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Metropolitan Transit System

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Mary Sessom
San Diego County Regional Airport Authority

Advisory Members

Pedro Orso-Delgado
District Director, District 11
California Department of Transportation

Bill Figge
Deputy District Director, District 11
California Department of Transportation

Gary L. Gallegos
Executive Director, SANDAG



TRANSPORTATION COMMITTEE AGENDA

Friday, July 16, 2004
9 a.m. – 12 Noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego, CA 92101-4231

AGENDA HIGHLIGHTS

- **2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**
- **"MANAGING" THE I-15 MANAGED LANES**
- **FREEWAY SERVICE PATROL**

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

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TRANSPORTATION COMMITTEE

Friday, July 16, 2004

ITEM #	RECOMMENDATION
+ 1. APPROVAL OF JUNE 18, 2004 MEETING MINUTES	APPROVE
2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS	
Members of the public will have the opportunity to address the Transportation Committee on any issue within the jurisdiction of the Committee. Speakers are limited to three minutes each. Committee members also may provide information and announcements under this agenda item.	
CONSENT ITEMS (3 THROUGH 5)	
+ 3. INTERREGIONAL TRAVEL BETWEEN THE SAN DIEGO REGION AND IMPERIAL COUNTY (Karen Lamphere)	INFORMATION/ POSSIBLE ACTION
On June 4, 2004, the Transportation Committee received the draft final report on the Interstate 15 (I-15) Interregional Partnership, with western Riverside County and requested for similar information about interregional travel between San Diego and Imperial Counties. This report summarizes travel data available from Caltrans and the 2000 Census, and details SANDAG's efforts to obtain grant funding to establish new interregional partnerships with surrounding regions.	
+ 4. REGIONAL ARTERIAL SYSTEM - SCHEDULE EXTENSION (Jose Nuncio)	APPROVE
At its June 3, 2004, meeting, the Cities/County Transportation Advisory Committee recommended approval of a schedule extension for the improvement project at the State Route 163/Clairemont Mesa Boulevard interchange. This City of San Diego Regional Arterial System project had its environmental document approved in March 2004. The schedule extension would move the Construction Contract Award milestone date from October 2004 to July 2005, a nine-month delay.	
+ 5. FEDERAL TRANSPORTATION ENHANCEMENT ACTIVITIES (TEA) PROGRAM: QUARTERLY PROGRESS REPORT (Sookyung Kim)	INFORMATION
In March 2000, the SANDAG Board of Directors approved the allocation of TEA funds to nine projects and directed the Transportation Committee to receive progress reports on a quarterly basis. This quarterly progress report covers the period April to June 2004 for the nine federal TEA program-funded projects. Three projects are complete and the other projects are on schedule.	
+ 6. TRANSPORTATION PROGRAM FUNDING UPDATE (Jose Nuncio)	INFORMATION/ POSSIBLE ACTION
This update contains the latest actions leading up to approval of the 2004 State Transportation Improvement Program (STIP). It also includes discussion on the Traffic Congestion Relief Program (TCRP) and the latest state budget proposals.	

