SANDAG
San Diego's Regional Planning Agency

# *TRANSPORTATION COMMITTEE AGENDA*

**Thursday, October 10, 2002**
**12:15 p.m.**
**SANDAG Board Room**
**401 B Street, 7th Floor**
**San Diego, CA 92101-4231**

## *AGENDA HIGHLIGHTS*

- **FREEWAY TO FREEWAY CONNECTORS STUDY**
- **2002 CONGESTION MANAGEMENT PROGRAM**

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**CELL PHONES DURING THE MEETING**

**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.*

San Diego Association of Governments • 401 B Street, Suite 800, San Diego, CA 92101-4231
(619) 595-5300 • Fax (619) 595-5305 • www.sandag.org

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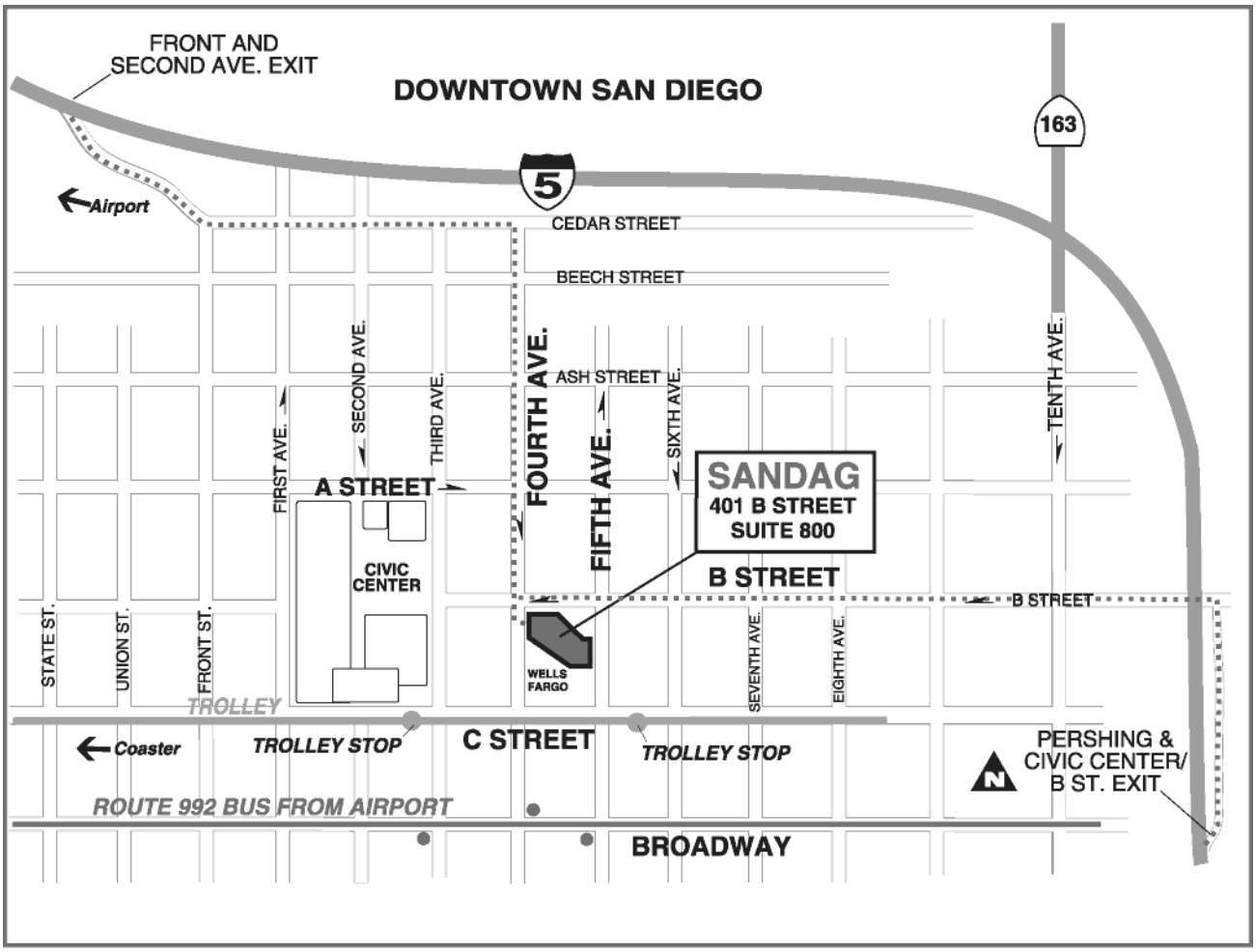

# TRANSPORTATION COMMITTEE AGENDA

Thursday, October 10, 2002

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

**ITEM #** **RECOMMENDATION**

## CONSENT ITEMS (1 through 3)

*The Transportation Committee will take action on the consent agenda without further discussion and with one vote unless an item is pulled by a Committee member or by a member of the public for comment.*

**+ 1. FEDERAL TRANSPORTATION ENHANCEMENT ACTIVITIES (TEA) PROGRAM QUARTERLY PROGRESS REPORT (Sookyung Kim)** — **INFORMATION**

This report summarizes the progress made on the TEA projects during the period July 1 to September 30, 2002.

**+ 2. LOS ANGELES – SAN DIEGO – SAN LUIS OBISPO RAIL CORRIDOR AGENCY (LOSSAN) BOARD ACTIONS (Linda Culp)** — **INFORMATION**

LOSSAN oversees intercity passenger rail service in the coastal rail corridor from San Diego to Los Angeles to San Luis Obispo and plans and programs capital improvements that benefit intercity, commuter, and freight services. The report summarizes the LOSSAN Board actions from its September 2002 meeting.

**+ 3. *KEEP SAN DIEGO MOVING* PUBLIC OUTREACH RESULTS (Anne Steinberger)** — **INFORMATION**

This report summarizes the results to date from the *Keep San Diego Moving* campaign being conducted to promote public awareness of the RideLink transportation demand management and *TransNet* programs, and public involvement in the development of the 2030 Regional Transportation Plan.

**4. PUBLIC COMMENTS/COMMUNICATIONS**

(Speakers limited to three minutes each.)

**ITEM #** **RECOMMENDATION**

## REPORTS

**+ 5. FREEWAY TO FREEWAY CONNECTORS STUDY (Dean Hiatt)** **APPROVE**

In February 2002, the Transportation Committee reviewed draft results for updating the Freeway to Freeway Connectors Study and asked staff to complete the final study report using 2030 forecast data. The Transportation Committee is asked to approve the use of the study for the development of the Draft 2030 Regional Transportation Plan, scheduled for release later this month.

**+ 6. 2002 CONGESTION MANAGEMENT PROGRAM (Mario Oropeza)** **RECOMMEND**

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. SANDAG released the Draft 2002 CMP Update in August 2002 for public distribution and comment, and a public hearing was held on September 27, 2002. Several revisions to the CMP have been made based on comments received and discussion at the public hearing. The Transportation Committee is asked to recommend that the SANDAG Board of Directors adopt the revised 2002 CMP Update at its October 25, 2002 meeting.

**+ 7. I-5/GENESEE AVENUE/SORRENTO VALLEY ROAD INTERCHANGES PROJECT - STUDY REPORT UPDATE (Dean Hiatt)** **INFORMATION**

Staff will provide an update on the I-5/Genesee Avenue/Sorrento Valley Road Interchanges Project Study Report (PSR). The PSR is evaluating interchange, arterial, and system management improvements in the study area.

THE NEXT TRANSPORTATION COMMITTEE MEETING IS TENTATIVELY SCHEDULED FOR THURSDAY, NOVEMBER 14, 2002.

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

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

+ next to an agenda item indicates an attachment

October 10, 2002

AGENDA ITEM NO.: **1**

**Action Requested: INFORMATION**

FEDERAL TRANSPORTATION ENHANCEMENT ACTIVITIES (TEA)
PROGRAM QUARTERLY PROGRESS REPORT

**Introduction**

In March 2000, the SANDAG Board of Directors awarded Federal Transportation Enhancement Activities (TEA) Program funds to nine projects. Since then, the Transportation Committee has been receiving progress reports on a quarterly basis. This report summarizes the progress on the TEA projects from July to September 2002. Six projects are progressing according to their approved schedules, one project is experiencing delays, one project was divided into two phases, and one project is complete (City of La Mesa El Cajon Boulevard Revitalization).

**Project Status**

Delayed Project: The Coastal Rail Trail is a cooperative project between the Cities of Oceanside, Carlsbad, Encinitas, and Solana Beach to construct a Class I bike path along the LOSSAN corridor. The Cities have been working with the North County Transit District (NCTD) under a Memorandum of Understanding (MOU) signed in 1997. NCTD owns the right-of-way and must approve the design plans. Although the first of the 30 percent design plans were submitted in March 2002, NCTD has postponed the review of any plans pending the completion of rail trail design guidelines. This spring NCTD hired a consultant to develop rail trail design guidelines.

As of this date, no guidelines have been produced. However, at the September 19, 2002 NCTD Board meeting, NCTD staff reported that the draft guidelines are expected within 60 days (November/December 2002). As a result, this project has been delayed, and the length of the delay is uncertain as the Cities need to determine the schedule impacts and feasibility of incorporating the new guidelines into the trail designs. It is expected that more information will be available by the next quarterly report, such as how the guidelines can be incorporated into the design and the projected length of schedule delay. Since the Coastal Rail Trail already received the maximum allowable schedule extension, the project sponsors may seek an exception to the Transportation Committee's adopted use-it-or-lose-it policy.

Phased Project: The Cities of Coronado and Imperial Beach have jointly sponsored the enhancement to the Silver Strand, SR 75 highway. Part of the project includes constructing a Class I bike path along the bike spur (in Imperial Beach). Although the U.S. Department of the Navy has granted an easement along this bike spur, it will not authorize Navy property to be used as a mitigation site for the bike spur. In order to proceed with the project, a compromise was reached involving all affected parties – the County of San Diego, Cities of Coronado and Imperial Beach, Caltrans, and SANDAG to phase the project. Phase 1 involves the enhancements to the Silver Strand, while Phase 2 involves finding an alternative mitigation site and subsequently constructing the Class I bike path along the

bike spur. The Federal Highway Administration (FHWA) has agreed to the phased approach. Due to the cooperative efforts of all involved, the project was able to continue on schedule. Since Phase 2 is not included in the schedule, a new schedule for the alternative site searches will be made available to the Transportation Committee at the next quarterly update.

**Discussion**

Listed below are the nine TEA projects. Attachment 1 contains a description of each project, progress made to date, and any pending issues.

- City of San Diego: Mid-City Gateway Project
- Cities of Coronado & Imperial Beach: Silver Strand Improvements
- Cities of Oceanside, Carlsbad, Encinitas & Solana Beach: Coastal Rail Trail
- MTDB: San Ysidro Intermodal Transportation Center
- Cities of Encinitas & Escondido: Biological Core & Linkage Area Habitat Acquisition
- County of San Diego: Escondido Creek Acquisition
- MTDB: East Village Intermodal Transit Station Improvements
- City of San Diego: Mission Beach Boardwalk
- City of La Mesa: El Cajon Boulevard Revitalization - **Completed**

**AB 1012: "Use-it-or-Lose-it"**

Based on the latest progress report for the TEA projects for the San Diego region, no funds are in jeopardy of being lost. According to the latest fund accounting report from Caltrans, the region has obligated over $12.5 million in TEA funds as of September 2002, which is well above the minimum obligation requirement.

The next TEA quarterly report will be presented at the January 2003 Transportation Committee meeting.

# Transportation Enhancement Activities (TEA) Program
# Quarterly Progress Report
# July to September 2002

**City of San Diego: Mid-City Gateway Project ($4,255,000 TEA Funds):**

The project provides for overpass and median enhancements on El Cajon Boulevard and University Avenue where the two east-west major arterials intersect with the new State Route (SR) 15 freeway corridor (formally 40th Street in Mid-City). The project is divided into two phases - Phase 1: El Cajon Boulevard-Central to 43rd Median Improvements; and Phase 2: El Cajon Boulevard and University Avenue Bridge Decks over SR-15. Progress to date includes:

- Phase 1 is currently under construction.
- Submitted 60 percent drawings for Phase 2 to Caltrans for review and comment.
- Continued consultation with Community Advisory Committee to discuss design and construction documents.

*Pending Issues:* None.

**Cities of Coronado & Imperial Beach: Silver Strand Improvements ($1,161,000 TEA Funds):**

This project creates defining gateways at both the north and south entrances of the Silver Strand Scenic Highway (State Route 75), as well as a restored, functional coastal ecosystem. The North Gateway corridor segment encompasses 1.5 miles of Scenic Highway 75, from the Naval Amphibious Base south, and the South Gateway corridor encompasses 2 miles from Emory Cove south to Rainbow Drive in Imperial Beach. It includes enhancement of the area surrounding the bicycle/pedestrian path, bicycle path improvements connecting Imperial Beach to the Bayshore Bikeway, median enhancements, historic landscape restoration, and gateway signage. Progress to date includes:

- Received permits from Regional Water Quality Control Board, Coastal Commission, and U.S. Army Corps of Engineers.
- Received easement approval from the U.S. Navy for the entire project except for the mitigation site.
- Completed 100 percent of construction documents.
- Initiated pursuit of alternative mitigation sites.

