

Members

Joe Kellejian, Chair
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(Representing **North County Coastal**)

Jim Madaffer, Vice Chair
Mayor Pro Tem, City of San Diego

Mickey Cafagna
Mayor, Poway
(Representing **North County Inland**)

Jack Dale
Councilmember, Santee
(Representing **East County**)

Jerry Rindone
Councilmember, Chula Vista
(Representing **South County**)

Ron Roberts
Supervisor, County of San Diego

Bob Emery
Metropolitan Transit System

Jerome Stocks
Chair, North County
Transit District

Mary Teresa Sessom
San Diego County Regional
Airport Authority

Alternates

Jim Wood
Mayor, Oceanside
(Representing **North County Coastal**)

Scott Peters
Councilmember, City of San Diego

Judy Ritter
Councilmember, Vista
(Representing **North County Inland**)

Art Madrid
Mayor, La Mesa
(Representing **East County**)

Phil Monroe
Councilmember, Coronado
(Representing **South County**)

Pam Slater-Price
Chairwoman, County of San Diego

Dianne Jacob
Supervisor, County of San Diego

Leon Williams
Chairman, Metropolitan
Transit System

Judy Ritter
North County Transit District

Ed Gallo
North County Transit District

Xema Jacobsen
San Diego County Regional
Airport Authority

Advisory Members

Pedro Orso-Delgado
District 11 Director, Caltrans

Sandor Shapery
Regional Planning
Stakeholders Working Group

Gary L. Gallegos
Executive Director, SANDAG



TRANSPORTATION COMMITTEE AGENDA

Friday, December 9, 2005
9 a.m. to 12 noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

- **FY 2007 FEDERAL APPROPRIATIONS PROCESS FOR TRANSPORTATION PROJECTS**
- **DRAFT 2030 REVENUE CONSTRAINED RTP: 2006 UPDATE AND DRAFT SUPPLEMENTAL EIR**
- **DRAFT 2006 STATE TRANSPORTATION IMPROVEMENT PROGRAM**
- **FUNDING PRIORITIES FOR COASTAL RAIL CORRIDOR MAJOR CAPITAL PROJECTS**

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MISSION STATEMENT

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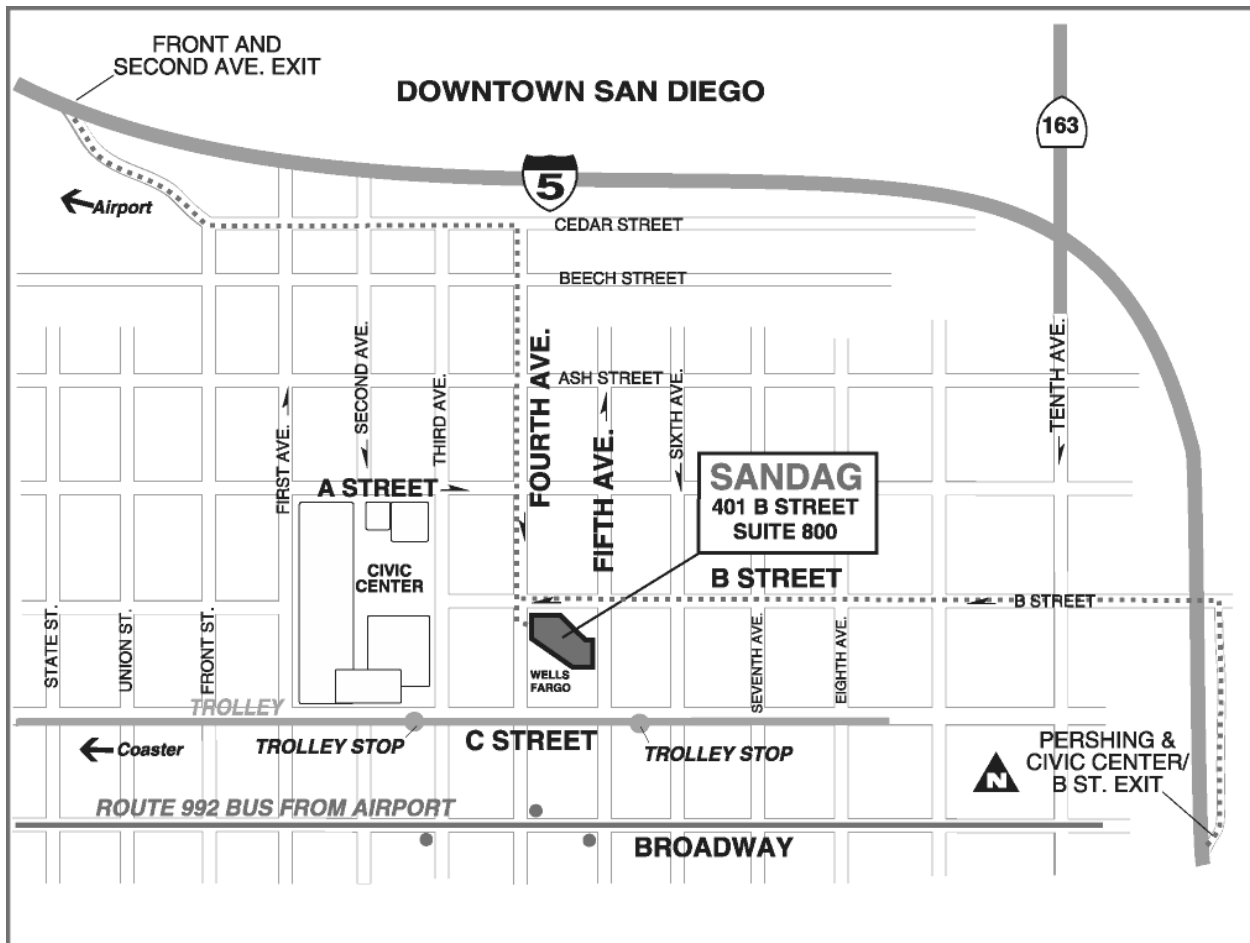


Welcome to SANDAG. Members of the public may speak to the Transportation Committee on any item at the time the Committee is considering the item. Please complete a Speaker's Slip, which is located in the rear of the room, and then present the slip to Committee staff. Also, members of the public are invited to address the Committee on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Speakers are limited to three minutes. The Transportation Committee may take action on any item appearing on the agenda.

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TRANSPORTATION COMMITTEE

Friday, December 9, 2005

ITEM #	RECOMMENDATION
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+1.	APPROVAL OF NOVEMBER 4, 2005, MEETING MINUTES	APPROVE
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+2.	PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS	
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Members of the public will have the opportunity to address the Transportation Committee on any issue within the jurisdiction of the Committee. Speakers are limited to three minutes each and shall reserve time by completing a "Request to Speak" form and giving it to the Clerk prior to speaking. Committee members also may provide information and announcements under this agenda item.

The Regional Planning and Transportation Committees unanimously approved 14 projects recommended by SANDAG staff for Pilot Smart Growth Incentive Program funding at their joint meeting on September 2, 2005. During the meeting, Steve Otto of the San Ysidro Business Association and Scott Kessler of the San Ysidro Business Improvement District raised concerns about the project scoring methodology. The attached memorandum responds to the issues raised.

Metropolitan Transit System (MTS) Chief Executive Officer Paul Jablonski will recognize the SANDAG staff who helped make the Mission Valley East Light Rail Transit extension project a success.

CONSENT ITEMS (3 through 6)

+3.	COMPREHENSIVE 2007 REGIONAL TRANSPORTATION PLAN (RTP): FORMATION OF AN AD HOC WORKING GROUP TO REVIEW TRANSPORTATION PROJECT EVALUATION CRITERIA (Rachel Kennedy)	APPROVE
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Staff proposes forming an ad hoc working group to review and update the transportation project evaluation criteria for the Comprehensive 2007 RTP update. One or two volunteers from the various existing transportation and planning advisory groups would join transportation agency staff on the working group. The Transportation Committee is asked to approve the formation of and charter for the Transportation Project Evaluation Criteria Ad Hoc Working Group, which would begin meeting in January 2006.

+4.	DRAFT 2006 STATE HIGHWAY OPERATIONS AND PROTECTION PROGRAM (José A. Nuncio)	APPROVE
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Caltrans has released its draft 2006 State Highway Operations and Protection Program (SHOPP) for review and comment. The SHOPP is a four-year program updated every two years and includes safety, rehabilitation, and operations projects on the state highway system. The draft 2006 SHOPP includes approximately \$205 million for the San Diego region from FY 2007 to FY 2010. The Transportation Committee is asked to approve the submittal of comments to Caltrans for inclusion with its submittal of the 2006 SHOPP to the California Transportation Commission.

- +5. UNMET TRANSIT NEEDS HEARING RESULTS (James Floyd) ACCEPT

SANDAG's Subcommittee for Accessible Transportation (SCAT), acting as the region's Social Service Transportation Advisory Council, received testimony to learn of transit needs of seniors and persons with disabilities. A Noticed Public Hearing was held in San Diego and additional publicized meetings to receive comments were held in four locations around the region. Additional comments were received electronically and by mail. The Transportation Committee is asked to accept these comments for consideration during the annual regional short range transit planning process.

- +6. FULL ACCESS AND COORDINATED TRANSPORTATION (FACT) INFORMATION
(Dan Levy)

SANDAG, through SourcePoint, is the Coordinated Transportation Service Agency (CTSA) for San Diego County. CTSA assists the non-profit sector with coordinating its specialized transportation programs and improving the management of these programs. Full Access and Coordinated Transportation (FACT) is a community-based group that has recently emerged that envisions a single region-wide agency that would provide a centralized dispatching function for all specialized transportation providers. FACT is promoting a pilot project in the North County area. SANDAG staff is currently participating in the FACT initiative to evaluate feasibility and appropriate organizing structure, and also is reviewing the role of the CTSA to determine if potential changes could be made to support the FACT initiative. This report is presented for information.

CHAIR'S REPORT

7. FREEWAY TRANSIT LANE DEMONSTRATION PROJECT INFORMATION

The Transit Freeway Lane Demonstration Project is scheduled to begin on Monday, December 5, 2005. A press tour of the operation was held on December 1, 2005. The one-year demonstration, modeled after a successful program in Minneapolis, converts freeway shoulders to transit lanes during the peak periods along a section of SR 52 and I-805 to provide congestion by-pass for existing transit Route 960. The demonstration will evaluate the effectiveness in improving travel time and reliability for transit, safety and passenger, freeway auto driver and bus driver perceptions. If successful, the demonstration could become permanent and be expanded to other freeway transit operations in the region. Staff will show a short video of the demonstration in operation.

REPORTS (8 through 11)

- +8. FISCAL YEAR 2007 FEDERAL APPROPRIATIONS PROCESS FOR TRANSPORTATION PROJECTS (Ellen Roundtree) APPROVE

It is anticipated that the FY 2007 federal appropriations process will begin in early February 2006. To provide our Congressional delegation with SANDAG's transportation project proposals for the FY 2007 appropriations cycle, the Transportation Committee and the Board should develop a prioritized list of project funding requests during January 2006. In light of the many competing needs that Congress is currently facing, it is likely that there will be limited funding for discretionary projects. Therefore, the Transportation Committee is asked to approve criteria for selecting transportation projects for the FY 2007 federal appropriations cycle.

- +9. DRAFT 2030 REVENUE CONSTRAINED REGIONAL TRANSPORTATION PLAN (RTP): 2006 UPDATE AND DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (SEIR) (Mike Hix) ACCEPT

Every three years, SANDAG is required to demonstrate that its long-range Revenue Constrained Transportation Plan meets federal air quality conformity standards. Staff has updated the 2030 Revenue Constrained Regional Transportation Plan (RTP) to reflect a revenue forecast that includes the *TransNet* extension and revised state and federal funding assumptions. The Plan includes the *TransNet* Early Action Program, along with updated capital and operating costs for all projects. The Transportation Committee is asked to: (1) accept for distribution the Draft RTP and Draft Supplemental Environmental Impact Report (SEIR) for public review; and (2) schedule a public hearing and the close of the public comment period on the Draft RTP and Draft SEIR for the January 27, 2006, Board of Directors business meeting.

- +10. DRAFT 2006 STATE TRANSPORTATION IMPROVEMENT PROGRAM (José A. Nuncio) RECOMMEND

The 2006 State Transportation Improvement Program (STIP) covers the five-year period from FY 2007 through FY 2011. The Transportation Committee approved development criteria for the 2006 State Transportation Improvement Program at its October 21, 2005, meeting. Based on these criteria, staff developed the proposed programming recommendations contained in the report. The Transportation Committee is asked to recommend that the Board of Directors approve the 2006 STIP programming proposal. Final submittal to the California Transportation Commission is due by January 30, 2006.