REPORTS

- + 7. **PUBLIC HEARING: 2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) (Sookyung Kim)** RECOMMEND
- SANDAG, as the Metropolitan Planning Organization (MPO), is required by state and federal laws to develop and adopt an RTIP every two years. The 2004 RTIP, a multi-year program of proposed major highway, arterial, transit, and nonmotorized projects, including the *TransNet* Program of Projects, covers Fiscal Years 2005 to 2009, and is due to the state by August 1, 2004. At the June 18, 2004, meeting, the Transportation Committee released the draft 2004 RTIP including the draft Air Quality Conformity Analysis and the draft air quality re-determination of the 2030 Revenue Constrained Regional Transportation Plan for public review and comment. This public hearing is to accept public testimony. Upon the conclusion of the public hearing, the Transportation Committee is asked to direct staff to finalize the 2004 RTIP, including any significant public comments, and recommend the adoption of the final 2004 RTIP to the Board of Directors.
- + 8. **FREEWAY SERVICE PATROL: STATUS REPORT ON CURRENT PROJECTS (Derek Toups)** INFORMATION/
POSSIBLE ACTION
- SANDAG staff will provide a status report on the Freeway Service Patrol (FSP) Program. The presentation will include information on a pilot project that is underway to expand FSP service that was made available by a three year, \$1.5 million dollar grant from San Diego SAFE. SANDAG contracts directly with vendors to operate a fleet of FSP tow trucks that help stranded motorists in need, assist with traffic accidents, and provide rapid removal of disabled vehicles and debris from congested urban freeway segments. The pilot project will enable the program to add additional service to existing FSP beats at a lower price by utilizing pick-up trucks to supplement the existing tow trucks.
- + 9. **INTERSTATE 15 (I-15) MANAGED LANES AND MOVEABLE BARRIER TECHNOLOGY (Dean Hiatt)** INFORMATION/
POSSIBLE ACTION
- The concept of managed lanes is to operate a "freeway within a freeway" that can be adjusted to increase mobility and decrease overall travel times within the corridor. A key component of this concept is the use of moveable barriers. Machines will relocate movable concrete barriers and change the number of lanes in each direction to provide more lanes in the peak traffic direction. This technology is similar to the Coronado Bridge movable barrier system but with faster transfer times. Caltrans will present the latest information on the Barrier Transfer Machine Technology and how the system will operate within the I-15 Managed Lanes.
10. **SPRINTER PROJECT UPDATE (Jack Boda; NCTD Staff)** INFORMATION/
POSSIBLE ACTION
- NCTD staff will give a presentation on the status of the SPRINTER Rail Line Project (Oceanside-to-Escondido) and the construction bids received on July 7, 2004.

11. **UPCOMING MEETINGS**

INFORMATION

The two Transportation Committee meetings originally scheduled for Friday, August 6, 2004, and Friday, August 20, 2004, are canceled. If possible, Committee members should keep these dates open in the unlikely event that the Chair needs to call an emergency meeting.

The next meeting will be Friday, September 3, 2004 at 9 a.m.

12. **CLOSED SESSION: PURSUANT TO GOVERNMENT CODE SECTION 54956.8 – CONFERENCE WITH REAL PROPERTY NEGOTIATORS**

Property: Assessor Parcel No. 483-021-29, located in the City of Santee

Negotiators: Tim Allison and Chip Willett (for SANDAG); Leonard Zlotoff (for property owner, the Zlotoff Family Trust)

Under Negotiation: Purchase price of subject property

13. **ADJOURNMENT**

+ next to an agenda item indicates an attachment

TRANSPORTATION COMMITTEE

July 16, 2004

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS

Meeting of June 18, 2004

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

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Councilmember Jim Madaffer (City of San Diego) and a second by Vice Chair Mickey Cafagna (North County Inland), the Transportation Committee approved the minutes from the June 4, 2004, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Pedro Orso-Delgado, Caltrans District 11 Director, provided a status report on the Laurel Street Bridge fire. He said that they don't know exactly what caused the fire; however, all lanes of State Route (SR) 163 were reopened late yesterday afternoon (June 17, 2004).

Chuck Lungerhausen, a member of the public, said that it appears to him that San Diego County could become another Laughlin if it allows Native Americans to open casinos off the reservation. He said that if this comes about, it would make sense to place these casinos on transit rights-of-way. He was not in favor of the proposal, but said that SANDAG should be involved on the ground floor should this situation occur. He stated that this would be just another complication that our transportation system will have to handle.

CONSENT ITEMS (3 through 6)

3. 2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) AMENDMENT NO. 19 (APPROVE – RESOLUTION 2004-24)

The SANDAG Board, at its meeting on June 28, 2002, adopted the 2002 Regional Transportation Improvement Program (RTIP), the five-year program of major transportation projects in the San Diego region covering the period from FY 2003 to FY 2007. Amendment No. 19 includes requests for changes submitted by the City of Escondido and two projects from SANDAG. The Transportation Committee is asked to adopt Resolution No. 2004-24 approving Amendment No. 19 to the 2002 RTIP.

4. SENIOR TRANSPORTATION PROGRAM UPDATE (INFORMATION/POSSIBLE ACTION)

On March 5, 2004, the Transportation Committee adopted three recommendations from the Senior Transportation Task Force to improve and better coordinate transportation services for seniors. The recommendations included short, mid-, and long-term programs. The short-term program consists of an educational effort to inform seniors of existing services, and three pilot programs that would better coordinate existing senior service resources. The mid-term program would develop an Action Plan for senior services, and the long-term program is a mini-grant for senior services included in the *TransNet* reauthorization expenditure plan. This report provides an update on the short-term program recommendations.