*Pending Issues:* Although the U.S. Department of the Navy issued an easement for its property, the Department did not authorize the bike spur mitigation to occur on Navy property. Without the mitigation site, the Federal Highway Administration (FHWA) will not issue National Environmental Protection Act (NEPA) certification for this project. In a meeting held on September 19, 2002 involving all affected parties, it was agreed that this project would be divided into two phases. The first phase would include the construction of the main part of the project (enhancements to SR 75) and Phase 2 would involve finding an alternative mitigation site and subsequently constructing the Class I bike path along the bike spur. This phased approach would allow the project to proceed without jeopardizing any fund loss due to the TEA use-it-or-lose-it policy adopted by the Transportation Committee on February 14, 2002. The FHWA has agreed to the phased approach.

Although Phase 1 is expected to adhere to the latest Transportation Committee approved schedule, the Phase 2 schedule will need to be updated. Based on the search for the alternative mitigation site, a schedule for Phase 2 is anticipated to be available at the next quarterly report (January 2003).

**Cities of Carlsbad, Encinitas, Oceanside, and Solana Beach: Coastal Rail Trail ($4,513,500 TEA Funds):**

This project includes the design and construction of a 16-foot wide multimodal path in the San Diego Northern Railway right-of-way between the San Luis Rey River in the City of Oceanside and the southerly city limit of the City of Solana Beach (approximately 17.6 miles). Progress to date, by jurisdiction, includes:

*City of Carlsbad ($1,830,343 TEA Funds)*
- Prepared draft geotechnical design report (part of the final design package).
- Continued coordination and easement issues with North County Transit District (NCTD) for use of the right-of-way.
- Continued to develop a draft Trail Management Plan among the participating cities.

*City of Encinitas ($1,345,705 TEA Funds)*
- Continued coordination and easement issues with NCTD for use of the right-of-way.
- Continued to develop a draft Trail Management Plan among the participating cities.

*City of Oceanside ($559,803 TEA Funds)*
- Completed 70 percent Plans, Specifications & Estimates.
- Continued coordination and easement issues with NCTD for use of the right-of-way.
- Continued to develop a draft Trail Management Plan among the participating cities.

*City of Solana Beach ($777,149 TEA Funds)*
- Refined the trail layout and other features to be included in the project.
- Held meetings with the City Council and the community to discuss various design features.
- Began preparation of construction documents.

*Pending Issues:* The Cities submitted their trail designs to NCTD for review and comment several months ago. As reported at the last quarterly update, NCTD plans to develop a trail design guideline and also is awaiting the preliminary design for a potential double track of its right-of-way. NCTD has indicated that the rail trail project designs will be reviewed after these other documents are completed. There was a delay in the trail design guidelines development, and as of this report, the design consultant has not yet begun work. Once the guidelines become available, the Cities will need to determine the feasibility of incorporating the guidelines into the trail design. As a result, this project have been delayed. Since the Coastal Rail Trail already received the maximum allowable schedule extension, this project would need to request an exception to the Transportation Committee's adopted use-it-or-lose-it policy at the next quarterly report in January 2003.

**MTDB: San Ysidro Intermodal Transportation Station ($1,895,000 TEA Funds):**

This project provides improvements to the existing San Ysidro/Tijuana Trolley Station. The enhancements include the creation of a pedestrian plaza to serve the trolley station and the San

Ysidro-Puerto Mexico Port of Entry, as well as revisions to vehicular circulation patterns to establish designated bus, taxi, and jitney/shuttle bus passenger boarding areas. The design plans have been split into two phases. The first phase includes the Pedestrian Bridge and new General Services Administration (GSA) parking lot. The second phase includes the pedestrian plaza, Rail Court modifications, track relocation, and new bus bays. Progress to date includes:

- Completed Phase 1 construction and began maintenance period.
- Received encroachment permit from Caltrans and began construction for Phase 2.

*Pending Issues:*

- Although MTDB has begun construction on Phase 2, no private property owners have accepted offers for the rights to their properties as the appraised value of the properties are in dispute. Trial dates for the properties have been set for March 2003. MTDB plans to continue negotiations with the property owners until the trial date. Should the court decide that the properties are of higher value than the original appraisals, there may be insufficient funds in the budget to cover additional costs.
- The Intercity Bus Terminal proposed for the second floor of the McDonalds building has serious budget shortfalls. Therefore, the bus terminal building will not be part of the Phase 2 work. MTDB is seeking additional funds from other sources in order to add back this portion of the project.

**Cities of Encinitas & Escondido: Biological Core & Linkage Area Habitat Acquisition ($1,800,000 TEA Funds):**

This project involves the purchase of 51 acres of habitat in Escondido and approximately 10 acres in Encinitas. Progress to date includes:

- Site A (Encinitas): Appraisals and environmental assessments have been completed for three parcels. Escrow closed on the largest property on July 12, 2002. Final negotiations with the remaining two property owners are anticipated to close soon.
- Site B (Escondido): On July 19, 2002 the City Council approved a resolution entering into a Memorandum of Understanding (MOU) between the City, the San Dieguito River Park Joint Powers Authority (JPA), FHWA and Caltrans to leverage the TEA funds to purchase a 50 acre portion (out of 232 acre) of the Bernardo Mountain property. The JPA has already negotiated the purchase of the remainder of the property.
- Received Categorical Exclusion for the Bernardo Mountain site by Caltrans, awaiting same from FHWA.

*Pending Issues:* There may be insufficient funds to complete the purchase of the two remaining parcels for the City of Encinitas. However, the City received a $200,000 Wetlands Recovery Project grant in order to complete the property purchases.

**County of San Diego: Escondido Creek Acquisition ($2,000,000 TEA Funds):**

The project consists of the purchase of valuable habitat land along the Escondido Creek riparian corridor, located in the Escondido Creek watershed in the unincorporated area of San Diego County. Progress to date includes:

- County Board of Supervisors approved the purchase of 31.53 acres of land.
- Initiated the purchase of additional 179 acres of land. Biological studies and archeological record searches have been completed.
- Requested Categorical Exemption from Caltrans.

*Pending Issues:* None.

**MTDB: East Village Intermodal Transit Station Improvement ($4,584,000 TEA Funds):**

This project is a part of a larger project along the 12th Avenue/Park Boulevard corridor and the new downtown baseball park station along the Bayside corridor. The enhancements include improved passenger access, widened platforms, street and curb improvements, station amenities, decorative catenary poles, and other aesthetic improvements at four station locations.

- Developed construction bid packages for the 12th Avenue and Market Station and the Orange Line to Blue Line connection project.
- Began construction for the Gaslamp Station modifications.

*Pending Issues:* None

**City of San Diego: Mission Beach Boardwalk Project ($1,186,000 TEA Funds):**

This project would provide for widening and other improvements, including additional landscaping of the existing Mission Beach Boardwalk between Santa Barbara Place and Pacific Beach Drive, totaling 1.14 miles. Progress to date includes:

- Began construction on May 13, 2002. Construction was halted on June 21, 2002 (Coastal Commission prohibits construction during summer months), but resumed September 3, 2002.
- Approximately 50 percent of the construction has been completed.

*Pending Issues:* None

**City of La Mesa: El Cajon Boulevard Revitalization ($1,565,194 TEA Funds):**

This project is complete. This project revitalized part of downtown La Mesa via construction of a one-mile section of landscaped median along El Cajon Boulevard and the construction of a gateway sign located west of City of La Mesa limits.

**San Diego Association of Governments**

# TRANSPORTATION COMMITTEE

October 10, 2002

AGENDA ITEM NO.: **2**

**Action Requested: INFORMATION**

LOS ANGELES – SAN DIEGO – SAN LUIS OBISPO RAIL CORRIDOR AGENCY (LOSSAN) BOARD ACTIONS

**Introduction**

The LOSSAN Rail Corridor Agency coordinates planning and programming that 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. A LOSSAN membership roster is provided as Attachment 1.

The LOSSAN Joint Powers Board meets quarterly and the Technical Advisory Committee (TAC) meets generally every other month. SANDAG is staff to the LOSSAN Board and TAC. A summary of board actions from the September 20, 2002 meeting is provided as Attachment 2.

**SANDAG Actions Related to LOSSAN Board Actions**

Increasing the capacity and enhancing the reliability of our coastal rail corridor is a major component of the draft 2030 Regional Transportation Plan. Per the Board's direction in reviewing the preliminary draft, MOBILITY 2030, at their August 2, 2002 meeting, projects such as the Santa Margarita River Bridge Replacement and Second Main Track, are consistent with the 2030 RTP.

SANDAG is also a long-time supporter of intercity passenger rail service. At their June 28, 2002 meeting, the Board approved a resolution of support for a continued and stable funding source for Amtrak.

This item is provided as information.

# LOSSAN

## (LOS ANGELES – SAN DIEGO – SAN LUIS OBISPO RAIL CORRIDOR AGENCY)

## MEMBERSHIP

*This board is composed of elected officials representing rail owners, operators, and planning agencies along Amtrak's Pacific Surfliner corridor between San Diego and San Luis Obispo. LOSSAN is staffed by SANDAG. The objective of the agency is to coordinate planning and programs that increase ridership, revenue, reliability, and safety on the coastal rail line from San Luis Obispo to Los Angeles to San Diego.*

*The Los Angeles - San Diego – San Luis Obispo Rail Corridor Agency meets every quarter.*

*Staff contact: Linda Culp*
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**MEMBERS**

**Chair: Julianne Nygaard**
North County Transit Development Board

**Arthur Brown**
Orange County Transportation Authority

**Tom Wilson**
Orange County Transportation Authority

**Jacki Bacharach**
Los Angeles County Metropolitan Transportation Authority

**Beatrice Proo**
Los Angeles County Metropolitan Transportation Authority

**Jerry Rindone**
San Diego Metropolitan Transit Development Board

**Joe Kellejian**
San Diego Association of Governments

**Bill Davis**
Ventura County Transportation Commission

**Joni Gray**
Santa Barbara County Association of Governments

**Dave Ekbom**
San Luis Obispo Council of Governments

**Warren Weber**
Caltrans, Division of Rail

**Alternates**

**Harry Mathis**
San Diego Metropolitan Transit Development Board

**Brian Humphrey**
Ventura County Transportation Commission

**Susan Rose**
Santa Barbara County Association of Governments

**Fred Munroe**
San Luis Obispo Council of Governments

**Ex Officio Member**

**Richard Dixon**
Southern California Association of Governments

**Additional Technical Advisory Committee Members**

Amtrak

Burlington Northern Santa Fe

California Public Utilities Commission

Southern California Regional Rail Authority

Union Pacific

LOSSAN
LOS ANGELES - SAN DIEGO - SAN LUIS OBISPO RAIL CORRIDOR AGENCY

# *Board Actions: September 2002*



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## LOSSAN ADVOCACY STRATEGY

The Board of Directors received an update on the reauthorization of the Transportation Equity Act for the 21st Century (TEA-21), the nation's surface transportation law set to expire in September 2003. The Board approved the Principles for Reauthorization for TEA-21 developed by the California Association of Councils of Governments (CALCOG). These principles have been adopted by a number of organizations across the state including several LOSSAN member agencies.

The Board also discussed the principles advocated by the American Public Transit Association (APTA). Both the APTA and CALCOG principles provide a framework for reauthorization, with the APTA principles being more aggressive. For example, APTA calls for a doubling of funds for transit over the current authorization. The TAC will continue to monitor both efforts and report back to the Board.

The Board of Directors approved contacting the corridor's congressional delegation over the next several weeks as a way of introducing them to LOSSAN and the need to have the LOSSAN Corridor properly defined in the reauthorization legislation.

## LOSSAN PROJECT PRIORITIES

The Board of Directors approved the Technical Advisory Committee (TAC) recommendation to create a list of priority projects over the immediate term should new funding opportunities arise over this period. This list includes track, bridge, station, renovation, and customer-oriented projects along the six-county LOSSAN corridor that currently have matching funds (Table 1). Total funding needed is $348 million.

Funding opportunities could include funding available as part of the reauthorization legislation or state sources such as SB1856, which was recently signed by the Governor. SB 1856 is the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century which authorizes a $9.95 billion bond measure on the November 2004 ballot for voter approval. A portion of this funding would be available for intercity passenger rail and could mean an additional $70 million for the Pacific Surfliner intercity passenger service.

| Table 1<br>IMMEDIATE LOSSAN PROJECT NEEDS DURING THE REAUTHORIZATION PERIOD | | |
|---|---|---|
| *Project* | *Corridor Benefit*[1] | *County* |
| **Track and Bridge Projects** | | |
| Surf to Guadalupe Siding Extension and Track Improvements | Capacity/ Reliability | San Luis Obispo/ Santa Barbara |
| Los Angeles Union Station Run Through Tracks | Capacity/ Reliability | Los Angeles |
| Del Mar Bluffs Stabilization | Reliability | San Diego |
| Santa Margarita River Bridge Replacement and Second Track Project | Capacity/ Reliability | San Diego |
| **Station Projects** | | |
| Los Angeles Union Station Improvements (Ramps) | Capacity | Los Angeles |
| Solana Beach Station Parking Structure | Capacity | San Diego |
| Irvine Station Parking Structure | Capacity | Orange |
| Fullerton Station Parking Structure | Capacity | Orange |
| **Renovation and Other Projects** | | |
| Reconstruct Bridge 4th Crossing Arroyo Simi | Reliability | Ventura |
| ITS: Passenger Information Delivery System, Automated fare collection, and Global Positioning System enhancements | Customer | Corridorwide |
| Railroad Infrastructure Improvements | All | Corridorwide |

[1] Project exemplifies a major corridor benefit: *Reliability*: project improves operators' ability to consistently adhere to schedules; *Capacity*: project provides additional opportunities to increase service in the corridor; *Customer*: provides additional customer amenities.

