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*Executive Director, SANDAG*



# TRANSPORTATION COMMITTEE AGENDA

Thursday, May 9, 2002  
12:15 p.m.

SANDAG Board Room  
401 B Street, 7<sup>th</sup> Floor  
San Diego, CA 92101-4231

## AGENDA HIGHLIGHTS

- **DRAFT *TransNet* WORK PROGRAM**
- **CONGESTION MANAGEMENT PROGRAM**
- **REGIONAL ARTERIAL PROJECTS**
  - **FUNDING RECOMMENDATIONS**

## MISSION STATEMENT

*The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus, 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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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. 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 AGENDA

Thursday, May 9, 2002

Staff contact: Kim Kawada, (619) 595-5394 or kka@sandag.org

ITEM #		RECOMMENDATION
<b>CONSENT ITEMS (1)</b>		
+ 1.	<b>2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (Sookyung Kim)</b>  SANDAG is required to develop a Regional Transportation Improvement Program (RTIP) every two years. The 2002 RTIP is a program of major highway, arterial, transit, and bikeway projects, including the <i>TransNet</i> Program of Projects, covering the five-year period from FY 2003 to FY 2007. This report is an informational item that outlines the requirements and schedule for adopting the 2002 RTIP by the August 1, 2002 deadline.	<b>INFORMATION</b>
2.	<b>PUBLIC COMMENTS/COMMUNICATIONS</b> (Speakers limited to three minutes each.)	
<b>REPORTS</b>		
+ 3.	<b>DRAFT <i>TransNet</i> WORK PROGRAM (Craig Scott)</b>  In March 2002, the SANDAG Board of Directors established November 2004 as the tentative target date for a <i>TransNet</i> extension ballot measure and directed staff to develop a comprehensive work program and schedule necessary for preparing a ballot measure on that timeline. A draft work program has been prepared outlining the key steps for both the public and private sectors in preparing a ballot package for a 2004 election. The Transportation Committee is asked to review and comment on the draft work program.	<b>RECOMMEND</b>
+ 4.	<b>CONGESTION MANAGEMENT PROGRAM (Mario Oropeza)</b>  As the designated Congestion Management Agency for the San Diego region, SANDAG is required to prepare and update the Congestion Management Program (CMP) every two years. Staff is proposing a number of significant modifications to the CMP guidelines and procedures, including emphasis on non-traditional congestion mitigation strategies, increased use of deficiency plans, a new 100% project mitigation goal, and increased CMP compliance monitoring. A draft CMP is scheduled for presentation to the SANDAG Board of Directors later this summer.	<b>REVIEW AND COMMENT</b>

**ITEM #**

**RECOMMENDATION**

+ 5.

**REGIONAL ARTERIAL SYSTEM – PROPOSED PROJECT FUNDING RECOMMENDATIONS (Richard Chavez)**

**RECOMMEND**

In November 2001, the SANDAG Board of Directors set aside \$35 million from the 2002 State Transportation Improvement Program (STIP) for regional arterial projects. In April 2002, the Board approved the criteria for prioritizing these projects for fund allocation. SANDAG staff and the Cities/County Transportation Advisory Committee (CTAC) have evaluated the 13 eligible project proposals and jointly recommend the top seven projects for funding. The Transportation Committee is asked to recommend the proposed projects to the SANDAG Board for fund allocation from the 2002 STIP.

THE NEXT TRANSPORTATION COMMITTEE MEETING IS TENTATIVELY SCHEDULED FOR THURSDAY, JUNE 13, 2002.

The Transportation Committee may take action on any item appearing on this agenda.

This agenda is sent to all members of the SANDAG/RTC Board of Directors and alternates for informational purposes.

+ next to an agenda item indicates an attachment

# TRANSPORTATION COMMITTEE

May 9, 2002

AGENDA ITEM NO.: **1**

**Action Requested: INFORMATION**

## 2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

### Introduction

SANDAG, serving as the region's Metropolitan Planning Organization (MPO), is required by state and federal law to develop and adopt a Regional Transportation Improvement Program (RTIP) every two years. The RTIP is a multi-year program of proposed major highway, arterial, transit, and non-motorized projects, including the *TransNet* Program of Projects. The current 2000 RTIP was adopted by the SANDAG Board on July 21, 2000 and covers the four-year period FY 2001 through FY 2004.

The 2002 RTIP follows new state law which requires the State Transportation Improvement Program (STIP) to cover the five-year period from FY 2003 through FY 2007. On January 15, 2002, SANDAG sent out a memo to all local agencies requesting project submittals for the 2002 RTIP. Submittals were to include new projects, project deletions, or changes in existing programmed project scope, funding, or phasing. The project listings were due to SANDAG by March 15, 2002, and staff is currently reviewing the projects and conducting the required air quality conformity analyses. The final 2002 RTIP is due to the State by August 1, 2002.

### Discussion

Federal Metropolitan Planning and Air Quality Conformity Regulations identify the required content of RTIPs and prescribe the air quality conformity analysis process. Specifically, the RTIP includes all major projects (over \$300,000) requesting certain categories of federal transportation funding or federal project approval. All regionally significant capacity increasing transportation projects regardless of funding sources are included for informational purposes and incorporated into the RTIP air quality quantitative emissions analysis. The 2002 RTIP also must be fiscally constrained.

A major component of the RTIP includes the state and federal transportation projects adopted by the California Transportation Commission (CTC). The CTC adopted the 2002 STIP and State Highway Operation and Protection Program (SHOPP) on April 3, 2002. For the San Diego region, the 2002 RTIP includes all the specific 2002 STIP project funding requests that the Board approved in November 2001.