5. TRANSPORTATION DEVELOPMENT ACT (TDA) CLAIM AMENDMENT FOR CITY OF EL CAJON (APPROVE)

The Metropolitan Transit System (MTS) submits one TDA claim on behalf of all operators in its service area. An agreement between MTDB and the cities that used to receive TDA funds stipulates that any unused TDA balances held by the jurisdictions would be available for eligible TDA projects. The City of El Cajon has requested \$10,000 from its unallocated TDA reserve for its mural project at the Transit Center on Marshall Avenue. The MTS Board, at its meeting on June 10, 2004, approved amending its TDA claim to include the El Cajon request. The Transportation Committee is asked to approve this claim amendment.

6. FY 2005 TRANSPORTATION DEVELOPMENT ACT (TDA) ALLOCATIONS (RECOMMEND)

The Transportation Development Act (TDA) provides ¼ percent of state sales tax for operating and capital support of public transportation systems and nonmotorized transportation projects. SANDAG, as the designated Regional Transportation Planning Agency (RTPA), is responsible for the allocation of TDA funds to the region's cities and transit operators. This report presents the allocation requests for the TDA Article 3, Article 4, Article 4.5, and Article 8 claims, and one State Transit Assistance (STA) claim. The Transportation Committee is asked to recommend that the SANDAG Board of Directors approve the FY 2005 TDA allocations and the FY 2005 Productivity Improvement Goals at its June 25, 2004, meeting.

Action: Upon a motion by Councilmember Bob Emery (Metropolitan Transit System [MTS]) and a second by Councilmember Madaffer, the Transportation Committee approved Consent Items 3 through 6, including Resolution No. 2004-24.

REPORTS

7. TRANSPORTATION DEVELOPMENT ACT (TDA) TRIENNIAL PERFORMANCE AUDIT (APPROVE)

Staff reported that once every three years, the TDA requires SANDAG, as the Regional Transportation Planning Agency (RTPA), to commission a performance audit of each transit operator that receives TDA funds. This audit covers the period FY 2001-2003. The conclusions and recommendations along with an overview are included in Attachment 1 to

the agenda item, and copies of the final performance audit are available upon request. Ms. Cyndy Pollan from Booz-Allen & Hamilton was introduced to present the audit findings.

Ms. Pollan stated that the performance audit requirements include determining the progress in implementing prior audit recommendations; compliance with Public Utilities Commission (PUC) requirements; and the efficiency, effectiveness, and productivity of operations. The audit results indicate that 28 recommendations have been implemented, 4 continue to be implemented, and 4 are no longer relevant. The performance measurements included: cost efficiency, cost effectiveness, service productivity, and labor productivity. Ms. Pollan stated that on the whole, performance trends showed declining efficiency, effectiveness, and productivity. She explained that ridership decreased for a variety of reasons including military deployments out of the area and the implementation of a fare increase.

Ms. Pollan noted that several MTS operators showed improvements in all five indicators. She reviewed the operator audit recommendations for each of the six operators: Chula Vista Transit (CVT), MTS multimodal services, National City Transit (NCT), North County Transit District (NCTD), San Diego Transit Corporation (SDTC), and San Diego Trolley, Inc. (SDTI). The overall performance trends for SANDAG were positive and all of the prior recommendations have been implemented. There were four new recommendations for SANDAG's consideration: (1) focus efforts on achieving increased efficiencies and ensure effective communication, (2) work with MTS and NCTD to establish a coordinated strategy for delivering transit services, (3) work with transit operators to develop a common performance improvement and reporting program, and (4) coordinate with MTS and NCTD and assist them in efforts to improve transit marketing programs.

Chair Kellejian noted that "VSH " in the table on page 9, is an acronym for "vehicle service hours." He said that the trend shown in this report is somewhat disturbing. However, he pointed out the performance of the rural service is significantly different. Ms. Pollan stated that normally the rural services would not be broken out but because of the transition related to the incorporation of CTS by MTS, there was a need to follow the trends and follow-up from recommendations from the previous audit. Next year there will be a consolidated audit.