+11. PRIORITIES FOR COASTAL RAIL CORRIDOR MAJOR CAPITAL PROJECTS (Ellen Roundtree) RECOMMEND

The Caltrans Division of Rail has requested that SANDAG and North County Transit District (NCTD) weigh in on prioritizing major capital projects along the coastal rail corridor in preparation for an estimated \$63.6 million in funding for interregional rail projects made available through reprogramming existing projects and/or application of double track funds as identified in state law. The Transportation Committee is asked to recommend a priority listing of interregional rail improvement projects in the coastal rail corridor to Caltrans Division of Rail.

12. UPCOMING MEETINGS INFORMATION

The next two meetings of the Transportation Committee are scheduled for Friday, January 6, 2006, and Friday, January 20, 2006, both at 9 a.m. – 12 noon.

13. ADJOURNMENT

+ next to an agenda item indicates an attachment

TRANSPORTATION COMMITTEE

December 9, 2005

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF NOVEMBER 4, 2005

The meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal) at 9:10 a.m. See the attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF MEETING MINUTES

Councilmember Bob Emery (Metropolitan Transit System [MTS]) noted a correction to the minutes from the October 21, 2005, meeting related to item No. 11 on the 2006 State Transportation Improvement Program (STIP) Development Guidelines. The action on that item indicated that Councilmember Phil Monroe (South County) made the motion and that the motion was approved unanimously, which is incorrect. Staff was directed to determine the correct maker of this motion and the vote. [Subsequent to this meeting, the clerk determined that Councilmember Jerome Stocks (NCTD) was the maker of this motion, and there were two votes against the motion (Councilmembers Emery and Rindone)].

Action: Upon a motion by Supervisor Ron Roberts (County of San Diego) and a second by Councilmember Jerry Rindone (South County), the Transportation Committee approved the minutes from the October 21, 2005, meeting with the corrections to be made. Xema Jacobson (San Diego County Regional Airport Authority) abstained.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chuck Lungerhausen, a member of the public, commented on two items. The first is that on Channel 8, on the 11 p.m. news this past Wednesday, a San Diego State University (SDSU) co-ed made the statement that the trolley has brought crime to the campus. However, no supporting evidence was given; it was just this reckless comment. The second item has to do with a news item by Channel 7/39 on Thursday at 4:30 p.m. and 6 p.m. about the toll road from Orange County that this Committee approved that could have significant environmental impacts no matter which route is selected. He said that expanding this toll road from six to eight lanes will create a significant impact to San Diego County because more traffic will be directed to Interstate 5 (I-5). He suggested that we build a parking structure in Old Town with reasonable fees so that visitors will use public transit to get to places like the beaches. He suggested perhaps we should build an elevated tram system to the beach areas.

Councilmember Monroe stated that he saw the same newscasts as Mr. Lungerhausen, and further on in those newscasts an SDSU security officer said there was no supporting documentation to the co-ed's statement.

Councilmember Jim Madaffer (City of San Diego) indicated that the incidents of crime at SDSU has nothing to do with the trolley and a lot to do with gangs.

Chair Kellejian called on Toni Bates to talk about Councilmember Judy Ritter's request for information from a previous Committee meeting.

Ms. Bates, Division Director of Transit Planning, stated that at the September 16 Committee meeting staff presented a report on the development review process in which SANDAG works with jurisdictions to incorporate transit facilities and accommodations into new developments. Councilmember Ritter had asked for a list of the development projects and the jurisdictions in which they were located that contributed transit improvements as part of the development project. A list and map of these developments was distributed, with the development project name, projects grouped by jurisdiction, and the type of transit facility provided.

Councilmember Stocks said that out of 240 development projects, only 28 improvements were not in North County Transit District's (NCTD's) area. He encouraged SANDAG to be in tune with this information.

CONSENT ITEMS (3 THROUGH 4)

3. LOS ANGELES–SAN DIEGO–SAN LUIS OBISPO RAIL CORRIDOR AGENCY (LOSSAN) BOARD OF DIRECTORS MEETING REPORT (INFORMATION)

The LOSSAN Rail Corridor Agency seeks to increase ridership, revenue, capacity, reliability, and safety on the coastal rail line from San Diego to Los Angeles to San Luis Obispo. Known as Amtrak's Pacific Surfliner corridor, it is the second busiest intercity passenger rail corridor nationwide and Amtrak's fastest growing. This report summarizes the actions from the LOSSAN Board meeting on September 14, 2005.

4. CALIFORNIA STATEWIDE HIGH-SPEED PASSENGER RAIL SYSTEM QUARTERLY UPDATE (INFORMATION)

The California High-Speed Rail Authority (CHSRA) is the state agency responsible for planning, constructing, and operating a high-speed train system serving California's major metropolitan areas. The proposed system stretches over 800 miles and would connect San Diego, Los Angeles, the Central Valley, San Francisco, and Sacramento using a state-of-the-art, electrified system capable of speeds in excess of 200 miles per hour. SANDAG continues to monitor and comment on the work of the CHSRA. This report is the regular quarterly update to the Transportation Committee.

Action: Upon a motion by Councilmember Madaffer and a second by Supervisor Roberts, the Transportation Committee approved Consent Items 3 and 4.

CHAIR'S REPORT

5. UPDATE ON COMPREHENSIVE OPERATIONAL ANALYSIS (COA) BLUE RIBBON COMMITTEE (INFORMATION)

Chair Kellejian stated that he and Councilmember Monroe have served on this Blue Ribbon Committee. The last meeting of this Committee was held on October 12. The Blue Ribbon Committee reviewed the service proposals to focus resources on urban areas, provide commuter services along major corridors, reduce/eliminate traditional transit services in areas of low ridership, and introduce the concept of market-based services, with these services designed to address the unique community needs of specific markets. SANDAG's interest will be to link the COA strategy and services to its regional policies through the Regional Short-Range Transit Plan (RSRTP), work with MTS to develop innovative ways to address service needs in the areas without traditional transit service, and address park-and-ride needs along the proposed commute corridors.

Chair Kellejian said that the Blue Ribbon Committee expressed concern about the ability to fund the COA proposals. MTS staff indicated that the urban and corridor services would require about 90 percent of the available funds, leaving 10 percent for community-based services.

Chair Kellejian said that the next step is for MTS to take the recommendation to the public and to the MTS Board. There will be a series of public open houses to share the proposed service changes and to solicit input. A presentation to the Transportation Committee will be scheduled following the public open houses.

Councilmember Monroe asked for a briefing on the COA's objectives and goals as the workshops occur.

Chair Kellejian mentioned that the proposed service reductions amount to about \$4 million out of the \$8 million shortfall. Paul Jablonski, MTS Chief Executive Officer, said it was premature to quantify an amount. He said that we are building the system from the ground up, and there are still some areas needing refinement.

Chair Kellejian commended MTS for taking this comprehensive system look and for reviewing the needs of the people of San Diego County.

REPORTS

6. DRAFT *TransNet* PLAN OF FINANCE FOR THE EARLY ACTION PROGRAM (APPROVE)

Chair Kellejian stated that in 2005 shortly after passage of the *TransNet* Extension, we told the public that we would get started on projects right away. Staff came to the Transportation Committee and SANDAG Board for comprehensive input into the Early Action Plan. We are now looking at the financial piece to proceed with implementation.

Councilmember Emery indicated that a letter from MTS Chair Leon Williams was distributed requesting that this item be tabled to the December meeting due to action taken by the MTS Executive Committee related to long-range capital improvement shortfalls. This request was based upon the timing of the COA, the Blue Ribbon Committee report, and the Early Action Projects before us. The Transportation Committee members from MTS have supported the Early Action Projects and the concept of getting on line early. That was prior to the identification of the capital improvement shortfalls, which total about \$30 million per year. We want more time to look at this to be sure that the dollars being expended on the Early Action Projects are not at the expense of capital improvement projects.

Chair Kellejian stated that we would move ahead with this item. There is some financial background that MTS needs to provide to the Committee with regard to this request. Staff can take up that issue as we go along.

Craig Scott, *TransNet* Program Manager, reported that the *TransNet* Plan of Finance provides the financial strategy for paying for the projects in the Early Action Program (EAP). There are 47 major highway and transit projects included in Proposition A. The EAP is a big first step that includes work on 20 of those 47 corridors. This work ranges from environmental document preparation on some corridors to completing the entire corridor improvement as identified in the ballot measure. We will look at cost estimates and schedules for the balance of the 47 corridors in concert with the development of the 2007 Regional Transportation Plan (RTP). This Plan of Finance process provides the baseline for the *TransNet* program and will be continuously reviewed and refined. The initial financial strategy that the Transportation Committee approved in May 2005 included expanding the *TransNet* commercial paper program from \$135 million to \$335 million to help pay for the expenditures on the EAP in the early years of the program; issuing short-term notes, if needed through 2008; issuing long-term bonds in 2008; and investigating interest rate hedging opportunities to lock in today's low rates. By the end of next week, the expanded commercial paper program will be in place to fund the EAP projects, and an interest rate hedging proposal will be presented to the Board for consideration at its November meeting.

Mr. Scott said that the EAP was approved in January 2005, with the idea to "jump start" these major projects before the *TransNet* Extension starts in FY 2009. In May 2005, additional transit components were included in the EAP. He reviewed the EAP projects.

Mr. Scott explained that the Plan of Finance process included updating all costs and revenues to future year (escalated) dollars; developing updated cost estimates, schedules and detailed cash flows for each EAP project; updating the *TransNet* revenue forecast; and updating estimates for potential state/federal/other matching funds. The financial model calculates the amount of borrowing needed to meet the identified project cash flows. This financial analysis can be conducted for the overall *TransNet* program, as well as for each of the major program components. He showed the 40-year *TransNet* revenue assumptions.

Mr. Scott reviewed three major policy choices for the Transportation Committee: (1) to bond or not to bond, (2) what share of *TransNet* Major Corridor funds should go to the EAP, and (3) what share of available state and federal matching funds (primarily State Transportation Improvement Program [STIP], Congestion Mitigation Air Quality [CMAQ], and Surface Transportation Program [STP] funds) should go to the EAP. Mr. Scott reviewed

the use of STIP/CMAQ/STP funds in four major categories for the FY 1998-2009 time frame. He described the *TransNet* Extension Expenditure Plan update for revenues and costs based on the assumed use of STIP/CMAQ/STP funds at the 85 percent and the 100 percent levels. He noted that the ballot measure included the assumption that we would fund the projects on a 50/50 (*TransNet*/other funds) basis. If we funded the projects at an 85 percent level, there would be an 8 percent shortfall; if we funded at the 100 percent level, there would be a 3 percent shortfall. He showed a diagram of the key funding assumptions for the 2030 Regional Transportation Plan to show how we will pay for the shortfall.

Mr. Scott reviewed the funding scenarios that were analyzed:

Scenario 1 – 100 percent of STIP/CMAQ/STP, using 100 percent of *TransNet* for the EAP

Scenario 2 – 85 percent of STIP/CMAQ/STP, using 100 percent of *TransNet* for the EAP

Scenario 3 – 85 percent of STIP/CMAQ/STP, using 90 percent of *TransNet* for the EAP

Scenario 4 – no bonding, using 85 percent of STIP/CMAQ/STP and 100 percent of *TransNet* for the EAP

Mr. Scott showed the EAP project delivery schedule and described a chart showing the costs and revenues through 2015, based on one of the bonding scenarios. He noted that an important question is: can we afford the EAP construction schedules? The answer is that we can afford them with all of the bonding scenarios but not if we don't bond. If we don't bond, there will be an average four-year delay in completing the EAP.

Mr. Scott also reviewed for each scenario the total bonding required, the financing costs associated with the bonds, and the available remaining funds for non-EAP projects. He provided additional information related to the three policy choices including the cost of bonding compared to the benefits of accelerating project implementation and avoiding cost escalation. In addition, on the question of what share of *TransNet* Major Corridor funds should go to the EAP, he said that the Committee should determine if the focus is on completing the EAP or spreading the funds to other projects. Should more projects be completed or more projects started? The other key issue to consider is whether to use state and federal funds to match the EAP or other projects.

Mr. Scott reviewed the staff recommendation of Scenario 3. The benefits of that scenario include maintaining the focus on the EAP while leaving funding available for other non-EAP and non-*TransNet* projects. The benefits of accelerating the projects through the use of bonds exceed the cost of bonding. He noted that the assumed matching fund levels and fund set asides will be reconsidered in future updates based on updated information.

Mr. Scott said that following approval of one of the scenarios, the next steps would be to present the final Plan of Finance to the SANDAG Board in December, coordinate the next major update to the Plan of Finance with the 2007 RTP, develop a program office for cost/schedule management, closely monitor all key assumptions, and update the Transportation Committee as issues arise.