The 2002 RTIP contains a detailed listing describing the major projects anticipated to be funded between July 1, 2002 and June 30, 2004 (FY 2002 to FY 2004 biennial element) and a priority listing of projects for the succeeding period between FY 2005 to FY 2007. Projects using the following categories of federal, state, and local funding are included in the RTIP:

### *Federal Transportation Funds*

- Surface Transportation Program (STP)
- Congestion Mitigation & Air Quality (CMAQ) Program
- Transportation Enhancement Activities (TEA) Program
- Highway Bridge Replacement & Rehabilitation (HBRR)
- Hazard Elimination Safety (STP Safety/HES)
- Railroad/Highway Grade Crossing Program (Sec. 130 Rail)
- Federal Lands Highways/Indian Reservation Roads
- Federal Special/Demonstration/High Priority Projects
- Federal Transit Section 5307, 5309, 5310, and 5311 Programs
- Federal Transit/Highway Discretionary Projects

### *State Transportation Funds*

- 2002 STIP (Regional & Interregional Improvement Programs)
- State Highway Operation & Protection Program (SHOPP)
- Transportation Congestion Relief Program (TCRP)

### *Local Transportation Funds*

- *TransNet* - Sales Tax Measure

### *CMP Capital Improvement Program*

SANDAG, as the designated Congestion Management Agency (CMA), is required to prepare and update on a two-year schedule a Congestion Management Program (CMP) for the San Diego region. The initial CMP was adopted by the SANDAG Board in December 1991, and the 2000 CMP Update is included in Chapter 8 of the 2020 Regional Transportation Plan (RTP). One of the required elements of the CMP is a multi-year capital improvement program (CIP) that includes projects proposed to use certain categories of federal and state funding and is intended to address identified transportation system deficiencies. The 2002 RTIP will serve as the Capital Improvement Program for the 2002 CMP update.

### *Federal Air Quality Conformity Requirements*

Federal regulations require that SANDAG conduct an air quality conformity analysis of all regionally significant projects that increase the transportation system capacity. This includes major local and privately funded projects and any other state or federally funded projects that might not otherwise appear in the RTIP, as well as new projects or major changes in project scope for existing programmed projects. For the 2002 RTIP, this includes any capacity increasing projects located on SANDAG's Regional Arterial System as identified in the 2020 RTP. The San Diego Conformity Working Group is scheduled to meet in early May to review the preliminary listing of projects and the draft air quality emissions analysis.

## **Schedule**

SANDAG staff is currently reviewing the projects submitted by local agencies and is in the process of interagency consultations in developing the regional air quality conformity analysis. At the May 24, 2002 meeting, the Board will be requested to accept the draft 2002 RTIP for distribution and comment and to schedule a public hearing for the June 28, 2002 meeting. Barring any significant issues that may arise, the Board also will be requested to adopt the 2002 RTIP at the June meeting. SANDAG's RTIP will be incorporated as part of the Federal Statewide Transportation Improvement Program (FSTIP) to be submitted to Federal Highway Administration and Federal Transit Administration by October 6, 2002 for approval.

# TRANSPORTATION COMMITTEE

May 9, 2002

AGENDA ITEM NO.: **3**

**Action Requested: RECOMMEND**

## DRAFT *TRANSNET* WORK PROGRAM

### **Introduction**

In March 14, the Transportation Committee and the SANDAG Board of Directors established November 2004 as the target date for a *TransNet* extension ballot measure. It also was recommended that the staff begin development of a work program and timetable outlining the key steps needed for a successful ballot measure in 2004. The SANDAG Board concurred in those recommendations at its March 22, 2002 meeting.

D.J. Smith of Smith, Kempton, and Watts assisted staff in the development of the work program and timetable. Attachment 1 provides a summary of the proposed schedule for the development of a *TransNet* extension ballot proposal for the November 2004 election. The schedules for development of the 2030 RTP and the Regional Plan are shown for reference. Attachment 2 is the more detailed work program outlining the key steps to be undertaken by SANDAG, as well as by the private sector/community support groups. Attachment 3 is the estimated consultant budget to carry out the work program effort. Funds to cover this work are included in the draft FY 2003 Final Program Budget being reviewed by the Executive Committee.

### **Recommendation**

The Transportation Committee is asked to review and comment on the Draft Work Program and budget and recommend support by the Board of Directors.

# *TransNet* MEASURE RENEWAL PROGRAM

<b>Target Dates</b>	<b>SANDAG Actions</b>
June to September 2002	<b>Initial RTP/TransNet Outreach Efforts:</b> Initial community outreach (private, small group meetings with opinion leaders, interest groups, etc.) / Public education programs focused on long-term transportation needs versus revenue limits. These efforts to be coordinated with 2030 RTP development process.
September 2002 to March 2003	<b>Workshops on Transportation Needs/Issues:</b> Transportation Committee/Board workshop discussions on various program elements and transportation issues. Discussions to be coordinated with 2030 RTP process. Efforts also begin in this timeframe in support of legislation to reduce the voter threshold.
March to May 2003	<b>Focus Groups:</b> A series of focus groups to be conducted to gain input on issues, projects and programs related to the development of an expenditure plan.
June to September 2003	<b>Expenditure Plan Options/Issues:</b> Based on focus group findings, Staff/Consultant to work with Transportation Committee/Board on refining issues and options for the expenditure plan. Potential for a short tracking poll to frame issue for baseline poll later.
October to November 2003	<b>Base Poll Expenditure Plan:</b> Conduct Expenditure Plan baseline poll focusing on key program and project options, remaining policy issues, and testing of ballot language options.
December 2003 to January 2004	<b>Develop Draft Expenditure Plan:</b> Based on survey results and ongoing discussions with interest groups, etc., staff/consultant develop a draft expenditure plan
December 2003 to March 2004	<b>Tracking Polls:</b> One or two short tracking polls may be needed to test outstanding issues and refine Expenditure Plan components.
February to March 2004	<b>Workshops on Expenditure Plan:</b> Transportation Committee / Board to hold workshops/hearings to obtain input on Draft Expenditure Plan.