Chair Kellejian said that the rural piece of the workers compensation costs are a small piece of the overall picture. Staff said that the rural area has gone through a major change which is one of the reasons there are drastic changes to the figures in the audit. The recommendations from the rural study were implemented during the audit time.

Chair Kellejian said he was happy to see the ridership increase for the Coaster. He noted that the figures for passengers per mile and passengers per hour have decreased due to initiation of Friday night and Petco Park service. Ms. Pollan agreed that the additional service at this point is not as productive as the commuter service.

Vice Chair Cafagna asked how the reasons for the ridership decline are determined. Ms. Pollan stated that information is provided to by the staffs of the transit agencies, and is verified by known results of past fare increases and the familiarity with the fare elasticity's impact to ridership.

Vice Chair Cafagna asked how efficiencies in the system are evaluated. Ms. Pollan responded that the transit operators have service plans where they review each route every year.

Chair Kellejian noted that at NCTD the threshold for productive service is 15 passengers per hour. If this threshold is not met then the route is considered for elimination.

Vice Chair Cafagna cautioned that as we go through our *TransNet Extension* campaign, these issues may be magnified by those who believe we are putting too much money into transit.

The Executive Director pointed out that these are the numbers based on the system we have today and the challenge is to improve the service to make it more reliable.

Chair Kellejian reminded the Committee members that SANDAG does not handle the operations; that is up to the transit agencies. They will evaluate a route and if it is not productive, they will make various adjustments to the service in an attempt to improve the productivity.

Paul Jablonski, Executive Director of MTS, stated that there are a number of ways to evaluate performance and productivity. We need to look at the indicators as a whole. When you evaluate routes you have to group types of services together.

Councilmember Emery said that through the Joint Committee on Regional Transit (JCRT), we are working to develop a revised evaluation procedure that will be uniform throughout the whole SANDAG area. At present there are different methods used by MTS and NCTD.

Leon Williams, Chairman of MTS, stated that in the past, MTS has tried to serve the needs in a service area. Some of these situations need to be evaluated and the decision made to move the most people with the funding that we have. That has not been our policy in the past. We have tried to serve everyone.

Mayor Pro Tem Phil Monroe (South County) was not satisfied with the audit conclusions. He felt that there should be more detailed information related to recommended actions to correct the deficiencies. He did agree that the B-10 and B-12 reports should be reconciled. He noted that MTS is trying to put all of the buses through a special inspection. The preliminary reports are that the number of miles between breakdowns has increased; this is a positive trend.

Councilmember Jack Dale (East County) did not understand what the audit was supposed to tell us that we didn't already know.

Councilmember Madaffer asked if the audit takes into consideration on-time performance.

Ms. Pollan responded that this audit was a high-level performance audit, not a fiscal audit. There is more detailed performance indicators included in the report, and there are recommendations noted for improving ridership and cost indicators.

Councilmember Madaffer asked if the on-time record is included in the performance indicators. Ms. Pollan replied that it is considered.

Councilmember Madaffer indicated his support for performance audits, but said the key is what you do with the data. He wondered if there is a way we can ask additional questions to improve efficiency. He asked that this be considered in future reports.

Chair Kellejian noted that it is the operator's responsibility to ensure that service is on time.

Mr. Jablonski agreed that on-time performance is a prime operational issue that the MTS Board is very much involved in. He didn't see a problem with reporting to the Transportation Committee on on-time performance. In fact, a fair amount of that data is compiled by SANDAG.

Councilmember Dale asked what actions can be taken to improve ridership. Ms. Pollan replied that an increased focus on marketing could help. She said that when transit budgets decline, marketing efforts are always the first programs that are reduced or eliminated. The transit operators should continue to look at line-specific service to determine if adjustments can be made to improve ridership. She noted that ridership is impacted by service and fare decisions. Transit operators should continue to review service delivery decisions on an ongoing basis to achieve the balance between providing service and increasing productivity.

Councilmember Dale asked if we are spending less on marketing efforts than other regions. Ms. Pollan said she didn't have any information on other regions' marketing budgets, but noted that marketing is one of the programs that are eliminated in tight budgets.

