Extension	VOTE	DATE	AMOUNT	PA&ED	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	FUTURE	TOTAL
					PS&E	1,070	150							1,220
					R/W SUP									
					CON SUP									
					R/W	290	10							300
					CON			10,675						10,675
					Total:	1,360	160	10,675						12,195
20.10.400.100 - Locally Generated Funds <b>Fund Type</b> TRANSNET <b>Funding Agency</b>														

Fund Source 5 of 5 Local Funds	Extension	VOTE	DATE	AMOUNT	PA&ED	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	FUTURE	TOTAL
					PS&E									
					R/W SUP		70							70
					CON SUP									
					R/W									
					CON			4,998						4,998
					Total:		70	4,998						5,068
20.10.400.100 - Locally Generated Funds <b>Fund Type</b> TRANSNET <b>Funding Agency</b> San Diego, City of														

Project Total:					PA&ED	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	FUTURE	TOTAL
					PS&E	1,070	150							1,220
					R/W SUP	892	70							962
					CON SUP									
					R/W	290	10							300
					CON			25,673						25,673
					Total:	2,252	230	25,673						28,155
					VOTE									
					TOTAL AMOUNT									
					PAED									
					PSE									
					RW									
					CON									
					R/W SUP									
					CON SUP									

HQ Comments:  
\*\*\*\*\* VERSION 2 - 10/08/2025 \*\*\*\*\*  
\*\*\*\*\* RTIP Version 1 - 10/08/2025 \*\*\*\*\*  
\*\*\*\*\* VERSION 1 - 08/21/2025 \*\*\*\*\*  
CTC Approved Program Adoption ; Programming \$10,000K CON FY 25/26 LPP-C Cycle 4 Funds; June 2025  
Resolution G-25-43 - SB

<https://catc.ca.gov/-/media/ctc-media/documents/ctc-meetings/2025/2025-06/22-4-7-a11y.pdf>  
\*\*\*\*\* RTIP Version 1 - 08/21/2025 \*\*\*\*\*