# *TransNet* MEASURE RENEWAL PROGRAM

<b>Target Dates</b>	<b>SANDAG Actions</b>
March to April 2004	<b>Final Expenditure Plan Adoption:</b> Based on any refinements needed after the draft review process, the first and second readings of the final expenditure plan and ordinance are conducted (to be completed after 55% vote threshold measure is decided, <u>if</u> on the Primary Ballot).
March or June 2004 Primary Election	Potential vote on constitutional measure to lower the voter threshold to 55%
Immediately After Final Expenditure Plan Process to November 2004	<b>Public Education/Info. regarding Expenditure Plan:</b> Public education/ speakers bureau to provide factual explanation of the adopted Expenditure Plan and Ordinance

# Private Sector/Community Support Program

Target Dates	Private Sector Support Actions
June to October 2002	<b>Initial SANDAG Coordination with Interest Groups:</b> SANDAG and Program Consultant meet with potential support interest groups on the overall sales tax extension issue to survey their concerns, questions and needs, and to enlist support of legislation to lower voter threshold in the 2003 State Legislative Session.
October 2002 to March 2003	<b>Participate in RTP/TransNet Workshops:</b> Community support groups participate in SANDAG RTP/sales tax extension hearings on transportation future plans/programs/funding issues.
March to May 2003	<b>Organize Support Organization:</b> Supporters organize "coalition" support organization, such as a 501(3)(c) foundation for voter research and public education effort on San Diego transportation needs.
May to December 2003	<b>Speaker's Bureau/Education Effort:</b> Coalition support group implements countywide speaker's bureau based on voter opinion research, transportation needs and importance of extending the local sales tax. A constant effort is needed to broaden the breadth and depth of community understanding and support of dealing with the need.
January to March 2004	<b>Campaign Committee Organizes:</b> Formal campaign committee is organized, lead campaign consultant is hired, a work program is developed from April 2004 through election day November 2004, and campaign budget adopted and fundraising is started for measure campaign.
April 2004	<b>Ballot Measure Finalized:</b> SANDAG adopts final expenditure plan and ordinance for November 2004 ballot.
April to November 2004	<b>Campaign Efforts:</b> Formal campaign commences and continues through election day.

## PROPOSED BUDGET FOR EXPENDITURE PLAN DEVELOPMENT

### I. Program Consultant

It is proposed that a Program Consultant be brought on board to assist in the coordination of the expenditure plan development process. Working in close coordination with the SANDAG Board and staff, the Program Consultant's role would involve the following:

- A. Supervision and coordination of all voter opinion research, including polls and focus groups as discussed in section II below.
- B. Coordination of technical staff work on sales tax, state and federal revenue projections, project and program cost estimates, and financing assumptions with voter opinion research and issues of geographic/program equity and balance.
- C. Actively meeting with a wide range of community-based interest groups with Executive Director or staff to solicit their views on the sales tax extension, major transportation project or service needs. The groups to be consulted will include, but not be limited to, environmental, senior, minority, small business, major employers, commercial and home builders, unions, realtors, and various specific modal interests, such as transit riders and bicyclists. Local public works directors, transit district managers and Caltrans will be key partners from the beginning to the end of the process.

**Estimated Costs:** \$170,000

### II. Voter Opinion Research

#### A. Polling

It is proposed that telephone public opinion polls be conducted including a major 25-minute, 1,000 sample size "baseline" poll and two, 15-minute, 600 sample size "refinement or tracking" polls.

The purpose of the baseline poll is to provide a comprehensive countywide look at voters' opinions, and their intensity of opinion on the key issues related to sales tax extension, as well as testing specific projects, policy issues, ballot language and arguments. The refinement or tracking polls will assess how well the public education effort is doing on the issue over time, as well as test remaining expenditure plan details as the public policy or project options are refined before final Board action on an expenditure plan, ballot language, etc. The poll results would be monitored and analyzed by the Program Consultant and related to specific expenditure plan needs.

**Estimated Costs:**

- Baseline Poll — \$50,000
- Two Refinement Polls — \$40,000

**B. Focus Groups**

It is proposed that focus groups be conducted segmenting the County into up to six different geographic "communities of interest" around common transportation corridors or transportation commute activity areas. The focus groups would give staff and elected Board members the opportunity to hear interactive, "unvarnished" discussion of general and specific issues/projects impacting sales tax extension and related issues with a clear emphasis on feelings, opinions and intensity levels related to the different local constituents around the County. The focus groups would consist of 12 to 14 likely voters closely representing the actual demographic makeup of voters in each geographic area (i.e. gender, age, party affiliation, etc.)