**STATUS OF AMTRAK FUNDING AND LEGISLATION**

The Board of Directors received an update on efforts to secure Amtrak funding. Both the House and Senate recently passed legislation to continue Amtrak operations through September 2002. Amtrak continues to work to secure a $1.2 billion appropriation for FY 2003 operations. The Senate version currently includes this amount, and the House is expected to take up the legislation in late September.

Following the May 17, 2002 LOSSAN Board meeting, staff contacted each member agency and each of the corridor's 45 jurisdictions asking that they support the resolution for continued funding for Amtrak. A number of agencies and jurisdictions have passed resolutions or written letters of support to our federal delegation. Staff will continue to work with these agencies and jurisdictions.

**STATUS OF THE CALTRANS/CALIFORNIA HIGH-SPEED RAIL AUTHORITY (CHSRA) TECHNICAL STUDIES**

The Board of Directors received a report on technical studies underway by Caltrans and the CHSRA in the LOSSAN corridor between Los Angeles Union Station and downtown San Diego that will lead to a programmatic environmental impact report for each agency. (This Coastal Corridor is one of five identified by the CHSRA statewide.)

Work is progressing on three specific tasks, with the overall process set to conclude in the fall of 2003. First, the technical studies are well underway. The agencies have completed the draft plans and profiles for review by resource agencies as well as a number of LOSSAN member agencies. Both agencies intend to use these technical documents as a basis for a programmatic environmental impact report. Second, a scope of work is under development to detail a possible inland alternative to the coastal rail corridor in south Orange County. Third, a scope of work for a LOSSAN Strategic Plan also is under development and will serve as the umbrella document for the process.

**PACIFIC SURFLINER REPORT**

The Board received a report from Amtrak on intercity ridership and revenue on the *Pacific Surfliner* Corridor. For the past five months, ridership and revenue on the corridor have generally declined compared to the same period a year ago. The economy and the impact of September 11 are cited as reasons. A key statistic has been that on-time performance for 2002 continues to maintain levels around 90 percent.

The Board of Directors will next meet in December 2002 or early January 2003 at MTA. The next TAC meeting is scheduled for October 11, 2002 at MTA at 12:00 p.m.

October 10, 2002

AGENDA ITEM NO.: **3**

**Action Requested: INFORMATION**

*KEEP SAN DIEGO MOVING* PUBLIC OUTREACH RESULTS

## Introduction

SANDAG began an extensive public outreach and public involvement program on the 2030 Regional Transportation Plan (RTP) in June 2002. This effort also is promoting public awareness of the *TransNet* and Transportation Demand Management programs. The outreach program is being implemented in close coordination with Caltrans, MTDB, and NCTD.

Staff is implementing the program with consultant assistance from a full-service advertising, marketing, and public relations agency in San Diego. The agency has developed a comprehensive strategic marketing and public outreach program that includes radio, television, newspaper, outdoor, and bus advertising. Public information materials include brochures, a Web site, and an on-line and printed survey. In addition, a "Road Show" program has been developed for the public outreach efforts.

The public outreach program is taking SANDAG representatives to all corners of the region with the SANDAG Road Show. (See Attachment 1.)From Mexport in Otay Mesa, Juneteenth in Oceanside, Sycuan PowWow in Dehesa, Poway's Community Days, and to the Imperial Beach Sandcastle contest, SANDAG representatives are staffing the colorful, eye-catching booth where they interact with event-goers and distribute information, solicit feedback with a short survey, and answer questions. Brochures are provided that describe the 2030 RTP, *TransNet* program, and RideLink services. Between June 2002 through January 2003, the "Road Show" will appear at more than 30 events throughout the region.

## Discussion

### *Public Outreach Survey Results*

At all public outreach events, participants are invited to complete a brief (non-scientific) survey on transportation and traffic congestion. This same survey is on the KeepSanDiegoMoving.com Web site. Respondents are asked to rank from "very effective" to "not at all effective" ten strategies to Keep San Diego Moving during rush hours. Results to date from nearly 1,400 respondents show that respondents think flexible work hours would be very/somewhat effective (85%), followed by more transit (84% very/somewhat effective), and more carpools (80% very/somewhat effective). Telecommuting ranks high with a 79 percent very/somewhat effective ranking for reducing traffic during rush hours. Respondents ranked adding lanes to freeways as 77 percent very/somewhat effective while allowing solo drivers to pay to use carpool lanes received 55% very/somewhat effective. (See Attachment 2 for survey results.)

Other survey questions include "What are you willing/able to do at least one day a week to reduce traffic congestion during morning and afternoon rush hours?" Respondents gave commuting during non-rush hours (flexible work hours) a high score with 32 percent saying they "already do this" and another 42 percent saying they were very/somewhat likely to commute during non-rush hours. Riding public transit is already done by 21 percent of respondents with another 46 percent claiming they are very/somewhat likely to take public transit once a week during rush hours. Fifteen percent of respondents telecommute with another 40 percent saying they were very/somewhat likely to work from home.

***Public Outreach Advertising/Marketing/Media Relations***

The KeepSanDiegoMoving.com Web site was launched in July 2002 to highlight commute options, regional transportation programs, and our local transportation partners. More than 2,200 Web visits were recorded during July and August. KeepSanDiegoMoving.com is a key component of SANDAG's public information and outreach effort. The Web site helps solicit feedback on the 2030 Regional Transportation Plan, build awareness for *TransNet* projects, and encourage commute alternatives during rush hours – even just once a week. The Web site features an on-line survey to suggest solutions to reduce traffic congestion.

Advertising is appearing in community newspapers to help reach populations that traditionally do not participate in the transportation planning process. (See Attachment 3.) The advertising solicits feedback either via the KeepSanDiegoMoving.com Web site or the toll free phone number where the public can comment on the RTP or any other transportation issue. To date, more than 50 phone calls and 320 comments have been received. Advertisements appear in English, Spanish, and other languages as appropriate. The consultant also has secured additional news features in community newspapers with editorial coverage of transportation improvements in the communities as well as announcements about Road Show appearances.

Public outreach will continue through the release of the draft RTP. All survey results, phone and e-mail comments, and responses to public comment will be summarized in the final RTP.

**SANDAG COMMUNITY CALENDAR**

***SANDAG representatives are coming to your community. Look for the SANDAG booth at any of these events and stop by to learn about transportation projects and plans.***

***Check back – we will be adding events. Event times and locations are subject to change.***

| *Date* | *Event* | *Organization* | *Location* | *Hours* |
|---|---|---|---|---|
| 6/15 | Juneteenth | NAACP, North San Diego County Branch | Oceanside Pier | 10 a.m. – 5 p.m. |
| 6/22 | Padres Game | San Diego Padres | Qualcomm Stadium Section D-1 | 3:45 p.m - 6:45 p.m. |
| 6/25 | San Diego County Fair | 22nd District Agricultural Assn. | San Diego County Fairgrounds | 11 a.m. – 7 p.m. |
| 6/27 | Mexport | Otay Mesa Chamber of Commerce | 2515 Britannia Blvd., Britannia Corporate Center | 9 a.m. – 5 p.m. |
| 7/19 | Health & Lifestyle Expo | American Assets Management Company | 11512 El Camino Real | 11 a.m. – 1 p.m. |
| 7/20 | Sandcastle Competition | Imperial Beach Chamber of Commerce | Seacoast Drive, Imperial Beach | 9 a.m. - 6 p.m. |
| 7/28 | Target Grand Opening | Westfield Shoppingtowns | Westfield Shoppingtown Mission Valley | 10 a.m. - 5 p.m. |
| 8/3 | Padres Game | San Diego Padres | Qualcomm Stadium Section D-1 | 3:45 - 6:45 p.m. |
| 8/4 | National City Auto Heritage Show | National City Chamber of Commerce | Kimball Park | 10 a.m. – 3 p.m. |
| 8/18 | 2002 Grand Summer Festival | San Marcos Chamber of Commerce | Via Vera Cruz (between San Marcos Blvd. & Grand Ave.) | 9 a.m. – 5 p.m. |
| 8/21 | KPOP Big Band | San Diego Museum of Art | Balboa Park-San Diego Museum of Art | 5:30 p.m. – 7:30 p.m. |
| 8/25 | Celebrate Chula Vista | Chula Vista Chamber of Commerce | Marina View Park | 11 a.m. – 9 p.m. |
| 9/7 | Sycuan PowWow | Sycuan Tribe | Dehesa Road | 11 a.m. – 4 p.m. |
| 9/13 | Hispanic Heritage Night | Padres | Qualcomm Stadium, Gate K | 5 – 7 p.m. |
| 9/14 | Poway Community Days | City of Poway | 13094 Bowron Rd., Poway | 12 – 5 p.m. |
| 9/15 | Festival del Grito - Fiestas Patrias | | Coors Amphitheatre, Chula Vista | 11 a.m. – 4 p.m. |
| 9/28 – 9/29 | Adams Avenue Street Fair | Adams Avenue Business Association | Adams Avenue – between Bancroft and 35th Streets, San Diego | Saturday: 10 a.m.– 6 p.m.<br>Sunday: 10: a.m.– 6 p.m. |
| 10/3 | Westfield Shoppingtown UTC | Westfield Shoppingtowns | La Jolla Village Dr., San Diego | 11 a.m. – 3 p.m. |
| 10/10 | Westfield Shoppingtown Horton Plaza | Westfield Shoppingtowns | 4th and Broadway, San Diego | 3 – 7 p.m. |

Attachment 1

| *Date* | *Event* | *Organization* | *Location* | *Hours* |
|---|---|---|---|---|
| 10/19 | Miramar Air Show | MCAS | TBA | TBA |
| 10/26 | Westfield Shoppingtown Plaza Bonita | Westfield Shoppingtowns | National City | 11 a.m. – 3 p.m. |
| 11/3 | Carlsbad Village Fair | Carlsbad Chamber of Commerce | TBA | 8 a.m. – 4 p.m. |
| 11/14 | Westfield Shoppingtown North County Fair | Westfield Shoppingtowns | Escondido | 11 a.m. – 3 p.m. |
| 11/21 | Westfield Shoppingtown Parkway | Westfield Shoppingtowns | El Cajon | 11 a.m. – 3 p.m. |
| 11/23 | Plaza Camino Real | Westfield Shoppingtowns | Carlsbad | 11 a.m. – 4 p.m. |

Attachment 1

*Keep San Diego Moving*

**Survey Tabulation**

**How effective do you think each of the following would be to reduce traffic congestion in the San Diego region?**

| | Responses | % of Total |
|---|---|---|
| More carpools/vanpools | | |
| Very effective | 493 | 35.8% |
| Somewhat | 609 | 44.2% |
| Not at all effective | 197 | 14.3% |
| No opinion | 34 | 2.5% |
| No response | 45 | 3.3% |
| Flexible work hours | | |
| Very effective | 621 | 45.1% |
| Somewhat | 554 | 40.2% |
| Not at all effective | 126 | 9.1% |
| No opinion | 29 | 2.1% |
| No response | 48 | 3.5% |
| Telecommuting/Teleworking | | |
| Very effective | 586 | 42.5% |
| Somewhat | 496 | 36.0% |
| Not at all effective | 136 | 9.9% |
| No opinion | 85 | 6.2% |
| No response | 75 | 5.4% |
| More buses, trolleys, trains | | |
| Very effective | 700 | 50.9% |
| Somewhat | 464 | 33.7% |
| Not at all effective | 129 | 9.4% |
| No opinion | 26 | 1.9% |
| No response | 57 | 4.1% |
| Build new freeways | | |
| Very effective | 521 | 37.9% |
| Somewhat | 433 | 31.5% |
| Not at all effective | 297 | 21.6% |
| No opinion | 49 | 3.6% |
| No response | 75 | 5.5% |
| Add lanes to existing freeways | | |
| Very effective | 628 | 45.6% |
| Somewhat | 434 | 31.5% |
| Not at all effective | 238 | 17.3% |
| No opinion | 36 | 2.6% |
| No response | 41 | 3.0% |

| | Responses | % of Total |
|---|---|---|
| Allow solo drivers to pay to use carpool lanes | | |
| Very effective | 343 | 24.9% |
| Somewhat | 413 | 30.0% |
| Not at all effective | 494 | 35.9% |
| No opinion | 68 | 4.9% |
| No response | 59 | 4.3% |
| Add lanes to existing freeways just for carpools | | |
| Very effective | 505 | 36.6% |
| Somewhat | 525 | 38.1% |
| Not at all effective | 240 | 17.4% |
| No opinion | 34 | 2.5% |
| No response | 74 | 5.4% |
| Cash incentives to ride public transit, carpool, bike, or walk during rush hours | | |
| Very effective | 597 | 43.3% |
| Somewhat | 443 | 32.1% |
| Not at all effective | 234 | 17.0% |
| No opinion | 49 | 3.6% |
| No response | 55 | 4.0% |
| Build houses and businesses near areas served by public transit | | |
| Very effective | 502 | 36.4% |
| Somewhat | 481 | 34.9% |
| Not at all effective | 271 | 19.7% |
| No opinion | 72 | 5.2% |
| No response | 52 | 3.8% |