Vice Chair Cafagna stated that what is needed is a second report that provides suggestions on what can be done to correct these situations. Staff stated that the report does show what has been recommended and what has been implemented. Other detailed performance indicators, as part of the B-10 report, are presented on a quarterly basis. Those more detailed reports will be coming to the Transportation Committee on a regular basis.

Mayor Pro Tem Monroe appreciated the fact that there should be more of a focus on marketing. He felt that consultants should tell us whether our decisions are clear or not, whether our actions and methods are appropriate, and if we have effective strategies to correct the deficiencies.

Staff said that these items are covered as part of our service evaluation. Booz-Allen & Hamilton did what was asked of them. Based on this discussion, we can expand the task to include the other detailed performance measures in future audits.

Mayor Pro Tem Monroe asked that staff send him an email notifying him of the cost of the performance audit (\$95,000).

Staff pointed out that we have a performance improvement program that provides detailed information. It will show a lot more of the operating data. Staff has been working with the operators and this information will be presented to the Transportation Committee.

Councilmember Emery cautioned the Committee to not get bogged down in the details of the operations.

Action: Upon a motion by Vice Chair Cafagna and a second by Councilmember Emery, the Transportation Committee authorized the SANDAG Executive Director to take the following actions: (1) transmit the performance audit report of SANDAG to the Director of the State Department of Transportation as required; (2) implement the performance audit recommendations pertaining to SANDAG's TDA activities; and (3) transmit the other recommendations to the transit operators for implementation.

8. DRAFT 2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) (ACCPT FOR DISTRIBUTION)

Staff reported that a major component of the RTIP includes the state and federally funded transportation projects approved by the California Transportation Commission (CTC). The CTC normally adopts the 2004 State Transportation Improvement Program (STIP) and State Highway Operation and Protection Program (SHOPP) in April of each even-numbered year. However, due to the uncertainty in both federal and state transportation funding, the CTC has delayed the adoption of the 2004 STIP until August 5, 2004, four days after the 2004 RTIP is due to the State. The Transportation Committee recommended and the Board adopted SANDAG's 2004 STIP at its meeting on February 27, 2004, which included the use of Grant Anticipation Revenue Vehicle (GARVEE) bonds to complete major transportation projects. However, the CTC later requested that SANDAG revise its 2004 STIP without assuming any GARVEE financing as the Commission would not make any decisions on the GARVEE program until after it adopts the 2004 STIP at its meeting on August 5, 2004. As a result, the Board adopted a revised 2004 STIP (Option A – pay as you go) at its May 28, 2004, meeting. The draft 2004 RTIP includes this revised 2004 STIP. The final 2004 RTIP is due to the State by August 1, 2004. SANDAG intends to pursue the GARVEE bonds. If they are approved, the 2004 STIP will be amended.

The Executive Director reported that on June 17, 2004, the CTC held its STIP hearings in Southern California. We laid the groundwork with the Commission to adopt the STIP it is working on right now. We want to be in the position to GARVEE SR 905 and SR 52. About 75 percent of the funds come directly to the region and 25 percent are state discretionary funds. He felt that we would be in a good position for funding. In addition, when the Governor finalizes negotiations on Indian gaming, there may be funds directed to transportation as payback from the state for funds it took from transportation sources.

Action: Upon a motion by Councilmember Emery and a second by Councilmember Judy Ritter (NCTD), the Transportation Committee accepted the draft 2004 RTIP including the draft Air Quality Conformity Analysis and the 2030 draft Revenue Constrained Air Quality Redetermination of the Regional Transportation Plan (RTP) Conformity Redetermination, and scheduled a public hearing for the July 16, 2004, meeting.

9. TRANSIT AGENCY FY 2005 OPERATING BUDGETS (APPROVE)

The Director of Finance reported that Senate Bill (SB) 1703 requires the Transportation Committee to approve the transit operator budgets for funding. Since February the

Transportation Committee has been seeing a series of budget presentations from the operators.

Diane Hessler, NCTD, reported that there have not been any significant changes to NCTD's proposed budget since the May presentation. There have been no significant public comments received to date or at the public hearing held on June 17, 2004. A public hearing on proposed service changes and a Coaster fare increase was held on May 20, 2004. SANDAG was informed of the proposed service changes and the approved Coaster fare increase. Ms. Hessler indicated that NCTD performs various detailed reports on service performance. The NCTD Board's formal approval of the fare increase was part of its budget approval on June 17, 2004. Ms. Hessler reviewed the proposed FY 05 revenues and expenses, and the proposed CIP levels and proposed CIP baseline.