**Estimated Costs:**

- Six Focus Groups and Final Reports — \$40,000

**III. Proposed Budget Program Totals by Fiscal Year**

- July 1, 2002 to June 30, 2003 — \$130,000
- July 1, 2003 to June 30, 2004 — \$170,000

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Total Program — \$300,000

# TRANSPORTATION COMMITTEE

May 9, 2002

AGENDA REPORT NO.: **4**

**Action Requested: REVIEW AND COMMENT**

## CONGESTION MANAGEMENT PROGRAM

### Introduction

State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare and regularly update a Congestion Management Program (CMP). The purpose of the CMP is to monitor the performance of our transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. The original CMP for the San Diego region was adopted by the SANDAG Board of Directors in 1991 and has been updated periodically as an element of the Regional Transportation Plan (RTP). An update to the CMP is required every two years, and work is underway on the 2002 CMP update that is targeted for Board adoption later this year. This item provides a progress report on the status of the 2002 CMP update.

### Discussion

Assisting staff with the CMP update is the CMP Working Group, which is composed of transportation and land use staff from local agencies and staff from the two transit boards and Caltrans. In two prior progress reports, the Transportation Committee was briefed on the CMP legislative requirements and issues identified by the Working Group. Most of the chapters for the 2002 update have been completed in working draft format and are undergoing review by the CMP Working Group and other SANDAG technical committees. Based upon work completed to date, a number of recommended improvements to the CMP have been identified and are discussed below.

### Recommendation

The Transportation Committee is asked to review and comment on the proposed major policy modifications to the CMP, as described below.

#### *2002 CMP Overview*

An overview of the draft 2002 CMP is provided in Attachment 1, which outlines the following four major features of the CMP:

- Ongoing monitoring of the transportation system - **"Regular Check-Ups"**
- Evaluation and mitigation of new development - **"Preventive Medicine"**
- Preparation of Deficiency Plans - **"More Tests Are Needed"**
- Development/dissemination of congestion mitigation strategies - **"Medicine Cabinet"**

Based upon a review of legislative requirements, experience gained under the current CMP, and approaches followed by other CMP agencies statewide, a number of potential technical and policy modifications to the CMP were identified. The major policy modifications to strengthen the CMP being investigated include the following:

- Modify transit performance measures to focus on corridor-level analysis and include additional performance measures.
- Develop a model Transportation Demand Management (TDM) program to assist local agencies in establishing or implementing TDM local programs.
- Develop a toolbox of TDM strategies for local agency use to mitigate new development impacts or to prepare CMP deficiency plans.
- Establish a 100% project impact mitigation goal to address congestion at its source before it becomes a larger problem later.
- Modify project funding criteria giving higher priority to projects that support the CMP objectives.
- Modify deficiency plan guidelines providing clearer instructions and timeframes.
- Clarify CMP conformance requirements through an identification of specific actions and timeframes.
- Establish a formal biennial SANDAG conformance finding to ensure that all agencies are in compliance with the CMP requirements.

These potential changes are further described in Attachment 2.

### ***Relationship to the RTP***

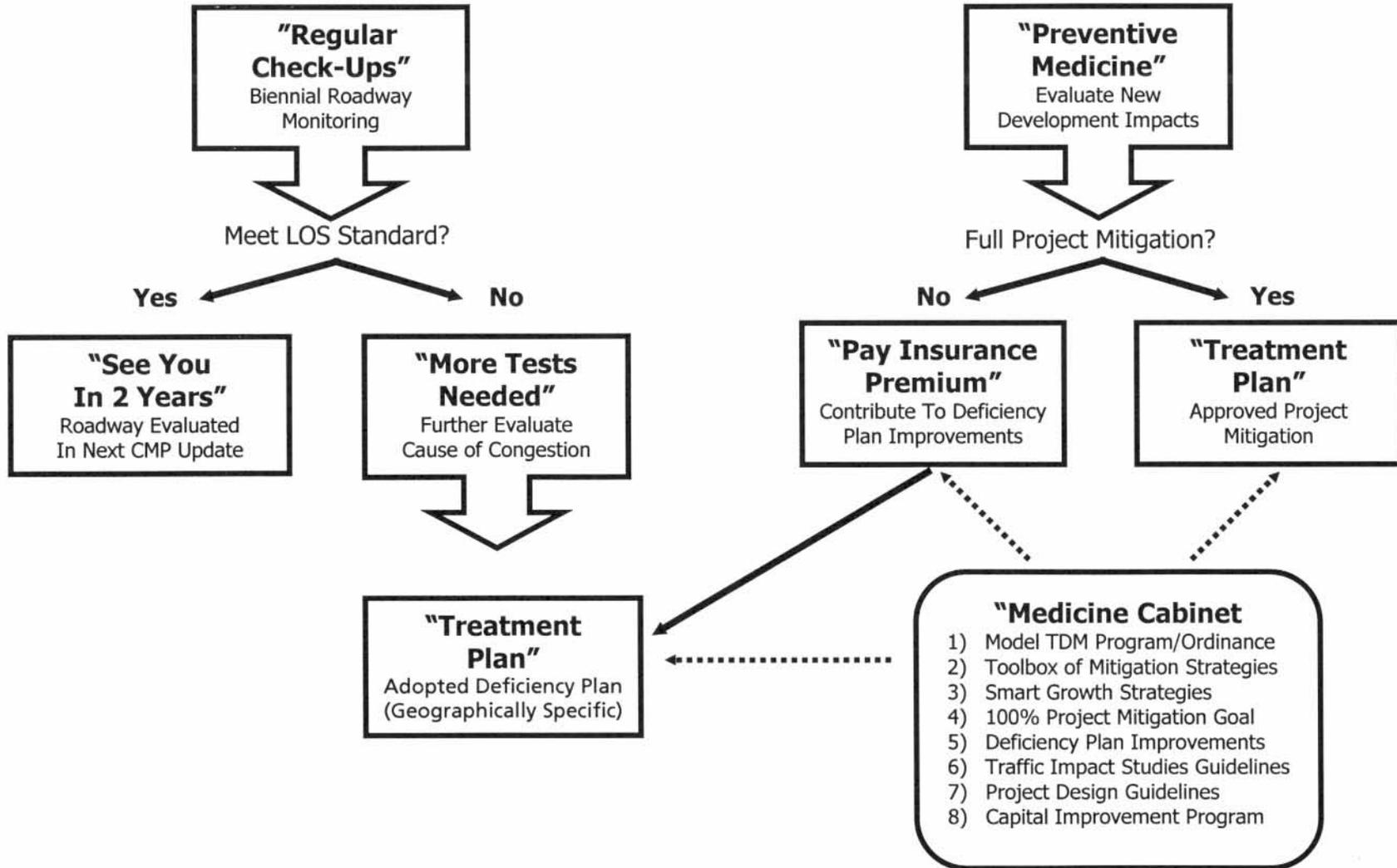
The CMP is an element of the Regional Transportation Plan that focuses on short-range trip reduction and management strategies. As illustrated in Attachment 3, by focusing on near-term congestion management strategies, it may be possible to “lower” the travel demand growth curve, thus reducing the need for, or scope of more expensive capital improvements. The CMP also provides ongoing transportation system monitoring data that is used in the assessing needed RTP improvements and the performance of the transportation system.