**What are you willing/able to do at least one day a week to reduce traffic congestion during morning and afternoon rush hours?**

| | Responses | % of Total |
|---|---|---|
| Carpool | | |
| Already do this | 331 | 24.0% |
| Very likely | 249 | 18.1% |
| Somewhat likely | 268 | 19.4% |
| Not at all likely | 369 | 26.8% |
| Don't know | 32 | 2.3% |
| No response | 129 | 9.4% |
| Vanpool | | |
| Already do this | 86 | 6.2% |
| Very likely | 187 | 13.6% |
| Somewhat likely | 247 | 17.9% |
| Not at all likely | 596 | 43.3% |
| Don't know | 80 | 5.8% |
| No response | 182 | 13.2% |

| | Responses | % of Total |
|---|---|---|
| Bike / walk | | |
| Already do this | 242 | 17.6% |
| Very likely | 164 | 11.9% |
| Somewhat likely | 177 | 12.8% |
| Not at all likely | 593 | 43.0% |
| Don't know | 37 | 2.7% |
| No response | 165 | 12.0% |
| Ride the bus, trolley, Coaster/train | | |
| Already do this | 286 | 20.8% |
| Very likely | 280 | 20.3% |
| Somewhat likely | 268 | 19.4% |
| Not at all likely | 369 | 26.8% |
| Don't know | 31 | 2.2% |
| No response | 144 | 10.4% |
| Telecommute/Telework | | |
| Already do this | 215 | 15.6% |
| Very likely | 334 | 24.3% |
| Somewhat likely | 218 | 15.8% |
| Not at all likely | 348 | 25.3% |
| Don't know | 100 | 7.3% |
| No response | 162 | 11.8% |
| Commute during non-rush hours | | |
| Already do this | 446 | 32.4% |
| Very likely | 392 | 28.5% |
| Somewhat likely | 190 | 13.8% |
| Not at all likely | 195 | 14.2% |
| Don't know | 40 | 2.9% |
| No response | 114 | 8.3% |
| **During rush hours, I travel to work or school:** | | |
| Solo Driver | 712 | 70.4% |
| Carpool/Vanpool | 105 | 10.4% |
| Public Transit | 58 | 5.7% |
| Walk | 96 | 9.5% |
| Bike | 40 | 4.0% |
| Doesn't apply | 155 | -- |

Total Responses = 1,378; data collected from July 1 – September 26, 2002.

This survey does not represent a scientific sample. Surveys are collected online at KeepSanDiegoMoving.com and from participants at community events throughout the San Diego region.

Attachment 3

# SANDAG
## Community Newspaper Schedule

| NEWSPAPER | JUNE | | | | JULY | | | | | AUGUST | | | | SEPTEMBER | | | | OCTOBER | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 3 | 10 | 17 | 24 | 1 | 8 | 15 | 22 | 29 | 5 | 12 | 19 | 26 | 2 | 9 | 16 | 23 | 30 | 7 | 14 | 21 | 28 |
| El Sol de San Diego | | | ■ | | | | | | | ■ | | | | | ■ | | | | | | | |
| La Prensa | | | | | ■ | | | | | | | ■ | | | | | | ■ | | | | |
| American Chinese Times | | | | | ■ | | | | | | | | | ■ | | | | ■ | | | | |
| Chinese News | | | ■ | | | | | | | ■ | | | | | | | | ■ | | | | |
| Philippine Mabuhay News | | | | | ■ | | | | | | | | | | | ■ | | | | ■ | | ■ |
| Nguoi Viet Liberty News | | | | | ■ | | | | | | | | | ■ | | | | ■ | | | | |
| Filipino Press | | | ■ | | | | | | | ■ | | | | | | | | ■ | | | | |
| Asian Journal | | | ■ | | | | | | | ■ | | | | ■ | | | | | | | | |
| San Diego Seniors | | | | | ■ | ■ | ■ | ■ | ■ | | | | | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ |
| Chula Vista Star News | | | | | ■ | | | | | | | | | ■ | | | | ■ | | | | |
| El Cajon/Lakeside/Alpine Gazette | | | | | | | ■ | | | | | | ■ | | | | | ■ | | | | |
| East County Californian | | | ■ | | | | | | | | | | | ■ | | | | | | ■ | | |
| Alpine Sun | | | ■ | | | | | | | | | | | ■ | | | | | | ■ | | |
| Indian Voices | | | | | ■ | ■ | ■ | ■ | ■ | | | | | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ |
| Ramona Sentinel | | | | | ■ | | | | | ■ | | | | | | | | ■ | | | | |
| San Diego Voice & Viewpoint | | ■ | | | | | | | | | | ■ | | | | | | | | | | ■ |
| Fallbrook/Bonsall Village News | | | ■ | | | | | | | ■ | | | | | | | | ■ | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| RADIO | | | ■ | ■ | | | ■ | ■ | | | ■ | ■ | | | ■ | ■ | | | ■ | ■ | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| CABLE TV | | | | | | | | | | | | | | | | | | ■ | ■ | ■ | ■ | ■ |
| | | | | | | | | | | | | | | | | | | | | | | |
| OUTDOOR | | | | | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | | | | | |

**San Diego Association of Governments**

# TRANSPORTATION COMMITTEE

October 10, 2002

AGENDA ITEM NO.: **5**

**Action Requested: APPROVE**

FREEWAY TO FREEWAY CONNECTORS STUDY

## Introduction

In February 2002, the Transportation Committee reviewed the criteria for updating the Freeway to Freeway Connectors Study and the draft study results, and asked staff to complete the final study report using 2030 forecast data. SANDAG and Caltrans staffs have completed the evaluation of the connectors based on the evaluation criteria shown in Attachment 1. The overall scores and ranks are provided in Attachment 2, the analysis is provided in Attachment 3, and the rankings are summarized as follows:

| Rank | Connectors | Points | | Rank | Connectors | Points |
|---|---|---|---|---|---|---|
| 1st | SR 56 West to I-5 North | 44 | | 6th | I-8 East to I-5 North (tie) | 27 |
| 2nd | SR 94 West to SR 125 North | 43 | | 6th | SR 125 South to SR 94 East (tie) | 27 |
| 3rd | I-5 South to SR 56 East (tie) | 41 | | 8th | I-15 North to SR 56 West | 26 |
| 3rd | I-5 South to SR 78 East (tie) | 41 | | 9th | I-5 North to SR 94 East | 21 |
| 5th | SR 78 West to I-5 South | 34 | | 10th | I-5 South to I-8 West | 19 |

## Recommendation

The Transportation Committee is asked to approve the use of the study for the development of the Draft 2030 Regional Transportation Plan, scheduled for release on October 25, 2002.

## Discussion

Updated project information has been used to finalize the Freeway to Freeway Connectors Study. In the calculation of the Cost Effectiveness (Traffic Usage) criterion, 2030 forecasts of average daily traffic (ADT) have been used in lieu of the 2020 ADT used in the draft report. In addition, the cost to complete estimates used in the two quantitative criteria have been updated for the two SR 94/SR 125 connectors. The revised costs for these two connectors include all necessary freeway improvements required to construct the connectors, consistent with the cost methodology for the other eight connectors studied. The four qualitative criteria have not changed since the February 2002 Transportation Committee meeting.

The methodology for calculating travel time savings was slightly modified. The previous methodology for calculating travel time savings per project proved difficult, because of the uncertainties of potential ramp metering effects and the relative short distance of the trips on the connectors. To resolve this issue, staff calculated the existing travel time using local roadways that provide the same move that the proposed freeway to freeway connector would provide. Future travel time along any proposed connector is assumed to be a zero because of the short trip distance. The travel time savings is considered to be the existing travel time along the local roadways.

# FREEWAY TO FREEWAY CONNECTORS STUDY
## Evaluation Criteria

| Quantitative Criteria | Description | Maximum Points |
|---|---|---|
| Cost Effectiveness (Traffic Usage) | 2030 Average Daily Traffic/ Cost to Complete | 16 |
| Cost Effectiveness (Travel Time Savings) | Travel Time Savings/ Cost to Complete | 16 |
| **Qualitative Criteria** | **Description** | |
| Serves Goods Movement/Truck Usage | Average Daily Truck Volume | 8 |
| Improves Traffic Safety | Historical freeway accident rates in vicinity | 8 |
| Minimizes Environmental Impacts | Community, historic, noise, biological impacts | 8 |
| Compatibility with Smart Growth | Mode connectivity, transit use, proximity to transit stations and smart growth areas | 8 |
| | **Total Points** | **64** |

# FREEWAY TO FREEWAY CONNECTORS STUDY

**Quantitative Criteria: Cost Effectiveness (Traffic Usage)**

Cost effectiveness is a measurement of project cost related to the amount of use the public will obtain from the improvement by the year 2030. The project cost includes environmental, engineering and construction expenses.

| Location | 2030 Average Daily Traffic | Cost (Millions $) | Cost Effective Factor | Quantitative Points |
|---|---|---|---|---|
| **1.** I-5/SR 94/SR 163 Complex | | | | |
| • I-5 North to SR 94 East | 20,451 | $180 | 0.16 | 3 |
| **2.** I-5/I-8 Interchange | | | | |
| • I-8 East to I-5 North | 12,306 | $110 | 0.16 | 3 |
| • I-5 South to I-8 West | 11,618 | $110 | 0.15 | 2 |
| **3.** SR 94/SR 125 Interchange | | | | |
| • SR 94 West to SR 125 North | 28,315 | $55 | 0.73 | 12 |
| • SR 125 South to SR 94 East | 34,583 | $65 | 0.76 | 12 |
| **4.** SR 56/I-5 Interchange | | | | |
| • SR 56 West to I-5 North | 23,343 | $55 | 0.60 | 10 |
| • I-5 South to SR 56 East | 23,533 | $65 | 0.51 | 8 |
| **5.** SR 78/I-5 Interchange | | | | |
| • SR 78 West to I-5 South | 33,360 | $65 | 0.73 | 12 |
| • I-5 South to SR 78 East | 45,744 | $65 | 1.00 | 16 |
| **6.** I-15/SR 56 Interchange | | | | |
| • I-15 North to SR 56 West | 13,466 | $120 | 0.32 | 3 |

**Ratings:**

The connector with the highest cost effectiveness is assigned a cost effectiveness factor of 1.00 and receives the maximum 16 points. Points for each of the other connectors are assigned based on their cost effectiveness relative to the highest ranked project.

# FREEWAY TO FREEWAY CONNECTORS STUDY

**Quantitative Criteria: Cost Effectiveness (Travel Time Saved)**

Cost effectiveness is a measurement of project cost related to the amount of travel time saved with connector as compared to existing routes along surface streets. The project cost includes environmental, engineering and construction expenses.

| Location | Existing Travel Time on Local Roadways (Minutes) | Cost (Millions $) | Cost Effective Factor | Quantitative Points |
|---|---|---|---|---|
| **1.** I-5/SR 94/SR 163 Complex | | | | |
| • I-5 North to SR 94 East | 7.0 | $180 | 0.50 | 8 |
| **2.** I-5/I-8 Interchange | | | | |
| • I-8 East to I-5 North | 8.5 | $110 | 0.99 | 16 |
| • I-5 South to I-8 West | 5.0 | $110 | 0.58 | 9 |
| **3.** SR 94/SR 125 Interchange | | | | |
| • SR 94 West to SR 125 North | 3.0 | $55 | 0.70 | 11 |
| • SR 125 South to SR 94 East | 2.1 | $65 | 0.41 | 7 |
| **4.** SR 56/I-5 Interchange | | | | |
| • SR 56 West to I-5 North | 4.3 | $55 | 1.00 | 16 |
| • I-5 South to SR 56 East | 4.7 | $65 | 0.91 | 15 |
| **5.** SR 78/I-5 Interchange | | | | |
| • SR 78 West to I-5 South | 3.8 | $65 | 0.75 | 12 |
| • I-5 South to SR 78 East | 2.1 | $65 | 0.41 | 7 |
| **6.** I-15/SR 56 Interchange | | | | |
| • I-15 North to SR 56 West | 3.6 | $120 | 0.39 | 6 |

**Ratings:**

The connector with the highest cost effectiveness is assigned a cost effectiveness factor of 1.00 and receives the maximum 16 points. Points for each of the other connectors are assigned based on their cost effectiveness relative to the highest ranked project.