Vice Chair Cafagna asked if the FY 05 federal grants have been secured. Ms. Hessler replied affirmatively. She noted that Federal Transit Administration (FTA) funding in FY 05 for capital improvements has also been included.

Vice Chair Cafagna asked what would be considered nontransportation revenues. Ms. Hessler answered that nontransportation revenues include leases, licenses, and some interest income.

Mr. Jablonski stated that the MTS Board will hold a public hearing and approve its budget at its June 24, 2004, meeting. Some minor service adjustments are being proposed for implementation in September. They are also in the midst of internal reorganization between SDTC, SDTI, and MTS and are anticipating some consolidation savings. About \$2.4 million will be used from contingency reserve to balance the budget. Other things we have had to address were energy costs. Since May 24, 2004, diesel and gasoline prices have been extremely volatile; however, prices have been reduced in recent days. Compressed natural gas (CNG) has been slightly higher than budgeted. The recommendations are to remain at the status quo on the FY 05 fuel budget due to uncertainties, create an FY 05 budget energy contingency of \$350,000, and report back in the fall with an update. We created a contingency line item for fuel. We may have to generate some Revenue Anticipation Notes for cash-flow purposes. Mr. Jablonski stated that the Contingency Reserve balance as of July 1, 2004, will be \$10.25 million. The Insurance Contingency Reserve has about \$2 million. The Fuel Contingency Reserve will have \$350,000. The total Contingency Reserve will be approximately \$12.60 million. At the last presentation, we talked about a balanced budget, but a good chunk of the budget was not balanced with recurring revenues. For the next five years, we anticipate about \$13 million in nonrecurring revenues in order to balance the budget. In the fifth year, 2009, if the *TransNet Extension* is not passed, the budget deficit will be \$31 million.

Councilmember Madaffer asked about the alternatives. Mr. Jablonski replied that obtaining more recurring revenues is the only viable alternative. He noted that they are expecting ridership and revenue increases. He said that they also have to evaluate the capital side in terms of what has been borrowed, and the agency will need to be right-sized to be able to operate with available funds. They will be conducting a comprehensive operations analysis (COA), which is a route-by-route analysis and a review of geographic demographics over the

past ten years. There will also be a community involvement component. This effort will cost about \$600,000, and the desire is to complete it by the end of this calendar year.

Councilmember Rindone (South County) said that the MTS Executive Committee is recommending approval of this COA. In this effort, a system is structured from the ground up to the available funding amount. Our goal is to provide a sustained system. Of course, there is a different situation if the *TransNet Extension* is approved.

The Executive Director stated that we probably have seriously underfunded the capital improvement program in recent years. If we are successful in getting more STIP dollars, we will recommend spending some of those funds to protect the investment the public has made in the existing system.

Chair Kellejian emphasized that the table on page 9 provides important information that needs to be sent to those who are opposed to the *TransNet Extension*.

Councilmember Madaffer thought that the understanding of the importance of the *TransNet Extension* to the continued operations of our transit system is not well known. He thought that we should obtain information from other regions around the state that rely on other funding for public transportation. We only have *TransNet* and, if it goes away, what does that mean? He hoped that this information is widely disseminated.

Mayor Terry Johnson (San Diego Regional Airport Authority) asked when we are going to get serious about a public education campaign for the *TransNet Extension*.

The Executive Director said that the first mailer is being printed right now. The SANDAG Board approved a *TransNet* public education campaign with a focus of mailers and a DVD that will help explain the *TransNet* program. We had hoped to start this program in May, but it was delayed as the Board worked out the final details of the extended program. The public information campaign will kick off in July.

Chair Kellejian stated that he heard the private sector is doing very well on its fundraising efforts. He also understood that they are going to have in excess of nine different mailouts along with other kinds of media opportunities.

Mayor Pro Tem Monroe said that the SANDAG Board needs to decide to fund transit, or we will be asking the various jurisdictions to assist with funding transit out of their general funds, similar to the process currently used for sand replenishment and the Automated Regional Justice Information System (ARJIS).