### ***Next Steps***

CMP status reports are being provided to various SANDAG technical committees. Based upon their comments, the potential CMP modifications will be revised and incorporated into a draft CMP document. It is anticipated that the draft CMP will be presented to the Board of Directors later this summer. Upon its release as a draft document, presentations again will be made to various SANDAG technical committees as well as external business, professional, environmental, and other public interest groups. Adoption of the updated CMP is targeted for late summer/early fall of 2002.

# 2002 CMP Overview

*"The Region's Health Maintenance Plan To Address Congestion"*



## 2002 Congestion Management Program Overview

<b>“Regular Check-Ups” SYSTEM MONITORING</b>	<b>“More Tests Are Needed” PREPARE DEFICIENCY PLANS</b>	<b>“Preventive Medicine” LAND USE ANALYSIS PROGRAM</b>	<b>“Medicine Cabinet” CONGESTION MITIGATION TOOLS</b>
1) Biennial Roadway Monitoring - Define CMP roadway system - Establish LOS standard - Monitor system against standard - For segments not meeting standard, prepare deficiency plan - Provide guidance to address potential future LOS problems	1) Required when roadway LOS standards are not met - Identify source of congestion - Propose remedial actions - Adopt & submit plan to SANDAG within 1 year - New plan preparation guidelines provided	1) Evaluate and mitigate impacts of new development - Follow existing CEQA process - Prepare traffic impact studies - Address congestion early before it becomes a problem later	1) Model TDM Program & Ordinance - Local discretion to use or adopt - Higher funding priority if used - Policy to promote TDM programs
2) Biennial Performance Monitoring - Modify transit performance measures - Establish new multi-modal performance measures - Monitor system using measures			2) “Toolbox” of Mitigation Strategies - Traditional and non-traditional strategies - Documented benefits from “real life” use or recent research
			3) Support Regional Plan - Implement Smart Growth strategies
			4) 100% Project Mitigation Goal using one or all of the following options: - Implement roadway or transit improvements - Promote TDM strategies - Contribute to deficiency plan improvements
			5) Traffic Impact Studies Guidelines - Use in Land Use Analysis Program - Locally developed by consensus
			6) Project Design Guideline to promote other modes of travel: - Transit - Bicycle - Rideshare - Pedestrian
			7) Capital Improvement Program - Use existing RTIP process - Higher priority for projects addressing CMP deficiencies

### Potential 2002 CMP Policy Modifications

1) Modify Transit System Performance Measures: Replace the existing transit systemwide "Service Frequency" performance measure with the following corridor-level peak-period performance measures:

- **Service Level** – The level of transit service provided as measured by frequency (headways) or number of trips.
- **Travel Speed** – How fast transit service is operating as measured by average speed or travel time.
- **Service Utilization** – How well transit service is being used as measured by ridership.

Data would be collected for individual routes operating within each corridor and weighted or averaged to develop a corridor composite. This information would be used to determine funding priorities or to assess the effectiveness of past funding decisions.

2) Incorporate Additional Systemwide Performance Measures: Expand the number of systemwide performance measures to include:

- **Travel Time** – Average peak-period travel time for representative work trips by mode
- **Air Quality Emissions** – Total regional carbon monoxide and ozone emissions
- **Vehicle Miles Traveled** – Total regional Vehicle Miles Traveled (VMT)
- **Mode Share** – The percentage of peak period trips taken by various modes (drive alone, carpool/vanpool, transit, and non-motorized)

These would be in addition to the existing roadway and transit service (as modified) performance measures. Whenever feasible, Intelligent Transportation System (ITS) techniques and strategies would be used to collect the data.

3) Develop Model TDM Program: In cooperation with local agencies and based upon a review of practices elsewhere, develop a local model Transportation Demand Management (TDM) program for local agency consideration. The model program would include agency guidelines for establishing and implementing TDM strategies, including a model TDM ordinance and guidelines for establishing Transportation Management Associations (TMA's). The model TDM ordinance would include certain design features for new development projects and establish guidelines for major employer use in promoting alternative methods of travel and to reduce worksite trips generated. The TDM model program would be voluntary and would be at each local agency's discretion to use in whole or in part. Consideration should be made to giving funding priority to agencies adopting a TDM program or elements.