Chair Kellejian stated that part of the *TransNet Extension* Ordinance and Expenditure Plan was the formation of an Independent Taxpayers Oversight Committee (ITOC). He asked that a member of this committee provide a report.

Maryam Babaki, ITOC member, indicated that they held a special meeting last Wednesday to look at the draft Plan of Finance and a proposal regarding interest rate hedging. In general, the ITOC was in favor of moving forward with the use of bonding based on Scenario 3 in the draft Plan of Finance. The ITOC found the plan to be well laid out and the hedging proposal to be innovative. The ITOC will be discussing both topics further at its November 9, 2005, meeting.

Chair Kellejian said that there was one request to speak.

Jay Powell, representing the City Heights Development Corporation, spoke in support of staff's recommendation to accelerate the completion of the Interstate 15 (I-15) bus rapid transit (BRT) from downtown San Diego to the State Route (SR) 163 merge as part of the EAP. He expressed appreciation for SANDAG and the Transportation Committee for including this project in the EAP. He mentioned a concern about the project delivery schedule. The schedule calls for this project to be completed by 2012, and they would like this project to be accelerated before that time.

Board Comments:

Councilmember Madaffer asked that a copy of the presentation graphics be distributed to Committee members. He said that we have to remind ourselves what we promised to the voters when we asked them to approve *TransNet*. There are a lot of transit-related components in the EAP. He asked what percent of the EAP is transit related. Mr. Gallegos replied that about 43 percent of the funding was for major transit projects. He said that MTS expressed some concerns about whether this would be enough money.

Councilmember Emery said that it isn't a question about being enough; it is more a question of where the funds will be directed. The request from MTS for a delay in no way suggests getting away from the EAP or the other proposed projects in *TransNet*. We should look at this funding for all the projects. There are two operating agencies with significant operating deficiencies. In a perfect world, we would direct 100 percent of the funds for the EAP, but we don't have that latitude. We have to operate and restructure capital improvement projects.

Councilmember Madaffer stated that it is obvious our regional transportation needs far outweigh the *TransNet* funds. He thought it was good to hear that the Independent Taxpayer Oversight Committee recognizes the intelligence of bonding now to avoid the added costs of delay, which is huge. The public is expecting transportation solutions today. Members of the Committee previously received a map that showed the major facilities in the region. If we don't approve the staff recommendation we will be breaching our promise to the voters.

Chair Kellejian clarified that a hedging proposal with regard to Scenario 3 will go to the SANDAG Board in November rather than December. The reason for moving this action forward is to anchor the interest rate as soon as possible. We have firms standing by waiting for this decision.

Mr. Gallegos said that the key is whether you're going to bond or not. If you look at the hedging proposal and you choose not to bond, then you take a risk. What we are hearing is that the timing is important because both short- and long-term interest rates are headed up. The Transportation Committee and Board indicated that we should take advantage of the low interest rates. We need to know what direction to take.

Councilmember Stocks commented that a big part of our job is to watch the public purse strings. By bonding, we can avoid costs and a four-year delay. He supported the staff recommendation. He understood that MTS is concerned about deferred major maintenance for capital investment. We do need to find a way to pay for those projects. This is a concern but not appropriate when discussing *TransNet*. This action is about the EAP.

Supervisor Slater-Price expressed strong support for staff's recommendation. We need to move in a timely fashion. The voters are waiting to see what will happen.

Mayor Pro Tem Ed Gallo (NCTD) asked about the 10 percent set aside. Mr. Gallegos responded that the EAP is a subset of the *TransNet* projects. The 10 percent set-aside funds is money available for other *TransNet* projects.

Mayor Pro Tem Gallo said he understood Mr. Emery's comments on the request to delay action on this item, however, he agreed with Mr. Stocks that we need to act.

Councilmember Scott Peters (City of San Diego) agreed that MTS raised some important issues. We should know what the answers are before we take this action. He asked MTS to come back with information before the SANDAG Board acts. We should at least understand the implications before we act.

Mr. Gallegos said that this is not a cast-in-concrete decision. He said that you are not going to spend all of the money tomorrow. You will review this plan on a year-by-year basis. Additionally, there is \$1.2 billion for transit improvements in the EAP. He suggested moving forward with a caveat that the transit agencies report back with their needs identified. That will give us a chance to evaluate those needs and review the funding opportunities. He reminded Committee members that there are choices to make.

Councilmember Peters asked why the Super Loop project cost was reduced to \$21 million. We have been talking about a 2008 timeline and now it says 2010. Ms. Bates stated that the \$30 million in the RTP includes both capital and operating. Mr. Gallegos said that the timeline is what was assumed for the Plan of Finance analysis. Councilmember Peters said that staff should reconcile the timeline with the community group that has been working on that project.

Supervisor Roberts said that the issue is not the amount of money. The key is that there is flexibility in the way we draw down the dollars. MTS has issues, and it is not just replacing equipment. There is money to get things done. There is enough flexibility to move forward today. He asked for a copy of this presentation and requested that Transportation Committee members have color copies of the PowerPoint presentations from this point on.

Mr. Gallegos noted that there are tradeoffs, but the key is to get the major corridors completed.

Chair Kellejian reiterated that there is a 10 percent set aside for other purposes. We need to have some sort of comprehensive plan for future transit needs.

Mayor Art Madrid (East County) said that this has been a work in progress and hasn't been presented at the last minute. The voters' confidence with elected officials is slipping. We have to follow-up on those commitments. It is critical that we move forward. He would like to see the rationale for the letter from MTS.

Karen King, NCTD Executive Director, said that the transit agencies had no knowledge that this item was going to this meeting until the agenda package came out. The first opportunity to review this item was on Wednesday, and NCTD had no time to develop anything more comprehensive than the one-page letter that was distributed. We need to look at what the 10 percent set aside for non-EAP projects will buy, and how much of the need it will cover. The analysis of the transit operators' capital improvement needs should be part of this report.

Ms. King asked about the difference in financing costs listed in two places in the staff report. Mr. Scott replied that the costs shown as part of the scenario analysis were in future dollars, while the costs discussed as part of the cost-benefit analysis related to bonding was in today's dollars.

Councilmember Monroe mentioned that he had been informed about a meeting of city engineers yesterday when they were discussing this item. He was relieved when he understood we are only talking about one piece of the pie. He asked if the city engineers were shown these slides. Mr. Gallegos answered that they had received the same presentation. It comes down to discretionary spending. The *TransNet* Extension included a \$2,000 impact fee, which is new money. In addition, Proposition 42 dollars weren't around for the first *TransNet* ordinance. The engineers are concerned about tradeoffs and wondering if they will be losing projects. Mr. Gallegos noted that the *TransNet Extension* has some provisions that are different than the first *TransNet* Ordinance.

Councilmember Monroe stated that the \$2.5 billion in savings is both "hard" and "soft" dollars. The "soft" dollars are a result of reduced commuter time and accidents. Mr. Scott agreed that those dollar estimates for travel time savings and accident reductions are social costs and not direct cost savings for the *TransNet* program; however, they are costs to those stuck in traffic.

Mr. Jablonski said that a lot of the transit infrastructure improvement projects are contained within *TransNet*. It is important to understand that everyone wants the projects to be done as soon as possible. We are looking at \$1.25 billion in bonding costs to avoid \$309 million in construction delay costs. We are showing this benefit as \$2.4 billion. The analysis is not done until you take those dollars you save, see what projects you can do with those savings, and see what money will be saved from getting those projects done.

Marney Cox, SANDAG Chief Economist, stated that the public basically has an understanding about focusing expenditures on key projects. We collect money to provide the facilities and the benefits of those improvements that are broadly distributed. We have focused expenditures to achieve those benefits. If you focus the expenditures, the entire system benefits in two ways: system benefits and time-savings benefits. In the I-15 corridor, a one-way trip will have a 24 percent reduction in trip time. That's about 12 minutes off the normal trip time. On SR 52, it is more significant...a 40 percent improvement. You are knocking off time for those commuters on that roadway. It allows people on I-5 to take advantage of the improvements on I-15. Even with additional trips transferring from I-5 to I-15, you will have time savings on I-15 and SR 52. Those savings are significant. If we could move forward on all improvements, we would make similar improvements in all corridors.

Councilmember Emery commented that time savings on a freeway doesn't buy catenary wire or new buses. The MTS system has to rely on its budget. A cut in service will put more people back onto the freeway system. There is a significant shortfall in the MTS system.

Action: Upon a motion by Councilmember Madaffer and a second by Councilmember Stocks, the Transportation Committee directed staff to further develop the final *TransNet* Plan of Finance based on Scenario 3 for consideration by the SANDAG Board of Directors at its December Board meeting. Scenario 3 uses bonding to complete the projects in the Early Action Program (EAP) on the proposed schedules, sets aside 10 percent of *TransNet* Major Corridor funds for other non-EAP *TransNet* projects, and leaves 15 percent of future STIP/CMAQ/STP funds available for other non-*TransNet* projects.

Pedro Orso Delgado, Caltrans District 11 Director, said that one of the next steps of the Early Action Program is to have Early Action Corridor Managers, and we are already working on that piece. We are in the interview process, and some Early Action Corridor Managers have been appointed.

Councilmember Madaffer requested a quarterly monitoring report on the key assumptions and asked that staff pass items through the ITOC. Mr. Gallegos agreed to provide that quarterly report.

7. DRAFT FY 2006-FY 2010 REGIONAL SHORT RANGE TRANSIT PLAN (APPROVE)

Dan Levy, Senior Transit Planner, said that under Policy 018, SANDAG is responsible for preparing a consolidated Regional Short Range Transit Plan (RSRTP). This report is an update on the plan development. The purpose of the RSRTP is to provide a five-year blueprint for the growth and development of the regional transit system. The elements of the Plan include a system inventory, development of a regional policy basis for service, identification of deficiencies and solutions, and an action plan. There are a number of concurrent major plans and policies such as the Regional Comprehensive Plan's (RCP) Smart Growth Concept Map, the RTP Update, the Independent Transit Planning Review (ITPR), and the agency planning initiatives including the COA and the Sprinter Bus Redesign Action Plan.

The following are challenges for the five-year RSRTP planning period: regional congestion is a major concern, funding continues to be limited, ridership has been falling, *TransNet* has raised the public's expectations, and consolidation is expected to bring improved planning

and service. In addition, there are several other initiatives underway that will affect the RS RTP: the RCP Smart Growth Concept Map development, the 2007 Regional Transportation Plan Update, the Independent Transit Planning Review, the MTS Comprehensive Operational Analysis, and the NCTD Sprinter bus plan.

The RTP Transit First Vision provides a family of services to meet the diverse needs of the region. The COA has introduced a "tiers of service" concept that assigns different types of service to particular areas or markets and may also be used by NCTD to help redesign bus services for the Sprinter. The approach of the RS RTP will be to develop Service Design Guidelines that support this framework by identifying regional deficiencies, permit regional evaluation of services, and define appropriate levels of service. They must be applicable across the region; responsive to differing markets and needs; understandable by the public; and consistent for SANDAG, MTS, and NCTD.

The Service Design Guidelines and Transit Agency Planning will build on the tiered approach of the COA: the urban network, commuter services, and community-based services. Service zones will be developed to provide areas having similar patterns of development with similar levels of service. The Guidelines will address financial performance, productivity, access (walking distance), comfort (crowding), convenience (frequency and service span), reliability (schedule adherence), and warrants for new service.

The Service Design Guidelines would be structured as a hierarchy with objectives, indicators, and targets. The objectives would define the service goal, the indicators would describe the best method of measuring attainment of the goal, and the target would set the level to be attained. In future years, it should only be necessary to adjust the target value if the policy objectives change or funding levels are significantly altered.

SANDAG, MTS, and NCTD will jointly develop guidelines for each zone, consistent with the RCP, RTP, COA, and Sprinter Bus Redesign.

He reviewed the schedule and the recommended action.

Councilmember Emery stated that this is a good process to integrate all of the efforts. He expressed interest in how the zones will be developed.

Councilmember Stock agreed that it is good and correct to identify various service zones. He asked about our obligation for lifeline service. He thought this type of discussion would occur as we move forward. He thanked staff for a good report.

Action: Upon a motion by Councilmember Emery and a second by Councilmember Monroe, the Transportation Committee endorsed the purpose, regional context, and approach for developing the FY 2006-2010 Regional Short Range Transit Plan as described in the report.

8. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for Friday, December 9, 2005, at 9 a.m.