# FREEWAY TO FREEWAY CONNECTORS STUDY

**Qualitative Criteria: Serves Goods Movement/Truck Usage**

The percentage of truck traffic on a facility is an indication of the projects which would best benefit moving goods in and through the region. The estimated truck percentages for the study locations are shown below.

| Location | Estimated Truck % | Truck Usage Points |
|---|---|---|
| **1.** I-5/SR 94/SR 163 Complex | | |
| • I-5 North to SR 94 East | 4% | 2 |
| **2.** I-5/I-8 Interchange | | |
| • I-8 East to I-5 North | 4% | 2 |
| • I-5 South to I-8 West | 4% | 2 |
| **3.** SR 94/SR 125 Interchange | | |
| • SR 94 West to SR 125 North | 4% | 2 |
| • SR 125 South to SR 94 East | 4% | 2 |
| **4.** SR 56/I-5 Interchange | | |
| • SR 56 West to I-5 North | 6% | 6 |
| • I-5 South to SR 56 East | 6% | 6 |
| **5.** SR 78/I-5 Interchange | | |
| • SR 78 West to I-5 South | 7% | 8 |
| • I-5 South to SR 78 East | 7% | 8 |
| **6.** I-15/SR 56 Interchange | | |
| • I-15 North to SR 56 West | 6% | 6 |

**Ratings:**

| Truck % Range | Points |
|---|---|
| 4 to 4.9% | 2 |
| 5 to 5.9% | 4 |
| 6 to 6.9% | 6 |
| 7 to 7.9% | 8 |

# FREEWAY TO FREEWAY CONNECTORS STUDY

**Qualitative Criteria: Improves Safety**

Safety on the existing freeway system is a primary criterion in evaluating the performance of the system. The Traffic Accident Surveillance and Analysis System (TASAS) was used to evaluate whether the study locations were below, at or above the statewide averages for these types of facilities. The table below shows the results.

| | TASAS Results | Safety Points |
|---|---|---|
| **1.** I-5/SR 94/SR 163 Complex | | |
| • I-5 North to SR 94 East | Below | 0 |
| **2.** I-5/I-8 Interchange | | |
| • I-8 East to I-5 North | Below | 0 |
| • I-5 South to I-8 West | Below | 0 |
| **3.** SR 94/SR 125 Interchange | | |
| • SR 94 West to SR 125 North | Much Above | 8 |
| • SR 125 South to SR 94 East | Below | 0 |
| **4.** SR 56/I-5 Interchange | | |
| • SR 56 West to I-5 North | Below | 0 |
| • I-5 South to SR 56 East | Below | 0 |
| **5.** SR 78/I-5 Interchange | | |
| • SR 78 West to I-5 South | Below | 0 |
| • I-5 South to SR 78 East | Above | 4 |
| **6.** I-15/SR 56 Interchange | | |
| • I-15 North to SR 56 West | Below | 0 |

**Ratings:**

| | |
|---|---|
| Below Statewide Average | 0 points |
| Above Statewide Average | 4 points |
| Much Above Statewide Average | 8 points |

# FREEWAY TO FREEWAY CONNECTORS STUDY

**Qualitative Criteria: Minimizes Environmental Impacts**

Environmental Impacts can be disruptive to the community and to existing ecosystems in the vicinity of transportation projects. Impacts can also increase the cost of projects and add to project delivery time. The following table shows the results of an evaluation of the environmental impacts of these projects.

| | Environmental Impact | Environmental Points |
|---|---|---|
| **1.** I-5/SR 94/SR 163 Complex | | |
| • I-5 North to SR 94 East | Major | 0 |
| **2.** I-5/I-8 Interchange | | |
| • I-8 East to I-5 North | Major | 0 |
| • I-5 South to I-8 West | Major | 0 |
| **3.** SR 94/SR 125 Interchange | | |
| • SR 94 West to SR 125 North | Minor | 8 |
| • SR 125 South to SR 94 East | Medium | 4 |
| **4.** SR 56/I-5 Interchange | | |
| • SR 56 West to I-5 North | Minor | 8 |
| • I-5 South to SR 56 East | Minor | 8 |
| **5.** SR 78/I-5 Interchange | | |
| • SR 78 West to I-5 South | Major | 0 |
| • I-5 South to SR 78 East | Medium | 4 |
| **6.** I-15/SR 56 Interchange | | |
| • I-15 North to SR 56 West | Minor | 8 |

**Ratings:**

| | |
|---|---|
| Major Impacts | 0 points |
| Medium Impacts | 4 points |
| Minor Impacts | 8 points |

# FREEWAY TO FREEWAY CONNECTORS STUDY

**Qualitative Criteria: Compatibility with Smart Growth Principles**

Smart Growth is the ability to encourage a compact, efficient, and environmentally sensitive pattern of development that provides people with additional travel, housing, and employment choices. Smart Growth can also focus future growth away from rural areas and closer to existing and planned job centers, transit areas, and public facilities.

| Location | Factor 1 | Factor 2 | Factor 3 | Factor 4 | Smart Growth Points |
|---|---|---|---|---|---|
| **1.** I-5/SR 94/SR 163 Complex | | | | | |
| • I-5 North to SR 94 East | ++ | ++ | ++ | ++ | 8 |
| **2.** I-5/I-8 Interchange | | | | | |
| • I-8 East to I-5 North | ++ | + | + | ++ | 6 |
| • I-5 South to I-8 West | ++ | + | + | ++ | 6 |
| **3.** SR 94/SR 125 Interchange | | | | | |
| • SR 94 West to SR 125 North | / | + | / | + | 2 |
| • SR 125 South to SR 94 East | / | + | / | + | 2 |
| **4.** SR 56/I-5 Interchange | | | | | |
| • SR 56 West to I-5 North | + | + | + | + | 4 |
| • I-5 South to SR 56 East | + | + | + | + | 4 |
| **5.** SR 78/I-5 Interchange | | | | | |
| • SR 78 West to I-5 South | / | / | + | + | 2 |
| • I-5 South to SR 78 East | / | / | + | + | 2 |
| **6.** I-15/SR 56 Interchange | | | | | |
| • I-15 North to SR 56 West | + | / | + | + | 3 |

**Rating:**

/: Neutral or Not Applicable, +: Supports Smart Growth, ++: Strongly Supports Smart Growth

Points determined based upon the sum of the '+', with a maximum of eight points.

Factor 1: Mode Connectivity – Number of modes project accommodates/connects including airport, seaport, heavy rail, light rail, city bus, regional bus, high occupancy vehicles.

Factor 2: Compatibility with Regional Transit Vision (RTV) – Proximity to planned RTV lines

Factor 3: Proximity to RTV station locations

Factor 4: Proximity to Smart Growth areas

Attachment 2

# FREEWAY TO FREEWAY CONNECTORS STUDY
## Overall Scores and Ranks

| | Quantitative Criteria (32 Pts.) | | | Qualitative Criteria (32 Pts) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Traffic Usage (16 pts.) | Travel Time Saved (16 pts.) | **Total Qualitative (32 pts.)** | Truck Usage (8 pts.) | Improves Safety (8 pts.) | Minimizes Environmental Impacts (8 pts.) | Compatibility with Smart Growth (8 pts.) | **Total Quantitative Points (32 pts.)** | **Total Points (64 pts.)** | **Final Ranking** | |
| **1 I-5/SR 94/ SR 163 Complex** | | | | | | | | | | | |
| I-5 North to SR 94 East | 3 | 8 | 11 | 2 | 0 | 0 | 8 | 10 | **21** | **9** | |
| **2 I-5/I-8 Interchange** | | | | | | | | | | | |
| I-8 East to I-5 North | 3 | 16 | 19 | 2 | 0 | 0 | 6 | 8 | **27** | **6** | **(tie)** |
| I-5 South to I-8 West | 2 | 9 | 11 | 2 | 0 | 0 | 6 | 8 | **19** | **10** | |
| **3 SR 94/SR 125 Interchange** | | | | | | | | | | | |
| SR 94 West to SR 125 North | 12 | 11 | 23 | 2 | 8 | 8 | 2 | 20 | **43** | **2** | |
| SR 125 South to SR 94 East | 12 | 7 | 19 | 2 | 0 | 4 | 2 | 8 | **27** | **6** | **(tie)** |
| **4 SR 56/I-5 Interchange** | | | | | | | | | | | |
| SR 56 West to I-5 North | 10 | 16 | 26 | 6 | 0 | 8 | 4 | 18 | **44** | **1** | |
| I-5 South to SR 56 East | 8 | 15 | 23 | 6 | 0 | 8 | 4 | 18 | **41** | **3** | **(tie)** |
| **5 SR 78/I-5 Interchange** | | | | | | | | | | | |
| SR 78 West to I-5 South | 12 | 12 | 24 | 8 | 0 | 0 | 2 | 10 | **34** | **5** | |
| I-5 South to SR 78 East | 16 | 7 | 23 | 8 | 4 | 4 | 2 | 18 | **41** | **3** | **(tie)** |
| **6 I-15/SR 56 Interchange** | | | | | | | | | | | |
| I-15 North to SR 56 West | 3 | 6 | 9 | 6 | 0 | 8 | 3 | 17 | **26** | **8** | |

San Diego Association of Governments

# TRANSPORTATION COMMITTEE

October 10, 2002

AGENDA REPORT NO.: **6**

**Action Requested: RECOMMEND**

DRAFT 2002 CONGESTION MANAGEMENT PROGRAM

## Introduction

At the August 2, 2002 meeting, the SANDAG Board of Directors accepted the draft 2002 update of the Congestion Management Program (CMP) for distribution and public review. Subsequent to the Board action, copies of the draft CMP were distributed to SANDAG technical committees and other interested parties, and presentations were made to a number of SANDAG committees and interested groups. The draft CMP also was posted on the SANDAG Web site and a noticed public hearing was held at the September 27th Board meeting.

SANDAG has received a number of written comments on the draft CMP. Attachment 1 summarizes comments received at the public hearing and comments submitted to SANDAG as of October 1 along with staff responses. Based upon a review of these comments and Board comments at the September 27th meeting, staff is proposing a number of revisions to the draft CMP including:

- Increased SANDAG and Caltrans participation the preparation of Deficiency Plans
- Clarification of the full mitigation goal
- A recommendation to fully automate CMP system monitoring

These proposed changes are further discussed later in this report.

## Recommendation

The Transportation Committee is asked to recommend that the SANDAG Board of Directors adopt the 2002 CMP Update, as revised, at its October 25, 2002 meeting.

## Discussion

The comments on the draft CMP focused primarily on three major topic areas: Deficiency Plans, 100% Project Mitigation Goal, and CMP roadway monitoring. A further discussion of these topics in terms of initial draft CMP recommendations, comments received, and proposed revisions to the program for adoption at the October 25th Board meeting is provided below.

*Deficiency Plans*

Deficiency Plans are required by State law for roadway segments that do not meet the CMP level of service (LOS) standard, which is currently LOS E. If a roadway segment was at LOS F when the initial 1991 CMP was adopted (grandfathered segment), then a Deficiency Plan is not legally required. In

accordance with State law, local jurisdictions are responsible for preparing and adopting Deficiency Plans and transmitting them to SANDAG for approval.

Initial Draft:

1) Preparation of Deficiency Plans for roadway segments not meeting the LOS standard would be the responsibility of local jurisdictions.
2) SANDAG would coordinate and monitor their development and provide technical support as required.
3) SANDAG would be responsible for preparing Deficiency Plans for "grandfathered" roadway segments operating at LOS F, which do not technically require Deficiency Plans.
4) Deficiency Plans would be due within one year of adoption of the 2002 CMP update.

Comments:

1) Since Deficiency Plans may cover multiple jurisdictions and are regional in scope, SANDAG should be responsible for preparing the Deficiency Plans.
2) Local jurisdictions do not have resources necessary to prepare Deficiency Plans, and therefore SANDAG should provide regional funds for plan preparation.
3) Responsibility for implementing deficiency plans should be clarified prior to CMP adoption.
4) Completion of Deficiency Plans within one year is not realistic given the need for interagency preparation, public review, possible environment review, and local agency adoption.

Revisions:

1) SANDAG and Caltrans would take joint lead responsibility for preparing Deficiency Plans for state freeways and highways, including "grandfathered" segments.
2) SANDAG and local jurisdictions would take joint lead responsibility for preparing Deficiency Plans for CMP arterials.
3) Deficiency Plans are to be initiated and substantial progress made within one year of 2002 CMP update adoption. The goal is to complete all Deficiency Plans within two years of 2002 CMP adoption.
4) Responsibility for implementing Deficiency Plan recommendations will be based, in part, on an agency's share of traffic causing the congestion and an evaluation of the proposed improvements.

An outstanding issue concerning the above recommendations is the source of funding for Deficiency Plan preparation. Current State law requires that local agencies prepare Deficiency Plans. It is anticipated that Deficiency Plans will build upon past or current regional and local studies where possible. In addition, as part of ongoing traffic monitoring and analysis in support of their general plans and capital improvement programs, local agencies already generate much of the information needed to prepare Deficiency Plans. However, it is recognized that some additional work may be required (e.g., additional traffic analysis or modeling, identification and evaluation of other additional mitigation measures).

In response to these concerns, SANDAG has agreed to take on a co-lead role in preparing Deficiency Plans. The source of funding for SANDAG's role in this effort is to be determined, but could include funds made available under new federal transportation funding legislation or possibly through Transportation Development Act funds. An amendment to the current FY 2003 Overall Work Program will be required if this effort is to begin this fiscal year.