4) Develop Toolbox of TDM Strategies: In cooperation with local agencies and based upon a review of literature and practices elsewhere, develop a "toolbox of TDM strategies" for use in mitigating the impacts of land use decisions on the transportation system and in preparing CMP Deficiency Plans. The toolbox would emphasize non-traditional transportation solutions.

5) Establish A 100% Project Impact Mitigation Goal: For all projects requiring an enhanced CEQA project review under CMP guidelines, establish a goal that concurrent with project

implementation, all direct and cumulative project impacts on the CMP roadway system be fully mitigated using one or more of the following strategies:

- Build or contribute funds toward the construction of adequate roadway and/or transit improvements so that the added peak-hour trips will not adversely impact the CMP roadway network.
  - Require the developer and all subsequent tenants to implement transportation demand management programs that fully mitigate the new peak-hour trips. Refer to the “Toolbox of TDM Strategies” proposed in 2002 CMP Chapter 5.
  - If the project is in an area covered by a CMP deficiency plan, construct improvements and/or contribute funds in accordance with an adopted deficiency plan at a level that fully mitigates the project impacts.
- 6) Modify Project Funding Selection Criteria: Review existing RTIP/CMP Capital Improvement Program project selection criteria and modify as necessary to provide priority funding for improvements that improve the performance of the CMP system and/or support other CMP policies.
- 7) Modify Existing Deficiency Plan Guidelines: The existing CMP deficiency plan guidelines for freeways should be expanded to include conventional highways and arterials and:
- Criteria for agency participation and designation of lead agency;
  - A definition of minimum plan content;
  - Criteria for plan evaluation;
  - Roles and responsibilities of implementing agencies;
  - Procedures to monitor plan development and implementation; and
  - A schedule with key milestones.
- 8) Clarify CMP Conformance Requirements: Clarify local agency responsibilities in order to be in conformance with CMP requirements. Local agencies shall be responsible for meeting the following CMP requirements within the timeframes identified.

### **Biennial Arterial Monitoring**

In each odd-numbered year, local jurisdictions are responsible for monitoring levels of service (LOS) on CMP arterials at designated intersections.

Timeframe: January 1 through December 31 of each odd-numbered year

Due: December 31 of each odd-numbered year

### **CMP Land Use Analysis Program**

All San Diego County local jurisdictions are required to follow the land use analysis program required by the CMP which consists of an enhanced CEQA traffic impact analysis program for major development projects.

Timeframe: Ongoing

Due: Ongoing

### **Deficiency Plan Preparation**

Local jurisdictions are required to prepare CMP Deficiency Plan(s) for any sections of the

designated CMP System within their jurisdiction, in which the current actual traffic LOS falls below the CMP standard.

Timeframe: Twelve months following the adoption of the CMP update identifying the deficiency

Due: One year after adoption of the CMP update identifying the deficiency

#### **Local Agency Self-Certification By Resolution**

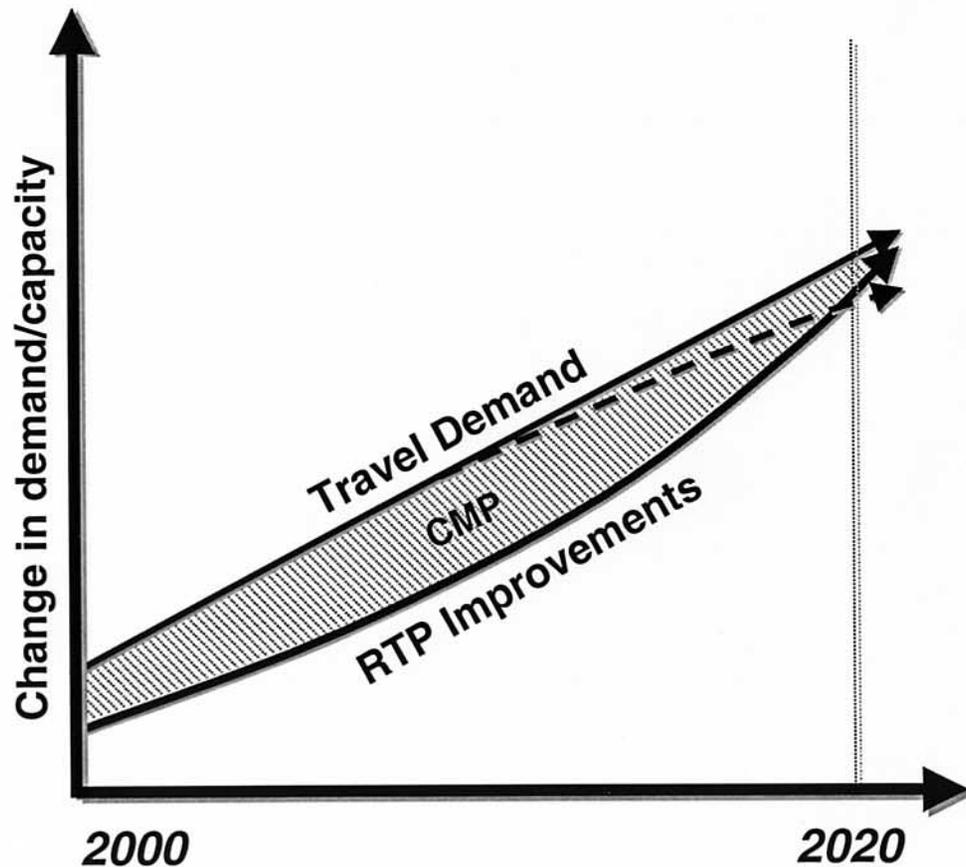
All jurisdictions shall certify their ongoing implementation of these CMP requirements as a part of a biennial self-certification resolution.