9. ADJOURNMENT

Chair Kellejian adjourned the meeting at 11:00 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
NOVEMBER 4, 2005**

GEOGRAPHICAL AREA/ ORGANIZATION	JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING	COMMENTS
North County Coastal	City of Solana Beach	Joe Kellejian (Chair)	Member	Yes	
	City of Oceanside	Jim Wood	Alternate	No	
North County Inland	City of Poway	Mickey Cafagna	Member	No	
	City of Vista	Judy Ritter	Alternate	Yes	
East County	City of Santee	Jack Dale	Member	Yes	
	City of La Mesa	Art Madrid	Alternate	Yes	
South County	City of Chula Vista	Jerry Rindone	Member	Yes	
	City of Coronado	Phil Monroe	Alternate	Yes	
City of San Diego	----	Jim Madaffer	Member	Yes	
	----	Scott Peters	Alternate	Yes	
County of San Diego	----	Ron Roberts	Member	Yes	
	----	Pam Slater-Price	Alternate	Yes	
	----	Dianne Jacob	Alternate	No	
Metropolitan Transit Development Board	City of Poway	Bob Emery	Member	Yes	
	MTS	Leon Williams	Alternate	Yes	
North County Transit District	City of Encinitas	Jerome Stocks	Member	Yes	
	City of Vista	Judy Ritter	Alternate	No	Will be attending for North County Inland
	City of Escondido	Ed Gallo	Alternate	Yes	
San Diego County Regional Airport Authority	City of Lemon Grove	Mary Sessom	Member	No	
	Governor's Appointee	Xema Jacobson	Alternate	Yes	
ADVISORY/LIAISON Caltrans	----	Pedro Orso-Delgado	Member	Yes	
	—	Bill Figge	Alternate	No	
Regional Planning Stakeholders Working Group	—	Sandor Shapery	Member	Yes	

San Diego
ASSOCIATION OF GOVERNMENTS
MEMO

December 2, 2005

File Number 3002200

TO: SANDAG Regional Planning and Transportation Committees

FROM: Bob Leiter

SUBJECT: Response to Comments from San Ysidro Pilot Village Corridor Project
Representatives Regarding Pilot Smart Growth Incentive Program Scoring

The Regional Planning and Transportation Committees unanimously approved the 14 projects recommended by SANDAG staff for Pilot Smart Growth Incentive Program funding, at their joint meeting on September 2, 2005. During the meeting, Steve Otto of the San Ysidro Business Association and Scott Kessler of the San Ysidro Business Improvement District raised concerns about the project scoring methodology. Specifically, they took issue with the "Intensity of Development" criterion and believed that the San Ysidro Project should be given credit for residential densities proposed in a pending community plan amendment. In their testimony, they asserted that other projects were evaluated and scored based upon anticipated residential densities that resulted in a "double standard" scoring process.

SANDAG staff met with Mr. Otto and Mr. Kessler to discuss the issues they raised at the September 2 meeting. This discussion helped us better understand the basis for their comments at the Regional Planning and Transportation Committees joint meeting and clarified for them the process we used to score the projects. Knowing that community plan amendments were being processed in a number of the proposed project areas, they had assumed we would be using the proposed densities in these communities to score the Intensity of Development criterion. When they saw the scores, and that their project was not given credit for the densities in the pending San Ysidro community plan amendment, they assumed we were not scoring the projects consistently.

Staff explained that all projects were evaluated according to the same standards and that the process for determining "Intensity of Development" included two steps.

1. First, staff examined the residential and employment densities of the areas within a quarter-mile radius of each project, based on data in SANDAG's Series 10 Forecast. Densities included in the SANDAG Series 10 Forecast are based on each jurisdiction's general plans and community plans as of 2001.
2. Second, staff compared the resulting densities to the densities prescribed for that smart growth place type, as defined in the Regional Comprehensive Plan. The closer the project was to meeting the densities prescribed for its place type, the higher the score awarded for "Intensity of Development."

Staff further explained that this analysis, and the reliance on the SANDAG Series 10 Forecast, was necessary to ensure that residential and employment densities for all project areas could be determined efficiently and consistently. Densities stated in general plan and community plan amendments adopted after 2001 were not used to arrive at the "Intensity of Development" score for any of the applicants. It was also noted that projects like the San Ysidro proposal were awarded points based upon projected residential and employment densities in the "Related Land Development" criterion. In this category, all of the projects where approvals for higher densities and densities were in process received some additional credit.

After this exchange of information, Mr. Otto and Mr. Kessler agreed that the process for evaluating the projects was consistent, though they continued to assert that more credit should have been given to proposed increases in density. Staff will incorporate these comments into the forthcoming "Lessons Learned" report and work with the San Ysidro community when future funding opportunities arise to help them develop an effective project application.

TRANSPORTATION COMMITTEE

December 9, 2005

AGENDA ITEM NO.: **3**

Action Requested: APPROVE

COMPREHENSIVE 2007 REGIONAL TRANSPORTATION PLAN (RTP): File Number 3000400
FORMATION OF AN AD HOC WORKING GROUP TO REVIEW
TRANSPORTATION PROJECT EVALUATION CRITERIA

Introduction

Over the years, SANDAG has developed and updated evaluation criteria for prioritizing transportation projects for inclusion in the Regional Transportation Plan (RTP). The last RTP update took place in 2003, during the preparation of MOBILITY 2030. Evaluation criteria are applied to regional arterial, highway, freeway connectors, high-occupancy-vehicle (HOV) connectors, and regional transit projects. These criteria will be reviewed and updated for the preparation of the Comprehensive 2007 RTP. Additional criteria were recently added for regional rail grade separations, and a goods movement category is also under consideration.

Recommendation

The Transportation Committee is asked to approve the formation of and the charter for the Transportation Project Evaluation Criteria Ad Hoc Working Group (Attachment 1).

Discussion

Staff proposes to form an ad hoc working group to review and make recommendations on the update of the transportation project evaluation criteria. Representatives from the following standing committees and working groups will be invited to participate:

	Number of Representatives
▪ Regional Planning Stakeholders Working Group (SWG)	2
▪ Cities/County Transportation Advisory Committee (CTAC)	2
▪ Regional Planning Technical Working Group (TWG)	2
▪ Bicycle-Pedestrian Working Group (BPWG)	1
▪ Regional Housing Working Group (RHWG)	1
▪ Regional Freight Working Group (FWG)	1

In addition to SANDAG staff, staff from Caltrans, Metropolitan Transit System, and North County Transit District will be asked to join the new Ad Hoc Working Group.

The ad hoc working group is expected to meet monthly through fall 2006, but may meet more frequently depending on key milestone dates for the Comprehensive 2007 RTP. Recommendations from the ad hoc working group would be discussed with each of the participants' committees and working groups. Additionally, this ad hoc working group might be asked to review the performance indicators used in the analysis of transportation alternatives of the 2007 RTP. The performance

measures for the overall transportation system are closely related to the transportation project evaluation criteria.

The first meeting is tentatively scheduled for Monday, January 23, 2006, from 1:30 to 3:30 p.m. at SANDAG. A meeting agenda will be sent to the appointed representatives in advance.

BOB LEITER

Director of Transportation and Land Use Planning

Attachment: 1. Transportation Project Evaluation Criteria Ad Hoc Working Group Charter

Key Staff Contact: Rachel Kennedy, (619) 699-1929, rke@sandag.org



COMMITTEE/WORKING GROUP CHARTER
Transportation Project Evaluation Criteria
Ad Hoc Working Group

PURPOSE

The Transportation Project Evaluation Criteria Ad Hoc Working Group will review and make recommendations on the update of the evaluation criteria used for prioritizing transportation projects for inclusion in the Comprehensive 2007 Regional Transportation Plan (RTP).

LINE OF REPORTING

The Transportation Project Evaluation Criteria Ad Hoc Working Group will report to the Transportation Committee.

RESPONSIBILITIES

The Transportation Project Evaluation Criteria Ad Hoc Working Group will review current evaluation criteria, provide suggestions for modifications, and examine potential new project evaluation criteria for the Comprehensive 2007 RTP. The working group may also be asked to review the performance indicators used in the analysis of transportation alternatives of the 2007 RTP. The performance measures for the overall transportation system are closely related to the transportation project evaluation criteria.

MEMBERSHIP

The Ad Hoc Working Group will be comprised of two representatives from each of the following committees/working groups: the Regional Planning Stakeholders Working Group (SWG), Cities/County Transportation Advisory Committee (CTAC), and Regional Planning Technical Working Group (TWG); and one member from each from the Bicycle-Pedestrian Working Group (BPWG), Regional Housing Working Group (RHWG), and Regional Freight Working Group (FWG). In addition to SANDAG staff, staff from Caltrans, Metropolitan Transit System, and North County Transit District will also be asked to participate.

MEETING TIME AND LOCATION

The Ad Hoc Working Group is expected to meet monthly at SANDAG, but may meet more frequently depending on key milestone dates for the Comprehensive 2007 RTP.

SELECTION OF THE CHAIR

SANDAG staff will chair the Ad Hoc Working Group meetings.

DURATION OF EXISTENCE

The Transportation Project Evaluation Criteria Ad Hoc Working Group will meet beginning in January 2006 and will complete their work by early 2007.

TRANSPORTATION COMMITTEE

December 9, 2005

AGENDA ITEM NO.: **4**

Action Requested: APPROVE

DRAFT 2006 STATE HIGHWAY OPERATIONS AND PROTECTION PROGRAM File Number 1109100

Introduction

Caltrans headquarters has released its draft 2006 State Highway Operations and Protection Program (SHOPP) for review and comment. The SHOPP is a four-year program updated biennially, and it includes safety, rehabilitation, and operations projects on the state highway system. The 2006 SHOPP will cover from Fiscal Year (FY) 2006/07 to FY 2009/10. The draft 2006 SHOPP includes approximately \$205 million in improvement projects for the San Diego region.

Recommendation

The Transportation Committee is asked to approve sending the following comments to Caltrans for inclusion with its submittal of the 2006 SHOPP to the California Transportation Commission:

1. SANDAG concurs with the proposed listed SHOPP projects. This list includes an increase in the commitment for operational projects, including auxiliary lanes, ramp meters, and changeable message signs. We encourage Caltrans headquarters to continue and expand upon this focus on operational projects.
2. SANDAG requests that Caltrans headquarters identify the resources to begin environmental work on the westbound I-8 to northbound I-5 connector operational improvements project. SANDAG had previously committed to pursuing federal funds as a match to Caltrans SHOPP resources. The region was successful in having \$4.8 million identified for this project as part of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) authorization. Caltrans headquarters should step up its commitment to this important operational improvement project.
3. SANDAG requests that Caltrans headquarters identify resources to begin preliminary engineering and environmental work on operational improvements needed on rural State Route 94 between Otay Lakes Road and the SR 188 junction.

Discussion

The SHOPP includes several programs that Caltrans manages as owner and operator of the state highway system. These programs include collision reduction, storm water mitigation, pavement, bridge and landscaping preservation, roadside rest areas, and operations. The draft 2006 SHOPP proposes to program approximately \$205 million distributed as shown in Table 1. The full listing of the projects, including location and work description is included in Attachment 1.

Table 1. Draft 2006 SHOPP – San Diego Region

Program	Amount (\$000s)
Collision Reduction	18,270
Storm Water Mitigation Mandates	42,828
Bridge Preservation	6,305
Roadway Preservation	38,694
Mobility	83,404
Roadside Preservation	15,668
Total	205,169

The statewide draft 2006 SHOPP proposes to program approximately \$7.8 billion over the four-year period. The San Diego region's share is approximately 2.6 percent. As a point of comparison, during the 2004 SHOPP the state programmed approximately \$5.1 billion statewide, and the San Diego region received approximately \$122 million, or about 2.4 percent of the total. It should be noted that SHOPP funds are programmed based on different factors and conditions, depending on the program. Some of these factors and conditions include number and severity of accidents, age of pavement or landscape inventory, wear and tear, metal fatigue, and others.

There are several projects included in the draft 2006 SHOPP that when completed will help relieve congestion. These include a southbound auxiliary lane on Interstate 5 (I-5) between Genesee Avenue and Sorrento Valley, an eastbound auxiliary lane on I-8 between Second Street and Greenfield Drive, and north and southbound auxiliary lanes on I-15 between Citracado Parkway and Valley Parkway.

Other traffic congestion improvement projects include ramp meters, detector stations, and changeable message signs. It should be noted that a regional ramp meter project previously programmed in the State Transportation Improvement Program (STIP) that had been delayed a number of times due to lack of funds in the STIP is included now in the SHOPP. This approximately \$7.2 million project will complete the set of ramp meters on I-805 that the City of Chula Vista and SANDAG had previously programmed with other funds.

Next Steps

Caltrans is requesting comments from the regions by December 19, 2005. The draft 2006 SHOPP is scheduled to be adopted by the California Transportation Commission at its March 2006 meeting.