*100% Project Mitigation*

As part of the normal CEQA environmental review process, significant new development project impacts are to be identified and corresponding mitigation provided. Review and approval of a project's environmental analysis, including proposed mitigation, is the responsibility of local jurisdictions. Local jurisdictions may approve a project without full mitigation due to "overriding considerations." CMP legislation requires a more focused examination of major project impacts on the CMP system and provides guidelines for this analysis.

Initial Draft:

1) 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 Mitigation Strategies" proposed in Chapter 5 of the CMP.

   - 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.

Comments:

1) This 100% mitigation goal is not enforceable and there must be a nexus between mitigation and the identified impacts.
2) Local jurisdictions do not have mechanisms or funding to collect fair share contributions for impacts to many state highways and/or CMP arterials.
3) The 100% mitigation goal needs to be clearly defined and explained to avoid being misunderstood.
4) It is recommended that, as part of SANDAG's work program for next fiscal year, a study be conducted to define a process and mechanism for dealing with project impact mitigation that incorporates traditional and non-traditional strategies.

Revisions:

1) It is the goal of the CMP that for all large projects as defined in the CMP, their significant impacts on the CMP system be fully mitigated through the mitigation strategies contained within the CMP, including adopted Deficiency Plan recommendations. Significant impacts are defined in the Traffic Impact Studies Guidelines (Table D-1 in the CMP).
2) It is recommended that SANDAG, as part of the development of the Integrated Regional Infrastructure Plan and Financing Strategies of the Regional Comprehensive Plan, determine the financing strategy for meeting the goals of the CMP.

*CMP Roadway Monitoring*

CMP legislation requires, at a minimum, a biennial evaluation of the CMP roadway system against the adopted CMP LOS standard. Caltrans is responsible for collecting traffic data and calculating the LOS for state highways. Local jurisdictions are responsible for collecting CMP arterial traffic data with SANDAG responsible for calculating the LOS with local agency review.

Initial Draft:
1) No change in CMP monitoring responsibilities.
2) Frequency of highway monitoring increased to once a year.

Comments:
1) Biennial requests for CMP arterial traffic data is not currently budgeted by most agencies; SANDAG should consider budgeting regional funds for this effort.
2) Technical issues concerning the method of traffic data collection and analysis should be referred to SANTEC for further discussion.
3) The Cities of Coronado, Escondido, and La Mesa have requested a re-examination of the CMP LOS analysis within their jurisdictions.

Revisions:
1) It will be the goal of the CMP, through the Regional Transportation Plan, to fully automate traffic data collection systems for the CMP system. Funding options for automated data collection will be brought back to the Board for consideration.

2) Issues concerning traffic data collection and analysis methodology will be referred to SANTEC for resolution prior to the start of the process to develop the 2004 CMP update.

3) Changes in the LOS analysis as a result of meeting with the Cities of Coronado, Escondido, and La Mesa will be evaluated and reflected in the final CMP.

4) With regard to the analysis on the Coronado Bridge, staff agrees that the impacts of toll collection should have been considered. Based upon a reexamination of 2001 traffic data and considering the effects of toll collection, the bridge was at LOS F from Interstate 5 to the toll collection plaza in 2002 and the final CMP will reflect this.

*CMP Relationship To Other Plans*

At the September 27th Board meeting, questions were raised by Board members concerning the manner in which the CMP would be integrated into other major SANDAG planning process such as the Regional Transportation Plan (RTP) and the Regional Comprehensive Plan (RCP). The CMP provides lower cost congestion management strategies that can be implemented in the near-term in advance of the more capital-intensive solutions contained within the longer range RTP. Conversely, the CMP, through Deficiency Plans, can identify longer-term improvements that can be incorporated into the RTP. Finally, through mitigation of new development, the CMP may reduce future congestion that will need to be addressed in the RTP.

One of the focuses of the RCP is to develop recommendations to implement smart growth principles that help reduce congestion and improve the quality of life. As these recommendations are developed and approved, they will be integrated into the CMP as additional tools to manage

congestion. Many of the areas targeted for Deficiency Plans also are focus areas for smart growth development. Through close coordination with land use agencies, Deficiency Plans can further integrate land use and transportation planning by recommending congestion mitigation strategies that are supportive of smart growth principles.

**Next Steps**

Additional comments on the draft CMP received after October 1 will be summarized in the October 25th Board report. Additional guidance concerning CMP implementation, including preparation of Deficiency Plans, will be provided to local agencies at CMP workshops later this year following adoption of the 2002 CMP update.

Attachment 1

# Draft 2002 CMP Update Comments and SANDAG Responses

| Name/Agency | Date | Comments | SANDAG Response |
|---|---|---|---|
| Mark J. Ochenduszko,<br>City Manager<br>City of Coronado | 08/20/02<br>(Letter) | 1) 1999 CMP update showed portions of SR 75 and SR 282 operating at LOS F, yet the 2002 CMP shows these segments at LOS D. Since traffic has increased since the last CMP, why would the LOS be less? | For the 1999 CMP update, a different methodology was used to evaluate LOS on the Coronado Bridge that took into consideration the effects of delays caused by toll collection. For the 2002 CMP update, there was a return to the original methodology used in CMP updates prior to 1999 that did not consider the effects of toll collection. Staff agrees that the effects of toll collection delay should have been considered in the 2002 CMP update. Based upon a reexamination of the 2002 CMP LOS analysis, considering impacts of toll collection, SR 75 is at LOS F from I-5 to the former toll collection plaza and would necessitate the preparation of a Deficiency Plan. With the removal of toll collection in July, 2002, the LOS on the bridge is expected to improve although there will likely be worsening of LOS on the 3rd and 4th Streets and Orange Avenue portions of SR 75. Changes in SR 75 LOS due to the removal of toll collection will be reflected in the 2004 CMP update. |
| | | 2) The Toll Removal EIR indicated that several SR 75 segments and intersection were operating at LOS E/F. Why would the 2002 CMP update show a different LOS? | Different methodologies were used to calculate LOS in the draft CMP (segment analysis) and the Toll Removal EIR (intersection analysis). In addition, data used in both analyses were collected on different dates. |
| Toni Bates,<br>Director of Planning<br>MTDB | 09/12/02<br>(Letter) | 1) Chapter 4, Transit Monitoring, Page 29 – The "Service Routing" standard is currently based on a percentage of housing units within ¼ & ½ mile of transit stops. A better indicator would be a percentage of population within ¼ & ½ mile. | Agreed. The final CMP will reflect this change. |
| | | 2) Chapter 4, Transit Monitoring, Page 30 – The "Service Frequency" standards for MTDB & NCTD should be re-evaluated in light of changes in land use and population characteristics for each service area. | The current "Service Frequency" performance measure will be replaced by the proposed corridor level performance measures discussed on Page 42 of the draft CMP. |
| | | 3) Chapter 4, Transit Monitoring, Page 30 – The "Service Frequency" standards do not reflect the unique characteristics of suburban service. | See previous response. |
| | | 4) Chapter 4, Transit Monitoring, Page 30 & 37 – There is an inconsistency in the NCTD "Limited Stop Express" service standard shown in Exhibit 4-3 (30 minutes) and Table 4-5 (60 minutes). | Table 4-5 is in error; the NCTD, "Limited Express Stop" services the standard should read 30 minutes. The final CMP will be corrected and revised to note that NCTD is not meeting this standard. |

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| Toni Bates,<br>Director of Planning<br>MTDB<br>(Continued) | 09/12/02<br>(Letter) | 5) Chapter 4, Opportunities for Improvement, Page 39 – The CMP recommends that transit performance measures should include "average cost" (i.e., passenger fare). Fares are set by MTDB, not at the regional level and this measure should not be used as a new performance measure. | Although a performance measure based on "average cost" was considered, it is not included in the transit performance measures proposed on Page 42 of the draft CMP. |
| | | 6) Chapter 4, Opportunities for Improvement, Page 39 – Since ridership is affected by the amount of service provided, a better basis for a ridership-based performance measure would be ridership per unit of service provided (e.g., passengers per mile or hour). | Upon adoption of the 2002 CMP update, SANDAG will work closely with both MTDB and NCTD in defining the CMP transit corridors and refining the corridor-based performance measures. This issue will be addressed at that time. |
| | | 7) Chapter 4, Opportunities for Improvement, Page 39 – Care should be taken when calculating the level of transit service within a CMP transit corridor. Merely averaging route frequencies (as proposed in the draft CMP) may not give a true picture of the effective corridor transit frequency. | See previous response. |
| | | 8) Appendix B, Transit Monitoring Guidelines, Page 97 – The proposed CMP transit corridor analysis should 1) be consistent with the CMP roadway system; 2) include only routes that operate a significant portion of their service within the defined CMP transit corridor; and 3) be consistent with the MTDB Lifeline Service Plan. | See previous response. |
| San Diego Traffic Engineer's Council (SANTEC) | 9/20/02<br>(Letter) | The 17 comments provided by SANTEC mirror the 17 comments provided below by CTAC. | See comments below. |
| Cities/County Transportation Advisory Committee (CTAC)<br><br>*At a joint meeting on September 26, CTAC and the Regional Planning Working Group endorsed the September 20 CTAC letter with modifications as noted.* | 09/26/02<br>(Letter) | 1) Deficiency Plans for the State Highways: The proposed CMP places responsibility on local jurisdictions for preparing Deficiency Plans for state highways that they have no control over. This issue should be addressed to the satisfaction of the local jurisdictions and agencies before CMP plan approval. It is recommended that SANDAG and/or Caltrans take the lead in preparing Deficiency Plans for the State highways. | Staff is now proposing that SANDAG and Caltrans jointly be responsible for preparing Deficiency Plans for state highways with substantial input from local jurisdictions. For CMP arterials, it is proposed that SANDAG and local jurisdictions be jointly responsible for preparing Deficiency Plans. Local agency participation in preparing Deficiency Plans is critical since local agencies have control over land use decisions impacting the CMP network, and they are responsible for adopting Deficiency Plans under CMP legislation. |
| | | 2) Corridor Approach: The need for Deficiency Plans is identified on a segment-by-segment basis. The cause of congestion on the segment may be the result of features outside of the given segment. The preparation of several different Deficiency Plans by different local jurisdictions and agencies along a corridor may result if a segment approach is followed. In order to ensure consistency and to increase the efficiency in the preparation of Deficiency Plans, a corridor approach should be used in the identification of the need for Deficiency Plans and in their preparation. | The draft CMP already proposes grouping individual deficient roadway segments into common areas or corridors. Refer to Section 3 of Appendix H, Deficiency Plan Guidelines, page 149. At the start of the Deficiency Plan process, all affected parties will be part of the process to define the Deficiency Plan study areas. |

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| Cities/County Transportation Advisory Committee (CTAC) (Continued) | 09/26/02 (Letter) | 3) CEQA: The adoption of Deficiency Plans by a local jurisdiction may be subject to the California Environmental Quality Act (CEQA) and it should be clarified. | Assembly Bill 298 (1995-96 Session) exempts projects developed as part of the congestion management program from CEQA requirements (Section 21080(b)(13) of the State Public Resources Code). Deficiency Plans, are elements of the CMP. Implementation of specific projects from a Deficiency Plan may be subject to CEQA. |
| | | 4) Timeline for the preparation of Deficiency Plan: The proposed CMP establishes a one-year requirement to complete a Deficiency Plan. This may not be adequate to ensure coordination among affected jurisdictions/agencies, public review, CEQA documentation as necessary and adoption by the local jurisdictions. It is recommended that this requirement be modified to state that preparation of the Deficiency Plan is initiated within a year and substantial and/or continual progress is made on its preparation. It is further recommended that an initial CMP model prototype be prepared that can then be used as a sample for the preparation of other Deficiency Plans. | Staff concurs with the proposal that within one year of 2002 CMP update adoption, work on Deficiency Plans be initiated and that substantial progress be made. Staff also is proposing a goal to complete all required Deficiency Plans within two years of 2002 CMP update adoption.<br><br>Appendix H of the draft CMP contains guidelines for the preparation of Deficiency Plans. Following adoption of the CMP update, a series of local agency workshops will be held covering the CMP requirements. Included will be a thorough discussion of Deficiency Plan requirements, including examples of plans prepared by other agencies. |
| | | 5) Addition or Deletion to CMP Roadway System: Chapter 4 of the plan indicates the CMP roadway system "shall include all state highways and principal arterials". The plan should define CMP arterials and establish criteria for adding and deleting them from the regional system. At present they are simply identified as a subset of the regional arterial system. | Chapter 4 of the draft CMP, pages 40-41, contains proposed guidelines for adding new routes to the CMP system. Once added to the CMP system, State law prohibits their removal. |
| | | 6) Gaps in the Transportation Network: The plan does not address gaps in the region's transportation network. These should be considered when failing arterials are identified and Deficiency Plans are required. | As discussed in the response to Question #2, deficient segments will be grouped into common areas or corridors for purposes of preparing Deficiency Plans. Completing gaps in the system may be part of proposed solutions to addressing congestion. |
| | | 7) LOS Self Certification Methods: The plan indicates San Diego completed floating car studies to determine arterial level of service. Caltrans, District 11, is responsible for calculating LOS on state highways. These and/or other forms of self-certification should be available to all agencies if they desire. | When preparing the 2002 CMP update, only the City of San Diego requested approval of an alternative LOS calculation methodology. This issue will be referred to SANTEC for further discussion, with the goal of resolving this matter prior to the 2004 CMP update. However, care should be taken to ensure that alternative methodologies provide comparable LOS analyses. |
| | | 8) Funding Biennial Updates: The plan mandates biennial updates of traffic volumes as well as other data. These activities are not currently budgeted by most agencies. SANDAG should consider budgeting regional funds for these studies. | In the 2030 RTP, SANDAG is recommending that automated traffic data collection systems be expanded to all CMP highways and arterials. Funding options for authomated data collection will be brought back to the Board for consideration. |