Timeframe: January 1 through March 31 of each even-numbered year

Due: March 31 of each even-numbered year

- 9) Establish Formal Biennial SANDAG Conformance Finding: Concurrent with the adoption of each CMP update, SANDAG shall make a formal determination of local jurisdiction conformance with the CMP requirements.

# CMP Relationship to the RTP



## Travel Demand in 2020

- 34% increase vehicle trips
- 47% increase VMT

## Regional Transportation Plan

- Long range
- Congestion *reduction*
- *Balance* capacity, demand, and management solutions

## Congestion Management Program

- Short range
- Congestion *management*
- *Focus* on demand and travel management solutions

By focusing on near-term congestion management strategies, it may be possible to “lower” the travel demand growth curve, thus reducing the need for, or scope of more expensive capital improvements.

# TRANSPORTATION COMMITTEE

May 9, 2002

AGENDA ITEM NO.: **5**

**Action Requested: RECOMMEND**

## REGIONAL ARTERIAL SYSTEM – PROPOSED PROJECT FUNDING RECOMMENDATIONS

### Introduction

In November 2001, the SANDAG Board of Directors earmarked \$35 million of 2002 State Transportation Improvement Program (STIP) funds for Regional Arterial System projects in the right of way or construction phases that could be completed within the five-year STIP period (FY 2003 to FY 2007). In February 2002, the Transportation Committee recommended approval of arterial project screening and evaluation criteria to the SANDAG Board of Directors. Following the Transportation Committee meeting, a call for projects was issued establishing an application submittal deadline of March 28, 2002; a total of 19 project proposals from 11 local jurisdictions were submitted.

The SANDAG Board of Directors approved the regional arterial project screening and evaluation criteria on April 26, 2002. In April, SANDAG staff and Cities/County Transportation Advisory Committee (CTAC) reviewed and evaluated the 13 eligible project proposals.

### Recommendation

It is the joint recommendation of SANDAG staff and CTAC that the Transportation Committee recommend to the SANDAG Board of Directors approval of the proposed list of Regional Arterial System projects (Attachment 1, projects ranked 1-7) for fund allocation from the 2002 STIP.

### Option

Refer the proposed Regional Arterial System projects back to staff and CTAC with direction.

### Discussion

The 19 regional arterial project proposals submitted by local jurisdictions are listed in Attachment 1 and shown on the attached map (Attachment 2). The Board-approved screening and evaluation criteria are summarized in Attachment 3. Of the 19 project proposals submitted, SANDAG staff and CTAC determined that six did not meet the basic screening criteria, which determine whether the proposed projects are eligible to be considered for funding from the 2002 STIP.

The six ineligible projects include:

- A. Faraday Avenue (City of Carlsbad);
- B. Napa Street (City of San Diego);
- C. Mission Center Parkway (City of San Diego);
- D. Poinsettia Avenue (City of Carlsbad);
- E. Kearny Villa Road (City of San Diego); and,
- F. El Camino Real/ SR 78.

The first four ineligible projects are not on the currently adopted Regional Arterial System, and therefore do not meet screening criterion #1. The City of San Diego's Kearny Villa Road project does not have 30 percent complete plans, and therefore does not meet screening criterion #4. The El Camino Real/ SR 78 interchange modification project in the City of Oceanside does not have an approved Caltrans Project Study Report, and therefore does not meet screening criterion #5. As shown in Attachment 1, these six projects were deemed ineligible and were not further evaluated.

### *Project Evaluation*

In March and April, SANDAG staff thoroughly reviewed the remaining 13 eligible project proposals. The project points submitted by the local jurisdictions were evaluated and adjusted as needed to ensure consistency among the scoring. Staff's review of the project proposals and score adjustments were presented and discussed at the April 2002 CTAC meeting. Each project sponsor was given the opportunity to respond to the score adjustments recommended by SANDAG staff. Final project scores were determined by CTAC for each project. The scores and prioritized list of projects defined in Attachment 1 were unanimously approved by CTAC at its April 25, 2002 meeting. CTAC is an advisory working group that consists of city engineers and public works directors from each local jurisdiction.

### *Projects Recommended for Funding*

As shown in Attachment 1, there are seven regional arterial projects recommended for funding from the \$35 million 2002 STIP reserve. These seven projects are requesting \$35,050,000, which is \$50,000 over the reserve amount. As proposed, the seventh project (the City of San Diego's El Camino Real project) would receive \$50,000 less funding than the requested amount (i.e., \$6,937,000 instead of \$6,987,000).

A cash flow summary based upon project sponsor submitted schedules for the recommended seven projects is shown in Attachment 4. Over the five-year period of the 2002 STIP (FY 2003 to FY 2007), the projects are requesting the bulk of the funding in the early years. Four projects need funding totaling \$22,163,000 in FY 2003, one project needs \$4,400,000 in FY 2004, and two projects need funding totaling \$8,437,000 in FY 2005.

If at its May 9, 2002 meeting, the Transportation Committee recommends the proposed list of Regional Arterial System projects for funding, the Committee's recommendation would be considered at the May 24, 2002 SANDAG Board of Directors meeting. Once the Board approves the proposed projects for fund allocation from the 2002 STIP, the funding request will be sent to the California Transportation Commission (CTC).