RENEE WASMUND
Director of Finance

Attachment: 1. Draft 2006 SHOPP Project List – San Diego

Key Staff Contact: José A. Nuncio, (619) 699-1908, jnu@sandag.org

Draft 2006 SHOPP Project List San Diego (\$1,000)

<u>Route</u>	<u>Post Miles</u>	<u>Location/Description</u>	<u>PPNO</u>	<u>EA</u>	<u>Program Code</u>	<u>Prog Year</u>	<u>State RW</u>	<u>State Const</u>	<u>State Total</u>
8	R28.2/R28.6	In Alpine at Tavern Road - install signal and widen ramp	0649	26770K	201.010	2006/07	0	1,236	1,236
56	0.7/2.4	East of El Camino Real UC to east of Carmel Country Road OC - construct median barrier	0723	26840K	201.010	2006/07	0	5,871	5,871
78	35.1	Near Ramona - at Olive Street - install new signal	0845	26740K	201.010	2006/07	451	1,545	1,996
Var	Var	In San Diego - at various locations, Rtes 5, 8, 15,78,94,125,805	0882	27610K	201.015	2006/07	0	6,695	6,695
Var	Var	In San Diego - at various locations - upgrade metal median guardrail to concrete	0937	27120K	201.020	2006/07	0	2,472	2,472

Mandates

5	5	In San Diego - at the Kearny Mesa Operations Center - storm water mitigation	0975	080620	201.335	2006/07	0	2,726	2,726
8	R37.8/R39.4	Construct slope stabilization and revegetate slopes			201.335	2009/10	0	2,251	2,251
15	15	Route 79 to 0.6 mi 2.5 km E of Route 79 - construct drainage improvements	0651	26040K	201.335	2009/10	0	5,515	5,515
5 & 8	5 & 8	Rainbow Creek Nutrients TMDL - construct infiltration devices and bioswales			201.335	2009/10	0	3,748	3,748
Var	Var	Mission Valley, Lake Jennings Park Road and Sea World Drive - retrofit extended detention basins			201.335	2009/10	0	1,126	1,126
Var	Var	Chollas Creek Metals TMDL - construct sand filters & infiltration devices Phase 1 of 4			201.335	2009/10	0	13,731	13,731
Var	Var	Chollas Creek Metals TMDL - construct sand filters and infiltration devices Phase 2 of 4			201.335	2009/10	0	13,731	13,731

Draft 2006 SHOPP Project List San Diego (\$1,000)

<u>Route</u>	<u>Post Miles</u>	<u>Location/Description</u>	<u>PPNO</u>	<u>EA</u>	<u>Program Code</u>	<u>Prog Year</u>	<u>State RW</u>	<u>State Const</u>	<u>State Total</u>
<u>Bridge Preservation</u>									
76	23.2	In San Diego County, near Oceanside - at Pala Creek Bridge #57-0072 - bridge replacement	0762	27340K	201.111	2008/09	0	6,305	6,305
<u>Roadway Preservation</u>									
188	0.0/0.8	In San Diego County - US/MEX border to Humphries Road - rehabilitate roadway	0886	236501	201.120	2009/10	0	2,814	2,814
905	2.9/5.7	In San Diego County - Route 5 to Route 805 - grind PCC pavement, slab replacement and rehabilitate ramp	0961	27480K	201.121	2007/08	0	5,835	5,835
67	19.0/24.3	In San Diego County - Whispering Oaks Drive to SR-78 - apply 30 mm open graded overlay	0745	26120	201.122	2007/08	0	1,591	1,591
4 75	17.3/20.5	In San Diego County - from Naval Base Entrance to SD/Coronado Bay Bridge - Apply Microsurfacing	0753	27720	201.122	2007/08	0	1,591	1,591
76	32.9/52.3	In San Diego County - Valley Center Road to SR-79 - apply microsurfacing	0763	27780	201.122	2009/10	0	1,126	1,126
78	0.0/3.3	In San Diego County - Route 5 to College Blvd. - apply 20 mm Asphalt Rubber Open Graded Overlay	0846	27700	201.122	2006/07	0	1,751	1,751
78	16.0/17.6	In San Diego County - Route 15 to Broadway - Apply 20 mm Asphalt Rubber Open Graded Overlay	0847	27710	201.122	2006/07	0	773	773
79	20.3/35.3	In San Diego County - Route 78 to Warner Springs - Apply 20 mm Asphalt Rubber Open Graded overlay	0856	27770	201.122	2009/10	0	1,688	1,688
79	35.3/53.0	In San Diego County - from Warner Springs to County Border - Apply 20 mm Asphalt Rubber Open Graded overlay	0857	27810	201.122	2009/10	0	2,026	2,026
94	39.0/65.4	In San Diego County - Route 188 to Route 8 - apply 20 mm Asphalt Rubber Open Graded Overlay	0823	27690	201.122	2006/07	0	2,060	2,060

Draft 2006 SHOPP Project List San Diego (\$1,000)

<u>Route</u>	<u>Post Miles</u>	<u>Location/Description</u>	<u>PPNO</u>	<u>EA</u>	<u>Program Code</u>	<u>Prog Year</u>	<u>State RW</u>	<u>State Const</u>	<u>State Total</u>
94	14.9/30.0	In San Diego County - Route 54 to Marron Valley Road - Apply 30 mm Open Graded AC overlay	0824	27750	201.122	2009/10	0	1,688	1,688
282	0.0/0.69	In San Diego County - Route 75 to Alameda Blvd - apply microsurfacing	0920	27730	201.122	2007/08	0	318	318
905	5.9/11.6	In San Diego County - Route 805 to Siempre Viva Road - apply microsurfacing	0964	27740	201.122	2008/09	0	3,278	3,278
5852	Var	In San Diego County - at various locations - culvert rehab	0876	27080K	201.151	2009/10	0	12,155	12,155
<u>Mobility</u>									
15	M13.2/M16.8	In Mira Mesa - south of Miramar Way to north of Mira Mesa Blvd. - landscape mitigation	0233Y	256700	201.310	2009/10	0	2,943	2,943
5	R29.5/R30.1	In San Diego - Genesee Avenue to south of Sorrento Valley Overhead - construct southbound auxiliary lane	0129P	065000	201.310	2008/09	0	3,220	3,220
8	17.4/R18.7	In El Cajon - Second Street to Greenfield Drive - construct auxiliary lane eastbound and remove pedestrian overcrossing bridge	0187P	063801	201.310	2008/09	55	19,122	19,177
15	R29.1/R30.8	Citracado Parkway to Valley Parkway - construct NB/SB aux lane	0233E	232650	201.310	2008/09	715	18,485	19,200
805	21.2/27.8	In San Diego County in San Diego from 0.8 km north of Linda Vista OC to 1.2 km north of Mira Mesa Blvd UC - install transportation systems management field elements	0629	2379VK	201.315	2007/08	0	7,999	7,999
8	6.1/10.2	On I-8 from 0.3 km west of Fairmount Avenue UC to 1.0 km east of Lake Murray Blvd OC. - install fiber optics, CCTV, detector stations (loops),CMS.	0650	23796K	201.315	2009/10	5	8,351	8,356

Draft 2006 SHOPP Project List San Diego (\$1,000)

<u>Route</u>	<u>Post Miles</u>	<u>Location/Description</u>	<u>PPNO</u>	<u>EA</u>	<u>Program Code</u>	<u>Prog Year</u>	<u>State RW</u>	<u>State Const</u>	<u>State Total</u>
56	0.0/9.7	In San Diego county in San Diego at various locations - install ramp meters, CCTV's, CMS's, fiber optics; also on Route 5 (PM R32.3/R33.0) and on Route 15 (PM M17.3)	0725	26930K	201.315	2009/10	0	14,181	14,181
805	6.1/8.0	Telegraph Canyon Road to Bonita Road - install northbound ramp meters and HOV lanes	0938	27620K	201.315	2006/07	0	7,159	7,159
188	0.0/0.3	At Tecate - Mexican border to Humphries Road and Route 188/Thing Road intersection - construct a Commercial Vehicle Enforcement Facility (CVEF)	0887	256500	201.321	2006/07	487	682	1,169
<u>Roadside Preservation</u>									
805	15.7/17.6	In San Diego - Landis Street to Route 8 - planting restoration and upgrade irrigation	0933	257900	201.210	2006/07	0	4,944	4,944
805	2.2/3.3	In San Diego - Del Sol Blvd. UC to Otay River Bridge - replace planting / upgrade irrigation	0412	07110K	201.210	2008/09	0	4,043	4,043
5	R59.4/R60.0	Near Oceanside - at Aliso Creek Rest Areas - upgrade of Safety Roadside Rest Areas	0897	261400	201.250	2007/08	0	4,981	4,981
8	R49.0	Near Pine Valley - at Buckman Springs Safety Roadside Rest Area - upgrade of Safety Roadside Rest Area	0643	243200	201.250	2006/07	0	1,700	1,700
Total San Diego							1,713	203,457	205,170

TRANSPORTATION COMMITTEE

December 9, 2005

AGENDA ITEM NO.: **5**

Action Requested: ACCEPT

UNMET TRANSIT NEEDS HEARING RESULTS

File Number 3001104

Introduction

SANDAG's Subcommittee for Accessible Transportation (SCAT), acting as the region's Social Service Transportation Advisory Council, held hearings to receive public comments on unmet transit needs in San Diego County, pursuant to Section 99238.5 of the California Public Utilities Code. Also attending the hearings were representatives from the Metropolitan Transit System (MTS) and North County Transit District (NCTD). The purpose of the hearings is to assist SANDAG and the region's transit operators in identifying unmet needs of transit-dependent and transit-disadvantaged persons, including the elderly, persons with disabilities, and persons of limited means.

Recommendation

The Transportation Committee is asked to accept comments from the Unmet Transit Needs Hearing process for consideration as part of the annual Regional Short Range Transit Plan. The comments received also will be forwarded to MTS and NCTD for operational planning purposes.

Discussion

A noticed Public Hearing was held in San Diego on December 1, 2005. Additional meetings to receive public comment were held in four locations (El Cajon, Vista, San Diego, and Chula Vista) in October 2005. Many agencies, advisory committees, and interested individuals were notified of the hearings, in addition to a published public notice in four of the region's newspapers and on SANDAG's Web site. Comments were accepted in person, in writing, by phone, e-mail, and via an electronic form available on SANDAG's Web site.

As of the writing of this report, testimony was received from 23 respondents, making 40 individual comments. These comments fell into several categories for both fixed-route and paratransit services for seniors and persons with disabilities. They included requests for expanded fixed-route and American with Disabilities Act (ADA) paratransit services, and transit accessibility improvements. Comments were also received from employers voicing needs for transit services for their employees. General comments about the needs of transportation-disadvantaged persons will be used by SANDAG in the updates of the Regional Short Range Transit Plan and the Regional Transportation Plan (RTP). Many comments were specific to individual fixed-route and paratransit services and will be forwarded to the transit agencies.

At its December 1, 2005, meeting, SCAT reviewed the public hearing comments (summarized in Attachment 1) and made a recommendation that the Transportation Committee receive the comments and consider options to address any unmet needs, as part of the upcoming 2006 Regional Short Range Transit Plan process, and forward the list of comments to MTS, NCTD, and other appropriate agencies for response and follow up.

BOB LEITER
Director of Land Use and Transportation Planning

Attachment: 1. Summary of Comments on Unmet Transit Needs

Key Staff Contact:: James Floyd, (619) 699-1921, jfl@sandag.org

SUMMARY OF COMMENTS ON UNMET TRANSIT NEEDS

Unmet needs are defined as needs that might reasonably be met by establishing or contracting for new public transportation or specialized transportation services, or by expanding existing services.

Because all state Transportation Development Act (TDA) funding is currently used for transit projects and operations and none is being used for non-transit-related projects, there are currently no TDA funds available to meet the identified reasonable unmet needs. The comments received at the meetings have therefore been divided into three categories:

- Comments on unmet needs that are reasonable to meet, but for which there is no funding available.
- Comments on unmet needs that are not reasonable to meet due to inconsistency or incompatibility with adopted plans and policies (such as the Regional Comprehensive Plan, Regional Transportation Plan, and Regional Short Range Transit Plan), needs that are beyond the scope of safe and normal operating practices of the transit agencies, or needs not related to the establishment or contracting for new public transportation or specialized transportation services.
- Comments on needs not directly applicable to service provision.

Below is a summary of the comments and testimony received during the public comment period. The complete report, available from SANDAG, will be forwarded to the Metropolitan Transit System (MTS) and North County Transit District (NCTD).

UNMET TRANSIT NEEDS THAT ARE REASONABLE TO MEET, BUT FOR WHICH THERE IS NO FUNDING AVAILABLE

1. Fixed-Route Services

- There were three requests from businesses seeking better fixed-route services to serve their employees, including one request for rural service, one request for commuter service to southern Riverside County, and one request for a new COASTER shuttle.
- There were six requests to re-introduce the former NCTD Route 348 in Escondido that was removed last year. These requests included a petition of more than 100 residents as well a petition of more than 20 local businesses in Escondido.
- There were requests for service in several parts of North County.