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| Cities/County Transportation Advisory Committee (CTAC) (Continued) | 09/26/02 (Letter) | 9)Forms for Arterial Monitoring Guidelines: Arterial Monitoring Guidelines (Appendix A) need to be reviewed by SANTEC to ensure consistency in data acquired from the agencies. | The forms in Appendix A were used to obtain local traffic data for the CMP update and are consistent with prior requests for traffic data. This issue will be referred to SANTEC for further discussion with the goal of resolving this matter prior to the 2004 CMP update. |
| *Additional joint CTAC/RPWG comment.* | | 10)Funding the Preparation and Implementation of Deficiency Plans: Preparation and implementation of Deficiency Plans for failing arterials and State highways will be expensive and expend significant amounts of staff time. It is assumed that neither of these is currently budgeted by the agencies that will be responsible for them. SANDAG should consider budgeting regional funds for preparation of these plans.<br><br>It is further recommended that SANDAG provide an analysis of the costs associated with the preparation of deficiency plans for arterials, for review and recommendation by CTAC and Regional Planning Working Group (RPWG) regarding whether they should be funded locally or regionally. | The CMP legislation does not provide funding for preparing Deficiency Plans, which have been a requirement since 1991. As part of normal local jurisdiction and regional transportation planning, much of the information to prepare Deficiency Plans may already exist. It is anticipated that Deficiency Plans will be based on past, current, or near-term transportation studies or plans and as such, additional agency resource requirements should be minimized. In addition, as noted in response to Comment #1, it is proposed that SANDAG and Caltrans take a significant role in assisting local jurisdictions in preparing Deficiency Plans.<br><br>Until study areas of individual Deficiency Plans are defined (see response to Comment #2), and work plans developed, it is not be possible to estimate their cost. |
| Cities/County Transportation Advisory Committee (CTAC) (Continued) | 09/20/02 (Letter) | 11)Project Impact Mitigation: The proposed CMP would establish a 100% mitigation requirement for large project impacts. This is not appropriate or enforceable. Projects mitigate their impacts as per CEQA. There must be a nexus to obtain mitigation and mitigation must be proportionate to their impacts. Caltrans and several local jurisdictions currently do not have mechanisms to collect fairshare contributions for impacts to many State highways and/or CMP arterials. Future projects also have not been identified in many corridors. The preparation of Deficiency Plans may assist in the future in establishing these mechanisms. Until this is done, it is recommended that the term 100% mitigation be deleted and the CMP just discuss mitigation. | The draft CMP is not establishing a 100% requirement; it recommends a 100% mitigation goal. It is the responsibility of local jurisdictions to approve project mitigation and to monitor its implementation. The draft CMP recommends that a project sponsor and the approving agency make a concerted effort to fully mitigate all the significant project impacts on the CMP system using both conventional and alternative congestion mitigation strategies. Significant impacts are defined in Table D-1 (page 115) of Appendix D (Traffic Impact Studies Guidelines) of the draft CMP. |
| *Additional joint CTAC/RPWG comment.* | | The goal needs to be clearly defined and explained to avoid being misunderstood. The CMP goal should instead be to return LOS of a roadway segment to non-deficient condition. At the same time, details regarding project level impact mitigation should be thoroughly discussed and studied separately. In this regard, it is recommended that, as part of SANDAG's work program for next fiscal year, a study be conducted to define a process and mechanism for dealing with project impact mitigation that incorporates traditional and non-traditional strategies. | Low-cost options available to mitigate project impacts include establishing carpool/vanpool incentive programs, subsidizing transit passes, establishing telework programs, or constructing bicycle facility improvements. Another option proposed to achieve full mitigation is to implement, in full or in part, the recommendations of an adopted Deficiency Plan. This only applies to development projects located within the defined study area of an adopted Deficiency Plan.<br><br>Preparation and implementation of Deficiency Plan recommendations is the mechanism to return a roadway to a non-deficient condition. |

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| Cities/County Transportation Advisory Committee (CTAC) (Continued) | 09/20/02 (Letter) | | The current (FY 2003) SANDAG work program includes funding for a consultant study to prepare a model TDM program/ordinance and a toolbox of congestion mitigation strategies. Use of these additional mitigation tools is a matter of negotiation between the project sponsor and the approving agency. |
| Cities/County Transportation Advisory Committee (CTAC) (Continued) | 09/26/02 (Letter) | 12)Mitigating Project Impacts: The proposed CMP states, "If project impacts are not fully mitigated early in the project approval phase, the transportation system will experience greater congestion in the future that will require more expensive solutions." This statement is not necessarily true and it should be removed or modified. Furthermore, the CMP intends that a project, among alternatives, "build or contribute funds toward construction of adequate roadway and/or transit improvements" to fully mitigate impacts. Accounting for deposits of this nature will be difficult and an un-funded expense. | Comment noted, but SANDAG staff still believes that traffic caused by new development needs to be mitigated. The issue is whether traffic is mitigated at the onset of a development or in the future.<br><br>As noted in response to Comment #11, the mechanism to assign a "fair share" of a recommended Deficiency Plan improvement to an individual new development project would be a matter of negotiation between the project sponsors and the approving agency. This is consistent with the current CEQA process. |
| | | 13)Adoption of Traffic Impact Study Guidelines: Traffic Impact Study Guidelines provided in Appendix D appear to be those prepared by the joint SANTEC/ITE committee. It is important to note that to date, no local jurisdictions or agencies have officially adopted these guidelines for mandatory use. Approval of the plan containing them could infer agency adoption. | The 2000 Traffic Impact Study Guidelines were prepared with support of local jurisdictions and endorsed by SANTEC for incorporation into the 2002 CMP update as guidelines, not standards. They provide a standardized basis for evaluating the impacts of new development on the CMP system. These guidelines replace earlier guidelines that were incorporated into the 1996 CMP update. |
| | | 14)Adoption of Smart Growth Policies: As above, in Chapter 5 the Regional Comprehensive Plan preparation infers agreement with certain smart growth policies. Funding priorities are recommended for agencies implementing these policies. To date, few agencies have general plans adopted in support of this concept. | To date all local jurisdictions have adopted resolutions supporting smart growth, and four local jurisdictions are currently updating their general plans, incorporating varying degrees of smart growth. As part of the Regional Comprehensive Plan, additional policies and guidelines in support of smart growth will be developed with local agency review and approval. The SANDAG Board has supported smart growth as the basis for the 2020 and 2030 RTPs, and as a criterion for 2002 STIP funding decisions. |

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| Cities/County Transportation Advisory Committee (CTAC) (Continued) | 09/26/02 (Letter) | 15)Deficiency Plans for 1991 Segments: Early in the CMP it is suggested that arterials identified as failing in the 1991 plan are "grandfathered" and agencies are exempt from Deficiency Plan preparation. In Chapter 8, Deficiency Plans, it is proposed that SANDAG "take the lead in preparing Deficiency Plans for these segments" with other agencies and districts assisting. Responsibility for implementing these Deficiency Plans should be clarified prior to CMP approval. These segments should be included in the corridor approach for Deficiency Plan preparation. These congested segments may be a contributing cause to congestion downstream. In the preparation of action plans, these segments will always compete and may even have higher priority for regional transportation funding dollars than needed improvements identified in future CMP Deficiency Plans. It does not make sense to separate out these segments. | Although CMP legislation makes a distinction between roadway segments not meeting the CMP LOS standard and those that are exempt ("grandfathered") from this requirement, SANDAG proposes that Deficiency Plans be prepared for all segments operating at LOS F as noted in the comment. In defining individual Deficiency Plan study areas (see response to Comment #2), the distinction between legislatively defined deficient segments and "grandfathered" segments will be transparent.<br><br>Local and regional implementation responsibilities will be defined in each Deficiency Plan and will be based on an assessment of the source of contributing traffic and the nature of the individual recommendations. |
| | | 16)Multi-Agencies Agreements: Appendix F (Government Code) of the draft CMP addresses situations where impacts caused by more than one local jurisdiction are identified. This section indicates if, "according to the agency's methodology, it is determined that more than one local jurisdiction is responsible for causing a deficient segment or intersection, all responsible local jurisdictions shall participate in the development of the plan." Further it requires the "agency" to establish a conflict resolution process. It is recommended that this process be predetermined and agreed to by all agencies prior to CMP approval. One approach would be to have SANDAG take the lead, with active participation from the local jurisdictions and agencies, in the preparation of Deficiency Plans. This approach has proved successful in the preparation of the SR 67/SR 125 and SR 94 corridor studies. | Appendix H, Deficiency Plan Guidelines, provides guidelines for determining multi-jurisdictional participation in Deficiency Plans (page 150). Appendix H also contains a conflict resolution process (Section 10, page 153). |
| | | 17)Inter-regional Travel Impact: The CMP should address inter-regional travel impact. Although inter-regional travel can and should be excluded from the calculations that mandate local-agency-sponsored Deficiency Plans and mitigation costs, the region as a whole should address congestion caused by inter-regional travel. | CMP legislation allows interregional trips to be excluded when preparing Deficiency Plans. Interregional travel, however, is considered when calculating the biennial Level of Service analysis and in the development of the Regional Transportation Plan. |

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| Hon. Lori Pfeiler,<br>Mayor<br>City of Escondido | 09/25/02<br>(Letter) | 1) The portion of I-15 between Via Rancho Parkway and El Norte Parkway has been incorrectly designated with a "D" Level of Service. A more accurate representation would be an "F" Level of Service. Acknowledged that LOS F designation would require Deficiency Plan, but the CMP should acknowledge deplorable commute through Escondido. Request that staff reexamine base data used to calculate LOS. | SANDAG and Caltrans staff will be meeting with City of Escondido staff to reexamine the traffic data used to calculate the LOS on I-15 in Escondido. Any changes resulting from this meeting will be incorporated into the final CMP. |
| Eric Ruehr<br>VRPA Technologies | 09/25/02<br>(E-Mail) | 1. I believe that the Draft 2002 CMP Update incorporates current principles and standards related to congestion management planning in the San Diego region, and it should be adopted pending any minor comments discovered during the review process. | Comment noted. |
| | | 2. There is a minor error on page 41, where Balboa Avenue is referred to as former SR 209 instead of former SR 274. | Error noted and will be corrected. |
| | | 3. The CMP uses LOS E as its level of service standard and the SANTEC/ITE Traffic Impact Study Guidelines recommend LOS D in urban areas and LOS C in rural areas. At first glance, it would appear that the level of service standards should be consistent between the CMP and the TIS Guidelines. However, there may be valid reasons why the LOS standards are different. It may be helpful to supply some background in the text on this issue. Alternatively, it may be appropriate to address this issue in future CMP updates. | Comment noted. This will be addressed in an update to the Traffic Impact Study Guidelines to be undertaken later this fiscal year. |
| Kathy Feilen<br>Engr. Project Manager<br>City of La Mesa | 09/26/02<br>(Letter) | 1. The traffic flow on Fletcher Parkway does not agree with the analysis performed by SANDAG (in the CMP). An April 2000 BRW, Inc. LOS analysis of the intersections on Fletcher Parkway at Baltimore Drive and Jackson Drive shows them operating at LOS D. | SANDAG staff will be meeting with City of La Mesa staff to reexamine the traffic data used to calculate the LOS on Fletcher Parkway. |
| Robert T. Johnson,<br>Deputy City Engineer<br>City of Carlsbad | 09/26/02<br>(Letter) | 1. The proposal for SANDAG and Caltrans to take the lead in preparing Deficiency Plans for freeways and state highways is supported. | Comment noted. |
| | | 2. Preparation of Deficiency Plans for local roadways will require cooperation and coordination among several cities and/or the County of San Diego. A deficiency in one city is not generally the result of circulation circumstances isolated in that city. Consequently, a corridor approach among multiple agencies is required in the preparation of a Deficiency Plan. SANDAG is best suited to take the lead in preparation of corridor Deficiency Plans. SANDAG, through its regional transportation leadership role, can bring the impacted local agencies together to assist in preparation of the plans. It would place a city in an untenable position to be responsible for a Deficiency Plan that is required to offer mitigation measures when the solutions needed are outside the city and beyond their control. | As proposed in Appendix H, Deficiency Plan Guidelines, a sub-area or corridor approach will followed when preparing Deficiency Plans. The Plans will be a multi-agency effort with SANDAG taking a co-lead responsibility for all Deficiency Plans with substantial local agency involvement. One of SANDAG's roles would be to ensure that the plans are prepared in a coordinated manner and all sources of congestion be fully investigated with responsibility for mitigation based, in part, upon this analysis. This coordinated plan development approach should minimize instances of one agency being responsible for mitigation measures outside of its control. |