CTC has stated earlier that there is a statewide cash flow problem, and therefore, funding may not be available in the early years of the 2002 STIP. Staff expects to be able to provide a status of CTC's response to SANDAG's fund request for 2002 STIP funds for regional arterial projects at the June 13, 2002 Transportation Committee meeting.

## Regional Arterial System Projects Project Ranking

Rank	Sponsor	Project	Limits/ Description	Shortfall/ Request Amount (\$ thousands)	Cumulative Total (\$ thousands)	CTAC Recommended Scores
1	City of San Diego	Clairemont Mesa Blvd/ SR-163	Modify Interchange	\$4,400	\$4,400	199
2	City of San Diego	Genesee Ave	Campus Point Dr to I-5	\$963	\$5,363	190
3	City of San Marcos	Rancho Santa Fe Rd	Island Drive to Melrose Dr	\$4,000	\$9,363	188
4	City of San Marcos	Las Posas Rd/ SR-78	New Interchange	\$10,200	\$19,563	183
5	County of San Diego	South Santa Fe Avenue	Montgomery Ln to Smilax Rd	\$1,500	\$21,063	174
6	City of Chula Vista	Olympic Pkwy/ I-805	Modify Interchange	\$7,000	\$28,063	161
7	City of San Diego	El Camino Real	Via de la Valle to San Dieguito Rd	\$6,987	\$35,050	157
8	City of Solana Beach	Lomas Santa Fe Dr/ I-5	Modify Interchange	\$6,411	\$41,461	151
9	City of Escondido	Bear/East Valley Pkwy	Citrus to Lake Wohlford Rd	\$4,679	\$46,140	149
10	City of Poway	Espola Rd	Twin Peaks Rd to Titan Way	\$5,300	\$51,440	147
11	City of San Marcos	Twin Oaks Valley Rd	F Street to San Elijo Rd	\$6,650	\$58,090	130
12	City of Encinitas	Olivenhain Rd	Los Pinos to Rancho Santa Fe Rd	\$160	\$58,250	122
13	City of Santee	Cuyamaca St	Town Center Pkwy to Mission Creek	\$3,951	\$62,201	87
A	City of Carlsbad	Faraday Ave	Orion Way to Melrose Dr	\$3,000	\$65,201	NR
B	City of Carlsbad	Poinsettia Lane	El Camino Real to El Fuerte St	\$2,500	\$67,701	NR
C	City of Oceanside	El Camino Real/ SR-78	Modify Interchange	\$3,700	\$71,401	NR
D	City of San Diego	Linda Vista Rd	Napa St Intersection	\$2,964	\$74,365	NR
E	City of San Diego	Mission City Pkwy	Camino Del Rio North to I-8	\$4,817	\$79,182	NR
F	City of San Diego	Kearny Villa Rd	From SR-52 to 0.5 mi. north	\$1,575	\$80,757	NR
Total				<u>\$80,757</u>		

NR, not ranked. Project did not meet screening criteria and was not evaluated further.

May 9, 2002

The attachment to this document can be obtained by contacting  
SANDAG's Public Information Office at (619) 595-5347.

## Regional Arterial System Project Prioritization Criteria

### Screening Criteria

1. Only Regional Arterial System projects needing funding for right of way and construction (not preliminary engineering) and that can be completed in the 2002 STIP Cycle (FY 2003 to FY 2007) are eligible.
2. Only projects located in a City/County that has an adopted a resolution in support of Smart Growth consistent with the principles outlined in REGION2020 (economic prosperity, transportation choices, increase housing supply, protect environment, fiscal reform) are eligible.
3. STIP funds shall not be used to replace or reduce existing developer or City/County commitments.
4. Projects must have 30 percent complete layout design plans.
5. Projects on the state highway/interstate system must have a Caltrans approved Project Study Report.

### Evaluation Criteria

#	Evaluation Criteria	Quantitative Points	Qualitative Points	Total Points
1	Traffic Usage	24		24
2	Congestion Relief	24		24
3	Traffic Safety	16		16
4	Cost-Effectiveness	24		24
5	Regional Arterial System Continuity	24		24
6	Regional Transit Vision	24		24
7	Environmental Stewardship	4	4	8
8	Process Complexity	16		16
9	Smart Growth	16	8	24
10	Project Readiness	24		24
11	Past Performance	8		8
12	Local Contribution	24		24
13	Housing Element	16		16
14	Feasibility		8	8
15	Regional Benefit		16	16
16	Bicycle/ Pedestrian		16	16
17	Factors Not Covered by Existing Criteria		4	4
<b>Totals</b>		<b>244</b>	<b>56</b>	<b>300</b>

## Regional Arterial System Projects Cash Flow

Rank	Sponsor	Project	FY 03	FY 04	FY 05	FY 06	FY 07	2002 STIP Fund Amount (\$ thousands)
1	City of San Diego	Clairemont Mesa Blvd/ SR-163		\$4,400				\$4,400
2	City of San Diego	Genesee Ave	\$963					\$963
3	City of San Marcos	Rancho Santa Fe Rd	\$4,000					\$4,000
4	City of San Marcos	Las Posas Rd/ SR-78	\$10,200					\$10,200
5	County of San Diego	South Santa Fe Avenue			\$1,500			\$1,500
6	City of Chula Vista	Olympic Pkwy/ I-805	\$7,000					\$7,000
7	City of San Diego	El Camino Real			\$6,937			\$6,937
			\$22,163	\$4,400	\$8,437	\$0	\$0	\$35,000