2. Complementary ADA Paratransit Services

- Several comments were received regarding the desire for developing a county-wide coordinated transportation system that would serve seniors as well as persons with disabilities.

- One comment concerned the need for improved services for seniors without Americans with Disabilities Act (ADA) certification that are unable to use fixed-route services. ADA services are for those who, because of a disability, are unable to use fixed-route transit service. Age alone is not a criterion for ADA service. ADA services are available only where fixed-route services are provided.
- There was one request for creating a paratransit link between San Diego and Riverside. Currently there is no connection.

UNMET TRANSIT NEEDS COMMENTS THAT ARE NOT REASONABLE TO MEET

1. Other Transit Comments

- There were additional comments regarding the development of trolley improvements, including requests for trolley service to Eastern Chula Vista, Sorrento Mesa and along Clairemont Drive.

Not reasonable to meet as extensions of the Trolley to these areas is not consistent with the Regional Comprehensive Plan (RCP), Regional Transportation Plan (RTP), and Regional Short Range Transit Plan (RSRTP). However, Bus Rapid Transit Services are planned for Eastern Chula Vista and Sorrento Mesa in the RTP.

COMMENTS ON NEEDS NOT DIRECTLY APPLICABLE TO NEW OR EXPANDED SERVICE.

1. Accessibility Issues

There were comments from throughout the region regarding the need for safe sidewalks, shelters and seating at transit stops, adequate lighting, and other safety and accessibility issues.

Not applicable as the comment is not related to the establishment or contracting for new public transportation or specialized transportation services. However, the RCP, RTP and RSRTP all identify the partnerships with the transit agencies and local jurisdictions to provide pedestrian and accessible neighborhoods and amenities at transit stops and stations.

2. Operational Issues

There were several comments about drivers, including the request for greater sensitivity training for drivers when assisting passengers with developmental disabilities.

Not applicable as the comment is not related to the establishment of new or expanded transit, public transportation, or specialized transportation service. However, these comments will be forwarded to the transit agencies for information and possible action.

3. Other Comments

- A comment suggested an improvement to the *sdcmmute.com* Web site for ease of use.
- Additional comments were received regarding the need for better coordination of services, usefulness of advisory groups, and alternatives to transit and environmental justice concerns.

Not applicable as the comments are not related to the establishment of new or expanded public transportation or specialized transportation service. However, SANDAG will take these comments under advisement.

TRANSPORTATION COMMITTEE

December 9, 2005

AGENDA ITEM NO.: **6**

Action Requested: INFORMATION

FULL ACCESS AND COORDINATED TRANSPORTATION (FACT)

File Number 3004700

Introduction

SANDAG, through SourcePoint, is the Coordinated Transportation Service Agency (CTSA) for San Diego County. CTSA assists the nonprofit sector with coordinating its specialized transportation programs and improving the management of these programs. CTSA provides free training and technical assistance to specialized transportation providers. The Transportation Development Act (TDA) of California provides a legal framework that would enable the CTSA to assume more responsibility and function as a *Consolidated* Transportation Service Agency that would more actively be involved in improving transportation services for the disabled and elderly. To date, SANDAG's CTSA has not functioned in this capacity.

Full Access and Coordinated Transportation (FACT) is a community-based group that has recently emerged and is willing to take on the type of consolidation envisioned in the TDA legislation. FACT envisions a single region-wide agency that would provide a centralized dispatching function for all specialized transportation providers. Any eligible person requiring a ride would only have one number to call, and the centralized dispatch would identify the appropriate provider for the trip request. SANDAG staff is currently participating in the FACT initiative to evaluate feasibility and appropriate organizing structure. FACT is working with North County Transit District (NCTD) to establish a North County pilot project that would create a centralized dispatching function for North County service providers.

Attachment 1 to this report is a copy of a report on FACT provided to the NCTD Board on November 17, 2005. Attachment 2 is an information sheet on FACT.

Discussion

Consolidating transportation services through a single common dispatch has been undertaken successfully in other regions around the country. The FACT initiative is a significant community-based response to an ongoing need for improved transportation service for seniors and persons with disabilities. SANDAG staff is reviewing the role of the CTSA as it is currently structured to determine if changes should be made to support the FACT initiative. We will bring a full report to the Transportation Committee in early 2006 on the progress of FACT and the North County pilot project, as well as information on the organizational, regulatory, and legal issues associated with the ability of CTSA and/or FACT to undertake the proposed activities.

BOB LEITER

Director of Land Use and Transportation Planning

Attachments: 1. Report on FACT provided to the NCTD Board on 11/17/05
2. FACT Information Sheet

Key Staff Contact: Dan Levy, (619) 699-6942, dle@sandag.org



STAFF REPORT TO THE BOARD

TITLE: Report: Full Access and Coordinated Transportation (FACT)

STAFF CONTACT: Alane Haynes **TIME SENSITIVE:** YES NO
 E-mail: ahaynes@nctd.org **Phone:** 760/966-6607

Consent **Action** **Information**

STAFF RECOMMENDATION:

That the Board receive the FACT presentation and ask their represented jurisdictions to support the project.

DESCRIPTION:

FACT is a regional coordinated transportation project that will start with a Pilot Project in North County.

BACKGROUND:

NCTD staff is playing a key role in the formation of a regional coordinated transportation system in San Diego County. In March 2005, three of the five member FACT team attended a Mobility Planning Services Institute in Washington, D.C. At this conference, the vision of FACT was birthed – “All people living in San Diego County will have full mobility within their community through an accessible transportation system that meets their individual need.” The mission of FACT is to create a coordinated system of providers with centralized dispatching so that a person needing a ride would only have one number to call. One of the goals is to have a pilot project in North County.

Currently in San Diego County, there are two providers of public transit and over 250 specialized transportation services, many of which duplicate service areas. Even with the large number of transportation service providers, there are significant unmet transportation needs, particularly among the elderly, those with disabilities, and/or with limited income. A transportation system that coordinates human service transportation providers with public and private transit has been found in many communities throughout the nation to be an efficient and cost-effective use of limited transportation resources.

The Federal Government, to make better use of the 62 Federal programs that fund transportation, has initiated a national effort towards coordination, “United We Ride.” In California, the Transportation Development Act mandates coordination of social service transportation. Funds are allocated to each county for a “Consolidated Transportation Service Agency” (CTSA). The CTSA in San Diego County is a member of the FACT team, and is housed at SANDAG. SANDAG is currently re-evaluating the definition, function and appropriate location of the CTSA.

The first official FACT meeting was held on October 7, 2005 and was well attended (50+), with representatives from the North County cities, elected officials or their representatives, public and private transportation providers, and staff from the County and SANDAG. There is strong interest from local cities’ staff and council members, social service agencies and the public. A Steering Committee was formed and met on November 3, 2005, and will begin strategic planning in January 2006.

FISCAL IMPACT:

None at this time.

FULL ACCESS & COORDINATED TRANSPORTATION

For San Diego County

www.factsd.org

THE FACT SHEET

VISION

The vision of Full Access and Coordinated Transportation (FACT) is that all people living in San Diego County will have full mobility within their community through an accessible transportation system that meets their individual need.

MISSION

The mission of Full Access and Coordinated Transportation (FACT) is to create a transportation system that will provide access and mobility for the people of San Diego County by augmenting existing resources. This will be accomplished by creating partnerships that will eliminate barriers, developing alternative models of transportation, and accessing additional sources of funding.

WHAT IS COORDINATED TRANSPORTATION

Coordinated transportation is a system that integrates human service agencies that provide transportation with public and private transit providers. This system creates the most efficient use of limited transportation resources, by avoiding the duplication caused by overlapping individual program efforts and encouraging the use and sharing of existing community resources.

WHAT IS ACCESSIBILITY

Accessibility refers to facility designs that accommodate the widest range of potential users, including people with mobility and visual impairments (disabilities) and other special needs.

Although accessibility addresses the needs of people with disabilities, it is a comprehensive concept that can benefit all users. Increased walkway widths, low-floor buses and smooth walking surfaces improve convenience for all travelers, not just those with mobility impairments. Curb ramps are important for people using handcarts, scooters, baby strollers and bicycles, as well as wheelchair users.

Accessibility should be comprehensive, resulting in numerous mobility options from origin to destination for the greatest possible range of potential users. It should consider all possible obstacles that may exist in buildings, transportation terminals, sidewalks, paths, roads and vehicles.

“UNITED WE RIDE”

United We Ride is a national initiative to build a fully coordinated Human Service Transportation System. The initiative coordinates 62 different Federal programs that fund transportation services, through 10 federal departments and the National Council on Disabilities.

United We Ride supports development of coordinated human services transportation systems through State coordination grants, a community planning self-assessment tool, technical assistance and other resources to help their communities succeed.

A Federal Executive Order was issued in February 2004 to establish an Interagency Transportation Coordinating Council on Access and Mobility (CCAM). CCAM is charged with simplifying access, increasing cost efficiencies, and reducing duplication of federal rules and regulations.

LOOKING TO THE FUTURE

FACT envisions a centralized dispatching system for all transportation resources - public, private and volunteer. This will be a “One Number to Call” system: anyone who needs to travel anywhere in the County can call one number, and have their transportation needs arranged.

THE REALITY

FACT recognizes that our vision is grand and extremely comprehensive. We believe it is important to have a far reaching vision that truly changes the transportation system for everyone living in San Diego County.

We realize this will take time, money, resources and patience. But it will be well worth it!

MORE FACTS →

WHO WE ARE

FACT is a brand new organization conceived by

- Alane Haynes
ADA Administrator, North County
Transit District
- Lydia Callis
CTSA Coordinator, San Diego Association
of Governments,
- Rob Carley
Executive Director, Area Board XIII, State
Council on Developmental Disabilities
- Loyd Davis
Consumer Counselor, San Diego Center
For the Blind
- Floyd Willis
Executive Assistant to the Director, Aging
and Independence Services, San Diego
County

UNDERLYING PRINCIPLES

Transportation services should be based on the needs of the people living in their communities.

Transportation providers, public and private, will overcome perceived barriers and pool their resources to meet the needs of people in their communities.

In order to have fully accessible communities, all barriers to transportation should be eliminated.

Mobility Management ideas and concepts must be integrated into the SANDAG long term plan for transportation in San Diego County.

A non-profit organization with a singular mission can tap into a wider range of funding programs for alternative transportation services.

Acting as the coordinator and administrator of local transportation funds; eliminating duplication of services and implementing new cost-effective programs at a rate much more competitive than public agencies are capable and without jurisdictional barriers.

By partnering resources, economies of scale are created that allow for a more cost-effective use of resources.

CURRENT ACTIVITIES

FACT meets monthly to discuss and create the philosophies and actions steps needed to realize our goal.

FACT is working to create a non profit corporation that will become the **Mobility Management Center** for San Diego County.

FACT is planning a community meeting in October to introduce the vision and mission to transportation providers, elected officials, city and county staff, and all other interested individuals.

THE NEXT STEPS

After FACT has achieved non-profit status, a Coordinator position will be established to work full time on the vision and mission of FACT.

An invitation will go out to stakeholders to join a Steering Committee that will develop a strategic plan and work toward accomplishing the goals of that plan.

A Leadership Committee will be created made up of influential community leaders and elected officials that will provide visible, unified support for the FACT vision.

A Coordinated Transportation Pilot Program will be created in the North County area that will serve as a test bed for applying FACT ideas and concepts.

After the successful completion of the North County Pilot Program, create a Coordinated Transportation system to metropolitan San Diego and eventually all of San Diego County.

WORKING TOGETHER

FACT will work in partnership with existing groups including:

Coordinated Services Transportation Agency (CTSA) which is a planning and educational entity for specialized transportation providers facilitates the coordination of all appropriate agencies and transportation providers into transportation networks for each sub-regional area within the San Diego region.

Council on Access and Mobility (CAM) Formerly the Paratransit Coordinating Council (PCC), CAM is the advisory council to the CTSA. Composed of representatives of specialized transportation providers throughout the region, the collective knowledge of these organizations is a valuable resource to draw from in planning for improved services.

Revised: 7.20.05

The FACT Sheet is available in alternative formats. For more information call: 619 645 3046

TRANSPORTATION COMMITTEE

December 9, 2005

AGENDA ITEM NO.: **8**

Action Requested: APPROVE

FISCAL 2007 FEDERAL APPROPRIATIONS PROCESS
FOR TRANSPORTATION PROJECTS

File Number 7000900

Introduction

Each year, SANDAG approves a list of transportation projects for funding consideration during the annual federal appropriations process.

