

# Newland Sierra Puts Thousands of New Cars on the I-15.

## Pays Nothing to Mitigate the Gridlock!

- Newland Sierra Puts 28,862 new vehicle trips per day onto the I-15 Freeway.
- The Project will cause 26 miles of the I-15 freeway from Pomerado Road to the Riverside County Boarder to operate at Level of Service “F” for Failing!
- Newland Sierra’s Fair Share from those impacts would be at least \$153 million in today’s dollars.
- Newland Sierra will PAY ZERO DOLLARS!



## TECHNICAL MEMORANDUM

DATE	August 9, 2017
TO	Andrew Yancey – Latham and Watkins, LLP
CC	Kathy Van Ness – COO/GM Golden Door Resort
FROM	John Prince, PE, PMP – DELANE Engineering, Inc.
SUBJECT	<b>Planning Level ROM Fair Share Freeway Contribution Assessment for Newland Sierra Development</b>

The Newland “Sierra” project would generate thousands of additional trips on I-15 and SR-78. The June 2017 Draft Environmental Impact Report (DEIR) for the project does not provide for any fair share contribution to mainline freeway impacts, citing many of them as “significant and unavoidable”. The DEIR does offer that it could help with fair share costs for improvements to SR-78 but does not specify the amount.

DELANE Engineering was retained to help provide analysis of mainline freeway projects planned for the region and potential fair share cost responsibilities that the Newland Sierra project should help with to mitigate additional impacts on the region’s transportation infrastructure.

The fair share cost analysis is detailed in **Figure 1**. This cost was developed by looking at four segments of freeway, three on Interstate 15 and one of State Route 78, as these are segments of freeway where the DEIR identifies direct and cumulative impacts. Three of the four segments lie within segments of projects identified in the SANDAG Regional Transportation Plan and project cost information is available. All RTP projects are included in the DEIR Traffic Impact Analysis future scenarios as assumed completed improvements. While no SANDAG project is currently planned between SR-78 and Pomerado Road, costs were determined based on lane mile costs for recent improvements on that segment of I-15.

The share of Newland Sierra project traffic was calculated using the Existing volumes, Newland Project volumes, and Long-Term General Plan Buildout (Deer Springs Road as 6.2 Arterial) volumes estimated for these freeway segments (year 2030), where provided in the DEIR. In some cases of Newland impacted freeway segments, the DEIR fails to provide future freeway volumes. This is an incomplete part of the DEIR. Because the DEIR failed to disclose future volumes these segments, volumes obtained from the SANDAG Series 13 2035 model were used for this fair share analysis. While the SANDAG model volumes do not represent the same scenario as that presented with the Long-Term General Plan Buildout volumes in the DEIR, the SANDAG Series 13 2035 model volumes are the best publicly available data for future volumes without running additional models. The combination of the proportional share of Newland project volumes to future volumes and impacted segment lengths to SANDAG project segment lengths were used to develop an overall proportional fair share and cost.

As shown in **Figure 1**, this fair share cost is estimated at just over \$153M. Based on a 20-yr historical average of two percent per year inflation, this cost would be \$214M in 2027 dollars (the Project's proposed completion date). These figures are intended to be used for initial discussion purposes and are not meant to state final or expected project contributions. Further discussion should be had between the County, SANDAG and Caltrans to identify and determine appropriate contributions in detail.

*End of memorandum*

**FIGURE 1 - NEWLAND SIERRA FAIR SHARE MAINLINE FREEWAY COST ANALYSIS**  
(Not official, for initial discussion purposes only)

FREEWAY SEGMENT			SEGMENT LENGTH (miles)	ADT NEWLAND PROJECT	EXISTING <sup>1</sup>	LONG-TERM GP BUILDOUT (DEER SPRINGS RD 6.2) <sup>1</sup>	CHANGE FROM EXISTING TO GP BUILDOUT	NEWLAND PROJECT SHARE OF ADDITIONAL VOLUMES	AVERAGE NEWLAND PROJECT SHARE	SANDAG PROJECT <sup>2</sup>	SANDAG PROJECT LENGTH (miles)	SANDAG PROJECT COST <sup>2</sup> (2010 DOLLARS)	NEWLAND PROJECT IMPACT SEGMENT PROPORTION OF SANDAG PROJECT	SANDAG PROJECT COST FOR NEWLAND IMPACT SEGMENT	NEWLAND PROJECT FAIR SHARE COST	
I-15	Cumulative Impact #24	Old Hwy 395 to Gopher Canyon	6.7	1,640	115,000	156,000	41,000	4%	3%	2050 RTP Project	23	\$ 1,000,000,000	29%	\$ 291,304,348	\$ 8,304,147	
		Gopher Canyon to Deer Springs		2,060	<b>127,000</b>	<b>248,080</b>	121,080	2%								
	Direct Impact #19	Deer Springs to Center City Pkwy	5.4	7,880	<b>125,000</b>	<b>249,420</b>	124,420	6%	18%	2050 RTP Project	23	\$ 1,000,000,000	23%	\$ 234,782,609	\$ 41,310,518	
		Center City Pkwy to El Norte Pkwy		7,880	<b>119,000</b>	<b>249,420</b>	130,420	6%								
	Cumulative Impact #24	El Norte Prkwy to SR-78		7,880	130,500	150,000	19,500	40%								
	Direct Impact #19	SR-78 to W. Valley Pkwy	17	7,090	230,000	257,000	27,000	26%	23%	No specific project identified in RTP. Project assumes two addl lanes or equivalent contribution to transit fund to relieve future congestion (based on cost for Express Lanes recently completed at \$12.5M per lane mile)	17	\$ 425,000,000	100%	\$ 425,000,000	\$ 98,726,008	
		W. Valley to Auto Park		6,380	229,000	255,000	26,000	25%								
		Autopark to Citricado		5,740	233,000	255,000	22,000	26%								
		Citricado to Via Rancho		5,170	231,000	257,000	26,000	20%								
		Via Rancho to Pomerado		4,650	288,000	312,000	24,000	19%								
SR-78	Cumulative Impact #25	Mar Vista to Sycamore	1.4	2,290	<b>131,000</b>	<b>154,160</b>	23,160	10%	10%	2018 RTP Project	16.5	\$ 570,000,000	8%	\$ 48,363,636	\$ 4,782,069	

<sup>1</sup> Segment volumes for I-15 Gopher Canyon Road to El Norte Pkwy and SR-78 Mar Vista to Sycamore (**bold**) per DEIR 2030 Long Term General Plan Buildout (Deer Springs Road as 6.2 Arterial) with Project Volumes. Volumes for other segments were not provided in EIR and were taken from SANDAG 2035 Series 13 model information from <http://tfic.sandag.org/>

<sup>2</sup> Per SANDAG 2050 Regional Transportation Plan, except where noted. All TRP projects are included in DEIR Traffic Impact Analysis for future scenarios.

<sup>3</sup> Average inflation rate of 2% over last 20 years (<https://data.bls.gov/pdq/SurveyOutputServlet>)

**TOTAL FAIR SHARE: \$ 153,122,742**  
2027 Dollars<sup>3</sup> \$ 214,408,806