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| Robert T. Johnson<br>Deputy City Engineer<br>City of Carlsbad<br>(Continued) | 09/26/02<br>(Letter) | 3. Technical components of the CMP update, such as how the level of service should be calculated, should be referred back to SANTEC for refinement. | Staff concurs. Technical issues such as refinements to the LOS calculation methodology and forms used to collect basic traffic data will be referred to SANTEC for review and comment prior to development of the 2004 CMP update. |
| | | 4. If multiple methodologies of calculating the level of service are permissible, such as the City of San Diego using the floating car method, then all agencies should have the option of choosing which method to use. | This issue will be referred to SANTEC for further discussion with the goal of resolving this matter prior to the 2004 CMP update. However, care should be taken to ensure that alternative methodologies provide comparable LOS analyses. |
| | | 5. Regionwide there needs to be a greater emphasis on "non-structural" solutions to providing congestion relief. SANDAG should place a greater emphasis on the development of realistic TDM measures that can work in the region and not only encourage local agency endorsement of the same, but take an active role in their eventual implementation through incentives and other strategies. | Agreed. The CMP encourages non-traditional solutions to congestion. The current (FY 2003) SANDAG work program includes funding for a consultant study to prepare a model TDM program/ordinance and a toolbox of congestion mitigation strategies. Local jurisdictions will be closely involved in this work to ensure that practical solutions that can work in the region are recommended. Through the regional RideLink Program, financial incentives are already provided for the formation of vanpools, and rideshare matching and employer assistance are available The draft CMP recommends higher funding priority for projects or programs that support the CMP. |
| | | 6. The calculated Level of Service on the CMP network in Carlsbad differs from our previously calculated levels of service under the Growth Management Plan. This a result of different methodologies used. Portions of the Carlsbad road network are indicated as not meeting the CMP standard, yet these road segments are built to the full General Plan designated width. The deficiency is a result of regional traffic volumes on the arterials, which Carlsbad has no control over. SANDAG analyzes the intersection under the HCM methodology and applies the result to the remainder of the corridor using the planning analysis section. It is suggested that if a deficiency is noted with the "first blush" planning analysis method, then a detailed corridor analysis takes place evaluating the actual constructed road segment, actual volumes, capacity and operational characteristics. An intersection deficiency requires different mitigation than a road segment that is built-out to its final configuration. | As noted in response to Comment #2, Deficiency Plans will evaluate all sources of congestion and responsibility for mitigation would be based, in part, upon this analysis.<br><br>Proposed Deficiency Plan mitigation will be developed jointly with local jurisdictions and will be tailored to the unique characteristics of each transportation facility. |

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| Robert T. Johnson<br>Deputy City Engineer<br>City of Carlsbad<br>(Continued) | 09/26/02<br>(Letter) | 7. If the level of service is not met and the appropriate Deficiency Plan is implemented and completed within two years of the time of the next monitoring report is prepared, it may found that mitigations took place and the level of service complies with the CMP. What is the status of the Deficiency Plan that was prepared? | Whereas the purpose of the Deficiency Plan is to bring a roadway segment into conformance with the current LOS standard, logic would dictate that the Plan should look into the future in order to maintain or improve the segment LOS in response to population growth and changes in land use. As such, the Deficiency Plan should be maintained and updated as another congestion management strategy. |
| Robert Hoffman<br>Private Citizen | 09/27/02<br>(Public Hearing) | 1. The CMP has no substance and nothing to do with the real world. | Disagree. |
| Dutch van Dierendonck<br>Private Citizen | 09/27/02<br>(Public Hearing) | 1. The CMP should take into consideration the impacts of the proposed regional airport and should consider the benefits of traffic circles/roundabouts. | The CMP assumes the Lindbergh Field as the current airport location. In the course of evaluating alternative regional airport sites, traffic impacts will be evaluated.<br><br>Traffic circles (a.k.a., roundabouts) will be evaluated in the development of the CMP toolbox of strategies. |
| Ed Wimmer,<br>City Engineer<br>City of Lemon Grove | 09/20/02<br>(Letter) | 1. The proposed CMP places responsibility on local jurisdictions for preparing Deficiency Plans for local arterials. The philosophy is that the jurisdiction has land use decision-making capability and therefore should be responsible for those ramifications. However, this is not always the case. An agency may have a fully developed arterial (according to its General Plan) that could be identified for a Deficiency Plan due to regional traffic impacts (land development in adjacent jurisdictions). In this case, the congestion could be caused by land use decisions that occur outside of the city's boundaries. Since the arterial is regional in nature, Deficiency Plans should be funded with regional funds. Therefore, the jurisdiction could take the lead in preparing the Deficiency Plans for local arterials, but that effort should be funded with regional funds. | In defining the Deficiency Plan study area and scope of work, the sources of traffic impacting the deficient segment will be evaluated. Local jurisdictions contributing traffic to the congested segments will be asked to participate in the plan development along with SANDAG and this will effectively result in a regional approach to the study. Determine the financing strategy for meeting the goals of the CMP. |
| Siavash Pazargadi,<br>Senior Traffic Engineer<br>City of San Diego | 09/26/02<br>(Letter) | 1. <u>Seasonal Variation of Traffic Data</u> Exhibit A-1 of Appendix A includes a table that shows data collection for the purpose of Arterial Monitoring to be from January to December of odd numbered years. We suggest that data collection by all jurisdictions be done on the same predetermined dates. Such timing automatically addresses some of the points made in the general instruction section of the same appendix. It also provides a snapshot of the traffic volumes on the identified arterials that may not experience the same traffic volumes in different seasons of the year.<br><br>We recommend that SANDAG consider installation of permanent data collection sensors at the Arterial | Staff concurs with the comment regarding establishing a common traffic data collection timeframe. This issue will be referred to SANTEC for their review and recommendation.<br><br>Regarding ongoing data collection, as proposed in the draft 2030 RTP, SANDAG is recommending that automated traffic data collection systems be expanded to all CMP highways and arterials. This system would build upon the current joint Caltrans and University of California at Berkeley effort to automate highway performance monitoring using freeway loop detectors through the Performance Measurement System (PeMS) program. When fully implemented, these systems will |

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| Siavash-Pazargadi,<br>Senior Traffic Engineer<br>City of San Diego<br>(Continued) | 09/26/02<br>(Letter) | Monitoring Stations to transmit the needed information, such as volume, speed, and vehicle classification, on demand. The recommendations that are listed to be implemented upon adoptions of the 2002 CMP, such as "Improve Frequency of Roadway Monitoring" and "Address Trends in Congestion" will be automatically addressed by an automated data collection system. This will insure that seasonal fluctuation of traffic will not negatively influence the data. | provide much of the information noted in the comments. |
| | | 2. Multi-Jurisdiction Issues Due to elimination of some freeways in some neighboring jurisdictions, there is an undue level of congestion along some freeway segments within San Diego City boundaries. In order to determine the fair share cost of conducting a Deficiency Plan and mitigating the deficiencies, we recommend that a pre-determined process be established prior to the CMP plan adoption by the Board. Such process should specify the methodologies by which the fair share contribution of traffic from each jurisdiction can be determined. It should also have SANDAG as the lead agency for conflict resolution. The regional transportation model should be used to identify the sources of traffic on the congested links. Available tools to assist in such fair share determinations include select zone and select link runs of the traffic model. | Appendix H (Deficiency Plan Guidelines) touches upon this issue by establishing guidelines for multi-jurisdictional participation in preparing Deficiency Plans page 150). As part of the follow-up workshops upon adoption of the CMP, this issue will be discussed in greater detail. One option is to base a share of Deficiency Plan preparation costs based upon the fair share contribution of traffic noted in the comment.<br><br>Appendix H also recommends that SANDAG, through the Cities/County Transportation Advisory Committee and the Transportation Committee, resolve conflicts arising from the Deficiency Plan process (Section 10, page 153). |
| | | 3. Interregional Traffic Inter-regional traffic constitutes a substantial part of the overall traffic congestion on some freeways in San Diego, especially the I-15 corridor. The issue of inter-regional traffic should be discussed in the CMP plan. The CMP plan should allow for exclusion of the traffic from outside San Diego County when conducting a Deficiency Plan. | Interregional traffic is included in the biennial monitoring of the CMP roadway system, although not evaluated separately. The impacts of interregional traffic are also considered in the Regional Transportation Plan.<br><br>CMP legislation excludes interregional traffic when preparing Deficiency Plans. However, Deficiency Plans could still evaluate the impacts of interregional traffic on congestion, although the Deficiency Plans would not be required to mitigate this traffic. This information would be available for incorporation into the Regional Transportation Plan. |
| Paul Vo,<br>Acting Senior<br>Transportation Engineer<br>City of Oceanside | 09/25/02<br>(Letter) | 1. The CMP places the responsibility of preparing Deficiency Plans for regional arterials on the local jurisdictions. Since the Deficiency Plans affect interregional jurisdictions, it is recommended that SANDAG take the lead in preparing the Deficiency Plans. | Staff is recommending that SANDAG take co-lead responsibility for preparing Deficiency Plans for state highways (Caltrans would be the other co-lead) and CMP arterials (local agencies would be the other co-leads). |

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| Paul Vo,<br>Acting Senior<br>Transportation Engineer<br>City of Oceanside<br>(Continued) | 09/25/02<br>(Letter) | 2. What would happen when the Deficiency Plan identifies that the mitigation would be needed in another jurisdiction? | Responsibility for implementing Deficiency Plan recommendations will be based, in part, on an assessment of the source of traffic causing the congestion and an assessment of the nature of the proposed improvements. This would be addressed in each individual Deficiency Plan. |
| | | 3. Preparation of Deficiency Plans and implementation of mitigation could be time consuming and expensive. SANDAG should consider budgeting funds to handle these activities. | It is anticipated that Deficiency Plans will build upon past or current studies where possible and this should minimize costs in preparing the plans. |
| | | 4. It is recommended that the procedures for preparing Deficiency Plans for State Highways be clearly defined to include input from local jurisdictions. The mitigation measures defined in the Deficiency Plans could adversely impact the local jurisdictions. | Deficiency Plan preparation will be a coordinated effort involving all agencies impacted by or contributing to a congested roadway. There will be substantial local input. |
| | | 5. The CMP mandates the biennial updates of traffic data. Many local jurisdictions do not have the resources to do so. It is recommended that SANDAG install smart loops on regional arterials to monitor traffic volumes. | In the past local agencies have budgeted funds to meet the biennial traffic data collection requirement as part of their ongoing traffic monitoring programs. As proposed in the draft 2030 RTP, SANDAG is recommending that automated traffic data collection systems be expanded to all CMP highways and arterials. |
| | | 6. It is not feasible to implement 100% mitigation for large projects impacts. | The draft CMP recommends that, as a goal, project sponsors and the approving agencies make concerted efforts to fully mitigate all the significant project impacts on the CMP system using both conventional and alternative congestion mitigation strategies. |

**San Diego Association of Governments**

# TRANSPORTATION COMMITTEE

October 10, 2002

AGENDA ITEM NO.: **7**

**Action Requested: INFORMATION**

I-5 / GENESEE AVENUE / SORRENTO VALLEY ROAD
INTERCHANGES - PROJECT STUDY REPORT STATUS UPDATE

## Introduction

The City of San Diego, Caltrans, and SANDAG are jointly preparing a Project Study Report (PSR) to develop solutions to existing congestion and projected traffic demands at Genesee Avenue and Interstate 5, Sorrento Valley Road and Interstate 5, and along Interstate 5 between these two interchanges. The PSR will incorporate all three of these major elements in developing alternatives that will provide a comprehensive solution for congestion in the study area. The PSR is the official programming document for Caltrans and is required before state and federal funds can be programmed in the Regional Transportation Improvement Program (RTIP) for subsequent development of the project(s).

Opportunities for improving traffic operations have been investigated by previous studies. The Sorrento Valley Circulation Study looked at the Sorrento Valley Road and Interstate 5 interchange as well as circulation around the Sorrento Valley area. Previous Genesee Avenue studies have focused on improvements needed for widening the Genesee Bridge over Interstate 5 to accommodate widening of Genesee Avenue on either side of the bridge. Alternatives developed in those studies are being brought forward for consideration in this study along with other preliminary alternatives developed in the initial analysis of the study area.

## Discussion

Past studies have not looked at the interrelationship of improvements proposed by the other studies nor have they considered all of the improvements anticipated that are just outside the study area. A few of these in-progress improvements are the Carmel Mountain Interchange with Interstate 5, the extension of Carroll Canyon Road, and the construction of Vista Sorrento Parkway. The permanent closure of Sorrento Valley Road from Carmel Mountain Road to Carmel Country Road is another recent development that will be taken into account. In addition, UCSD, the University Town Center mall, and the Sorrento Valley area all have plans for expansion that will affect traffic in the study area. Other associated studies that are being considered in the development of this PSR are the on going Mid-Coast Transportation Study and the Regional Transit Vision approved by the Board of Directors in November 2001. Close coordination with transit will be maintained throughout this study to insure overall mobility is maximized.

Staff will present the conceptual alternatives currently under review to the Transportation Committee. The final results of the study will be presented to the Transportation Committee in early 2003. It will be important for this project to be completed by early 2003 to allow it to be considered as a candidate project for TEA-21 re-authorization and the *TransNet* sales tax extension.