In January 2005, the Transportation Committee recommended and the SANDAG Board of Directors approved a list of transportation projects for federal funding consideration in both the multi-year transportation bill and the FY 2006 appropriations bill. The multi-year transportation bill, Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which passed in August 2005, authorized over \$258 million in project earmarks to the San Diego region. The Transportation, Treasury, Housing and Urban Development (HUD), the Judiciary, the District of Columbia and Independent Appropriations Act 2006, approved by Congress on November 18, 2005, appropriated \$32.6 million in project earmarks.

It is anticipated that the FY 2007 transportation appropriation process will begin in early February 2006. In order to provide Members of Congress with SANDAG's proposals for this next cycle of funding, the Transportation Committee and the Board should develop a list of projects in January 2006. In light of the many competing needs that Congress is currently facing, it is likely that the funding levels for discretionary projects will be limited. To develop a listing of projects for project funding requests, a process for project selection is recommended.

Recommendation

The Transportation Committee is asked to discuss the proposed selection process summarized in the Discussion section below and approve the criteria for project selection for the FY 2007 federal transportation appropriations cycle.

Discussion

The federal process for submitting project funding proposals to Members of Congress for inclusion in the FY 2007 Transportation Appropriations Act is anticipated to begin in February 2006. To enable SANDAG to participate in the process, the Transportation Committee and the Board should approve the listing of project proposals in January 2006. In 2005, the Transportation Committee and ultimately the Board reaffirmed the prior year's list, with modifications resulting from funding received or project deletion. The Transportation Committee and the Board also added new transit projects as requested by the transit agencies.

Staff believes that with limited federal resources available, the use of criteria for project selection during the FY 2007 cycle could improve the process and help identify specific project proposals where FY 2007 funding could be utilized most effectively. Before a project could be considered, staff recommends that the project must be in the adopted Regional Transportation Plan, MOBILITY 2030. Staff has developed the following additional criteria for project selection. These criteria are consistent with those followed when prioritizing prior Traffic Congestion Relief Program (TCRP) and State Transportation Improvement Program (STIP) projects. These criteria were developed to initiate discussion by the Transportation Committee, and other suggestions are encouraged.

- Projects are in construction and require additional funding
- Projects that are “ready to go” to construction
- Projects that have significant local funding identified
- Projects that are environmentally cleared
- Projects that improve security and safety in the region
- Projects that protect the region’s investment in infrastructure, including rolling stock

Projects that meet a greater number of these criteria would be ranked higher.

Next Steps

Following approval of the criteria by the Transportation Committee, staff will begin the development of the FY 2007 project listing. We have been informed that the transit agencies will be submitting project proposals in early January 2006. Other agencies wishing to submit projects proposals should do so prior to January 10, 2006. A draft listing of project proposals will be presented to the Transportation Committee on January 20, 2006.

ELLEN ROUNDTREE
Director of Government Relations

Key Staff Contact: Ellen Roundtree, (619) 699-6960, ero@sandag.org

TRANSPORTATION COMMITTEE

December 9, 2005

AGENDA ITEM NO.: **9**

Action Requested: ACCEPT

DRAFT 2030 REVENUE CONSTRAINED
REGIONAL TRANSPORTATION PLAN (RTP): 2006 UPDATE AND
DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (SEIR)

File Number 3000400

Introduction

The Regional Transportation Plan (RTP) is the public policy blueprint for how people and goods will move around the San Diego region over the next 25 years. MOBILITY 2030 is the most recent RTP and was adopted by the SANDAG Board of Directors in March 2003. The next regularly scheduled RTP update needs to occur no later than March 2006, in order to meet the federal requirement that SANDAG make an air quality conformity determination of the long-range transportation plan every three years. Staff has prepared the draft 2030 Revenue Constrained RTP: 2006 Update to meet these requirements.

The RTP cycle is changing to every four years, but the new federal transportation reauthorization legislation SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) was passed too late to negate SANDAG's need to proceed with a technical RTP update. The draft 2030 Revenue Constrained RTP: 2006 Update is based on the MOBILITY 2030 RTP. MOBILITY 2030 included two limited funding scenarios: the \$30 billion Revenue Constrained scenario and the \$42 billion Reasonably Expected scenario. While the Reasonably Expected Scenario in MOBILITY 2030 remains the vision for the region, the 2006 Update addresses only the Revenue Constrained scenario. This is the alternative required by federal law for determining air quality conformity.

A comprehensive RTP update is underway for adoption in 2007. This major RTP update will incorporate a new 2030 regional growth forecast, develop a strong connection between smart growth land use and transportation planning, and include various strategic initiatives from the Regional Comprehensive Plan (RCP). It also will incorporate the results of the Independent Transit Planning Review and the Smart Growth Concept Map, which are currently being developed. Additionally, issue papers will be developed to address new areas related to transportation such as energy demand, toll facilities, and public safety and homeland security. Staff is working with the various SANDAG advisory committees on the components of the Comprehensive 2007 RTP and will bring products and options to the Policy Advisory Committees and the Board of Directors at key decision points.

Recommendation

The Transportation Committee is asked to: (1) accept for distribution the Draft 2030 Revenue Constrained Regional Transportation Plan (RTP): 2006 Update (Attachment 1); (2) accept for distribution the Draft Supplemental Environmental Impact Report (SEIR) (Attachment 2) prepared for the 2030 Revenue Constrained Regional Transportation Plan: 2006 Update; and (3) schedule a public hearing and closing date for public comments on the Draft 2030 RTP and Draft SEIR for January 27, 2006, at the regular Board of Directors business meeting.

Discussion

Why a 2006 Technical Update?

The 2030 Revenue Constrained Regional Transportation Plan: 2006 Update is a technical update to the MOBILITY 2030 Regional Transportation Plan (RTP). MOBILITY 2030 was adopted in March 2003, and contained three 2030 scenarios: a conservative Revenue Constrained Plan at \$30 billion, a mid-range Reasonably Expected Revenue Plan at \$42 billion, and an Unconstrained Plan whose projects totaled \$67 billion. The 2006 Update only changes the forecasted revenues and projects included in the Revenue Constrained Scenario. The more robust Reasonably Expected Plan remains the vision of the region and MOBILITY 2030.

The Revenue Constrained Plan is an alternative required by federal law as the basis for analyzing the air quality impacts of the long-range transportation plan. The air quality conformity analysis must be performed every three years, and the Revenue Constrained Plan can only assume current sources and trends of federal, state, and local transportation revenues projected out to 2030. By updating the Revenue Constrained Plan in 2006, the region would satisfy existing federal law. The new federal transportation bill, SAFETEA-LU, does not change the cycle to four years until July 2007.

Difference between 2003 and 2006 Revenue Constrained Plan Updates

In order to prepare the 2030 Revenue Constrained RTP: 2006 Update, the focus was to maintain the previous Revenue Constrained network and incorporate any changes since 2003. The first task was to update project cost estimates from 2002 to 2005 dollars, reflecting both inflation and the dynamic changes in our economy since 2003. Then projects which were completed and opened to users and traffic since adoption of the RTP in 2003 were removed from the Plan. Among these were the Mission Valley East Trolley Extension and the SR 125 freeway segments in Spring Valley and El Cajon.

The next step to update the Revenue Constrained network was to add in all of the projects identified in the *TransNet* Early Action Program (EAP) that were not already in the Revenue Constrained network. The EAP was approved by the SANDAG Board of Directors in January 2005, and additional transit components to the EAP were approved in May 2005. New EAP projects added to the Revenue Constrained network include SR 76 between Mission Road and I-15, I-5 improvements between SR 76 and Vandegrift Boulevard and between I-805 and La Jolla Village Drive, and the Super Loop serving University of California, San Diego (UCSD) and University Towne Center.

After adjusting phasing and implementation schedules, the new Revenue Constrained project total was roughly \$35.6 billion. This was compared to the updated 2030 forecasted revenues, which include the extension of *TransNet* beyond 2008. These revenues alone were not enough to achieve the advanced schedules for the EAP projects. It was necessary to assume *TransNet* bond proceeds to advance the EAP projects and balance the cash flow needed in each decade of the Plan.

The advanced EAP projects include improvements or environmental work on most of the region's major facilities, including the I-15 Managed Lanes north of SR 163 and the expansion of I-5 in North County Coastal, and the I-805 improvements in South Bay. Transit is affected as well, with earlier phasing for the Super Loop and increased trolley frequencies. However, advancing all of the EAP

projects did affect non-EAP transit projects in the Revenue Constrained Plan, either delaying implementation (such as Route 611 on El Cajon Boulevard), or reducing planned frequencies. Details of all the revenue constrained projects and services are found in Chapter 4 of the Draft 2030 Revenue Constrained RTP: 2006 Update.

When comparing the past and present 2030 Revenue Constrained Plans, revenues for the 2006 Revenue Constrained Plan update are estimated at over \$35 billion, roughly \$6 billion more than the Revenue Constrained Plan from 2003. While 2030 forecasted revenues are up, they are offset by increased cost estimates for construction, operations, and maintenance. Another reason for the smaller increase in revenues is that with a 2030 horizon year, there are three fewer years in the Plan since the 2003 estimate, and contributions during that time from state and federal sources were less than expected.

Table 1 below compares the expenditures for the two Revenue Constrained Plans, breaking out the expenditures of the Systems Development component of Mobility and combining all the others.

TABLE 1
MAJOR EXPENDITURES/REVENUE CONSTRAINED SCENARIO

<u>PROJECT CATEGORIES</u>	<u>ESTIMATED COST (\$ IN MILLIONS)</u>	
	<u>2003 Revenue Constrained</u>	<u>2006 Revenue Constrained</u>
Systems Development & Operations		
<i>Regional Facilities</i>	\$20,631	\$24,506
<i>Local Street and Roads</i>	\$8,260	\$9,990
Land Use/Systems Management/Demand Management	<u>\$685</u>	<u>\$1,076</u>
Total	\$29,576*	\$35,572**

*2002 Dollars

**2005 Dollars

Supplemental EIR

The 2030 Revenue Constrained RTP: 2006 Update only proposes changes to the Revenue Constrained Plan in MOBILITY 2030. In MOBILITY 2030, the Revenue Constrained scenario was an alternative to the "project," the Reasonably Expected scenario. For environmental review of the 2030 Revenue Constrained RTP: 2006 Update, the Revenue Constrained Plan are therefore compared against the Reasonably Expected scenario in MOBILITY 2030.

The proposed project, the 2030 Revenue Constrained Regional Transportation Plan: 2006 Update (the "Plan"), revises or eliminates certain projects in the Systems Development component of MOBILITY 2030 in accordance with recent calculations of project costs and a new evaluation of revenue constraints. Pursuant to the provisions of the California Environmental Quality Act (CEQA), SANDAG prepared an Initial Study document to evaluate the potential environmental effects of the

proposed Plan to determine the appropriate form of environmental documentation pursuant to CEQA. Based on the Initial Study findings, SANDAG has prepared and will circulate a Supplemental EIR disclosing the new major impacts of the Plan for the issue of traffic/circulation.

The MOBILITY 2030 EIR concluded there would be no significant impact in the area of Transportation/Circulation because conditions would improve from the base year conditions (year 2000). For the 2030 Revenue Constrained RTP: 2006 Update, the future condition would degrade from the existing condition which would result in a new significant impact that was not addressed in the MOBILITY 2030 RTP EIR. It has been determined that the Final EIR for MOBILITY 2030 adequately addresses the other issues associated with adoption of the 2030 Revenue Constrained RTP (2006 Update).

Next Steps

Upon action by the Transportation Committee, the Draft 2030 Revenue Constrained RTP: 2006 Update and Draft SEIR will be circulated to local jurisdictions, Metropolitan Transit System, North County Transit District, Caltrans, and other interested parties. The documents also will be available on the SANDAG Web site. It should be noted that if the Draft SEIR is unavailable by December 9, it will be distributed as soon as possible thereafter, and the 45-day comment period for the Draft SEIR will begin at the time the document is distributed. Major milestones are summarized below:

- **December 9, 2005:** *Release of Draft 2030 Revenue Constrained RTP: 2006 Update and Draft SEIR*
- **January 27, 2006:** *Public Hearing on Draft RTP*
- **February 2006:** *Transportation Committee reviews comments and proposed changes to Draft RTP and Draft SEIR*
- **February 24, 2006:** *SANDAG Board certifies Final SEIR, approves air quality conformity finding, and adopts Final 2030 Revenue Constrained RTP: 2006 Update*

BOB LEITER

Director of Land Use and Transportation Planning

Attachments: 1. Draft 2030 Revenue Constrained Regional Transportation Plan (RTP): 2006 Update
2. Draft Supplemental Environmental Impact Report (SEIR) (to be distributed at the Transportation Committee meeting)

Key Staff Contact: Michael Hix, (619) 699-1977, mhi@sandag.org

**DRAFT 2030
REVENUE CONSTRAINED
REGIONAL TRANSPORTATION
PLAN (2006 UPDATE)**



401 B Street, Suite 800
San Diego, CA 92101
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December 2005

BOARD OF DIRECTORS



The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus; plans, engineers, and builds public transit; makes strategic plans; obtains and allocates resources; and provides information on a broad range of topics pertinent to the region's quality of life.

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TABLE OF CONTENTS

1.	EXECUTIVE SUMMARY	
	Introduction	1
	A Smarter Plan	2
	A Plan for Better Mobility	3
	Implementing the 2006 Revenue Constrained Plan	4
2.	REGIONAL TRENDS THROUGH 2030: HOW ARE WE GROWING AND CHANGING?	
	Demographics	7
	Employment & Housing	9
	Air Quality	10
	Environmental Justice	15
	Actions	18
3.	FINANCIAL STRATEGIES: PAYING OUR WAY	
	Revenue Assumptions	19
	Actions	28
4.	SYSTEMS DEVELOPMENT: MORE TRAVEL CHOICES	
	Developing the Revenue Constrained Network	31
	Regional Transit Vision	37
	A Flexible Roadway System	49
	Planning Across Borders	58
	Goods Movement & Intermodal Facilities	62
	Aviation	67
	Regional Bikeways	70
	Improving Non-Motorized Alternatives	72
	Actions	77

APPENDICES

A.	PUBLIC INVOLVEMENT PROGRAM	83
B.	AIR QUALITY PLANNING AND TRANSPORTATION CONFORMITY	85

LIST OF TABLES

1.	EXECUTIVE SUMMARY	
2.	REGIONAL TRENDS	
3.	FINANCIAL STRATEGIES: PAYING OUR WAY	
	Table 3.1 – Major Revenue Sources/Revenue Constrained Scenario	26
	Table 3.2 – Major Expenditures/Revenue Constrained Scenario	27
4.	SYSTEMS DEVELOPMENT: MORE TRAVEL CHOICES	
	Table 4.1 – <i>TransNet</i> Early Action Program	32
	Table 4.2 – Phased Transit Services	39
	Table 4.3 – Major Transit Expenditures	40
	Table 4.4 – Major Capital Improvements	53
	Table 4.5 – Phased Highway Projects	55
	Table 4.6 – Commercial and General Aviation Airports in the San Diego Region	69
	Table 4.7 – Bicycle Facility Types	70
	Table 4.8 – Regional Bikeway Corridors	71

APPENDICES

A.	PUBLIC INVOLVEMENT PROGRAM	
B.	AIR QUALITY PLANNING AND TRANSPORTATION CONFORMITY	
	Table B.1 – San Diego Regional Population and Employment Forecast	87
	Table B.2 – Air Quality Conformity Analysis for 8-Hour Ozone	95
	Table B.3 – Air Quality Conformity Analysis for Carbon Monoxide	95
	Table B.4 – Exempt Projects	97

LIST OF FIGURES

1.	EXECUTIVE SUMMARY	
	Figure 1.1 – Four Components of Mobility	3
	Figure 1.2 – 2030 Revenue Constrained Network (2006 Update)	5
2.	REGIONAL TRENDS THROUGH 2030: HOW ARE WE GROWING AND CHANGING?	
	Figure 2.1 – Population Growth Rate.....	7
	Figure 2.2 – The Region’s Changing Ethnic Composition.....	8
	Figure 2.3 – 2030 Population Densities.....	11
	Figure 2.4 – 2030 Employment Densities.....	13
	Figure 2.5 – Days Exceeding 8-Hour Ozone Clean Air Standards – San Diego Air Basin	15
3.	FINANCIAL STRATEGIES: PAYING OUR WAY	
	Figure 3.1 – Major Revenue Sources/Revenue Constrained Scenario.....	21
	Figure 3.2 – Major Expenditures/Revenue Constrained Scenario	25
4.	SYSTEMS DEVELOPMENT: MORE TRAVEL CHOICES	
	Figure 4.1 – 2030 Revenue Constrained Network (2006 Update)	33
	Figure 4.2 – Regional Arterial Network.....	35
	Figure 4.3 – 2030 Revenue Constrained Transit Network (2006 Update).....	41
	Figure 4.4 – Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor.....	47
	Figure 4.5 – 2030 Revenue Constrained Highway Network (2006 Update).....	51
	Figure 4.6 – Intermodal/Freight Facilities.....	65
	Figure 4.7 – Regional Bikeway Corridors.....	73

APPENDICES

A.	PUBLIC INVOLVEMENT PROGRAM	
B.	AIR QUALITY PLANNING AND TRANSPORTATION CONFORMITY	
	Figure B.1 – San Diego Air Basin Monitoring Stations.....	99

CHAPTER 1 EXECUTIVE SUMMARY

INTRODUCTION

The 2030 Revenue Constrained Regional Transportation Plan: 2006 Update is a technical update to the MOBILITY 2030 Regional Transportation Plan (RTP). MOBILITY 2030 was adopted in March 2003, and contained three 2030 funding scenarios: a conservative Revenue Constrained Plan at \$30 billion, a mid-range Reasonably Expected Revenue Plan at \$42 billion, and an Unconstrained Plan at \$67 billion. This 2006 Update only changes the forecasted revenues and projects included in the Revenue Constrained Scenario. The more robust Reasonably Expected Plan remains the vision of the region and MOBILITY 2030.

The Revenue Constrained Plan is an alternative required by federal law as the basis for analyzing the air quality impacts of the long-range transportation plan. The air quality conformity analysis must be performed every three years, and the Revenue Constrained Plan only can assume current sources and trends of federal, state, and local transportation revenues projected out to 2030. By updating the Revenue Constrained Plan in 2006, the region would satisfy existing federal law. The new federal transportation bill, SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), does not change the cycle to four years until July 2007.

Two key items shape the changes between the Revenue Constrained Plan in 2003 and 2006. First, the forecast of funding sources through the year 2030 has been updated to include the extension of TransNet beyond 2008. Second, the project list was revised, limited by the available funding. The project list includes the TransNet Early Action Program, along with revised project cost estimates that reflect the dynamic changes in our economy since 2003. One minor change also included in the 2030 Revenue Constrained Regional Transportation Plan: 2006 Update is the final 2030 Regional Growth Forecast, which was adopted for planning purposes after MOBILITY 2030.

MOBILITY 2030 was based on the Reasonably Expected Revenue Scenario that assumed additional funding such as the then proposed extension of the TransNet one-half cent sales tax. Following the 2006 technical update will be a new Comprehensive RTP in 2007 that also will explore additional funding beyond Revenue Constrained. The 2007 RTP will develop a stronger connection between smart growth land use and transportation planning, bringing together the results of the Independent Transit Planning Review and Smart Growth Concept Map. Additionally, issue papers will be developed to address RTP-related strategic initiatives from the Regional Comprehensive Plan and new areas related to transportation such as energy demand, toll facilities, and public safety and homeland security.

CHAPTER CONTENTS

INTRODUCTION	1
A SMARTER PLAN.....	2
A PLAN FOR BETTER MOBILITY	3
IMPLEMENTING THE 2006 REVENUE CONSTRAINED PLAN	4

A SMARTER PLAN

The foundation of the 2006 Revenue Constrained Plan lies in better connecting our freeway, transit, and road networks to our homes, schools, work, shopping, and other activities. In this era of budget and infrastructure deficits, the ultimate success of this Plan will be measured by how well our cities and the County implement smart growth as our communities are developed and redeveloped over time. To this end, the 2006 Revenue Constrained Plan helps strengthen the land use – transportation connection and offers regional transportation funding incentives to jurisdictions that support smarter, more sustainable land use.

Improving transportation is one component of a much larger vision to sustain and improve our region's quality of life. SANDAG adopted a Regional Comprehensive Plan (RCP) in 2004 that serves as the foundation for integrating land uses, transportation systems, infrastructure needs, and public investment strategies within a regional smart growth framework. The RCP is the regional vision to prepare for change and meet our future needs.

What's the Vision for Transportation?

The vision in the MOBILITY 2030 Regional Transportation Plan is to develop a flexible transportation system that focuses on moving people and goods – not just vehicles. The vision is to provide more convenient, fast, and safe travel choices for public transit, ridesharing, walking, biking, private vehicles, and freight. It commits the region to preserve its existing transportation resources and manage the regional transportation system efficiently.

At the core of MOBILITY 2030 are seven policy goals:

- **Mobility** – Improve the mobility of people and freight
- **Accessibility** – Improve accessibility to major employment and other regional activity centers
- **Reliability** – Improve the reliability and safety of the transportation system
- **Efficiency** – Maximize the efficiency of the existing and future transportation system
- **Livability** – Promote livable communities
- **Sustainability** – Minimize effects on the environment
- **Equity** – Ensure an equitable distribution of the benefits among various demographic and user groups

While all goals are considered interrelated and important, Mobility is considered the Plan's highest goal.

Building on Our Progress

The 2006 Revenue Constrained Plan builds upon the existing transportation system in place today and the major projects in progress since 2003. Several highway improvements are currently under construction, including the I-5/I-805 merge widening, the I-15 Managed Lanes (new carpool lanes and Bus Rapid Transit stations), various widening projects on Interstates 5, 15, and State Route 78.

Transit projects in the construction phase are the SPRINTER in North County and modifications to several Trolley and COASTER stations, such as San Ysidro and Oceanside Transit Center. Construction is underway on the Oceanside-Escondido bikeway and Coastal Rail Trail, widening regional arterials such as Rancho Santa Fe Road in Carlsbad and San Marcos, and incident detection systems (installation of closed-circuit television) along stretches of Interstates 15 and 805, and SR 163.

Roadway projects in the design or environmental phases include: Interstates 5, 15, 805, and State Routes 52, 76, 94, and 905. Transit projects in the design or environmental phases include the Mid-Coast Light Rail Transit (LRT).

A PLAN FOR BETTER MOBILITY

There are four major components of Mobility: Land Use, Systems Development, Systems Management, and Demand Management (Figure 1.1). Each component has a unique, yet interdependent, role in improving mobility and travel in the San Diego region through the year 2030. The 2006 Revenue Constrained Plan focuses on updates to the Systems Development component. Systems Development provides needed regional transportation improvements, viable travel choices, and connections to our daily activities.

Systems Development: More Travel Choices

New and better connections are planned to more efficiently move people on buses, trolleys, trains, and cars throughout the region. When implemented, the projects in the 2006 Revenue Constrained Plan will improve the region's highway and roads network, and transform it into a robust system with more lanes dedicated to carpools and buses integrated with new, high-quality regional transit services. The 2006 Revenue Constrained Plan includes a flexible roadway system, which can be used by transit and high-occupancy vehicles (HOVs), and improves goods movement through the region.

FIGURE 1.1—FOUR COMPONENTS OF MOBILITY



Regional Transit Vision

The 2006 Revenue Constrained Plan calls for a network of fast, flexible, reliable, safe, and convenient transit services that connect us to the region's major employment and activity centers. Other proposed services showcase the integration of public transportation and local land uses, a central theme of the 2006 Revenue Constrained Plan. The new routes operate at higher speeds, averaging 40 miles per hour for regional services and 25 miles per hour for corridor services.

In our local communities, transit stations must be integrated into the activity centers. These areas will be pedestrian- and bicycle-friendly, and serve as pleasant walk and wait environments for customers. There is particular attention to the transit customer in the 2006 Revenue Constrained Plan. The proposed transit services take advantage of a new generation of advance-design vehicles, which have the flexibility of buses and the look and feel of rail. These low-floor vehicles along with smart fare cards allow for easier and speedier boarding. Upgraded stations and real-time information will let patrons know when the next vehicle will be arriving.

Integrating Transit and Roadways

Competitive transit service must be able to operate in congestion-free lanes. The 2006 Revenue Constrained Plan includes an extensive network of Managed/HOV lanes on the highway system designed to accommodate transit services as well as carpools, vanpools, and fee-paying patrons (similar to I-15 FasTrak™, where fees fund transit services in the I-15 corridor). On arterials, the 2006 Revenue Constrained Plan includes funding for transit priority treatments. The 2006 Revenue Constrained Plan also includes major transit capital projects, such as transitways, double tracking, direct access ramps, and grade separations, and provides operational funding for the expanded regional transit system. The 2006 Revenue Constrained Plan is shown on Figure 1.2.

**IMPLEMENTING THE 2006
REVENUE CONSTRAINED PLAN**

Implementing the 2006 Revenue Constrained Plan requires close cooperation and coordination among all transportation agencies, local jurisdictions, and the traveling public. The 2006 Revenue Constrained Plan relies on efficient and more cost-effective use of our existing and projected transportation funds to provide the proposed improvements. The Revenue Constrained Scenario provides a conservative budget for future transportation improvements, but is only the initial phase of achieving the larger vision of MOBILITY 2030.