Councilmember Rindone disagreed with the suggestion that the jurisdictions fund public transit. He said the only way to present this is to be candid and open about the reality associated with approving the *TransNet Extension*. We have to tell the public what will happen if *TransNet* does not pass.

Mr. Jablonski thanked Renee Wasmund, SANDAG's Director of Finance, for her assistance in the budget development process.

Action: Upon a motion by Councilmember Madaffer and a second by Supervisor Ron Roberts (County of San Diego), the Transportation Committee approved the FY 2005 transit operating budgets, contingent upon approval by the Transit Agency Boards.

10. SOUTH BAY – DOWNTOWN TRANSIT FIRST BUS RAPID TRANSIT (BRT) PROJECT – STATUS REPORT (INFORMATION/POSSIBLE ACTION)

Staff reported that this is a BRT service that would provide high-speed connections between the Otay Mesa Border crossing and downtown San Diego. It is one of the top-ranked projects in the 2030 Regional Transportation Plan (RTP). As an Early Action project, the key is to identify low-cost transit priority measures to bypass freeway congestion. The project benefits include service to the Otay Ranch transit-oriented development, it illustrates the components of Transit First, it is feasible for short-term implementation, it includes bi-directional trip making, and it is included in the RTP and the *TransNet* reauthorization plan. Three short-term freeway operating options were evaluated: on freeway main lines, an arterial route, and the use of the freeway shoulder as transit lanes. The conclusions are that staff should pursue the feasibility of the conversion of freeway shoulders to transit lanes. This would provide travel time reliability, travel time savings, operational efficiencies, and Early Action feasibility.

Staff then reviewed the potential station sites for this route along with pros and cons for each: Plaza Boulevard Station, Sunbow Station, Otay Ranch Villages, Plaza Bonita Station, and H Street Station. Staff will be doing quite a bit of ridership modeling work to obtain a feel for park-and-ride demands at these locations. The conclusions are that analysis to date shows promise for short-term implementation, The challenges include the resolution of station and freeway transit lane issues. Preliminary engineering and environmental work will provide further detail. Coordination with Caltrans, the California Highway Patrol, National City, and Chula Vista will continue. In the long-term, we will need to implement the managed lanes with direct access ramps, and obtain appropriate funding.

The next steps include ridership modeling for station locations in late summer, conceptual engineering to be completed in the late fall, conduct of environmental and preliminary engineering in late 2004 to mid-2007, all leading to an implementation-ready project in the summer of 2008.

Chair Kellejian asked what is expected for the long-term with *TransNet*. Staff replied that the long-term phase is timed with the managed lanes facility because it is predicated on that. The Executive Director stated that *TransNet* will allow us to move some of those corridors forward. We may be able to do some fast-tracking in this corridor.

Councilmember Rindone thanked staff for the report. He noted that the South Bay was critical in the success of the original *TransNet* vote. It would be very advantageous for the Transportation Committee to have a meeting and a tour of the South Bay and what is going on in that area. Another advantage of a high profile meeting in the South Bay is to develop media attention to share with the voters of the South Bay the benefits of passage of *TransNet*. He offered to work with SANDAG in setting that up.

Chair Kellejian asked about the out-of-direction travel for the station alternative at the Chula Vista materials yard. Staff responded that it would range from 3 to 5 minutes. He noted that the Olympic Parkway interchange work started this week.

Action: The Transportation Committee accepted this report for information.

11. UPCOMING MEETINGS

The July 2, 2004, Transportation Committee meeting has been cancelled. The next regularly scheduled meeting of the Transportation Committee is Friday, July 16, 2004.

12. ADJOURNMENT

Chair Kellejian adjourned the meeting at 11:03 a.m.

Attachment

**CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
JUNE 18, 2004**

GEOGRAPHICAL AREA/ ORGANIZATION	JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING	COMMENTS
North County Coastal	City of Solana Beach	Joe Kellejian (Chair)	Member	Yes	
	City of Encinitas	Christy Guerin	Alternate	No	
North County Inland	City of Poway	Mickey Cafagna	Member	Yes	
	City of San Marcos	Corky Smith	Alternate	No	
East County	City of Santee	Jack Dale	Member	Yes	
	City of Santee	Hal Ryan	Alternate	No	
South County	City of Coronado	Phil Monroe	Member	Yes	
	City of Chula Vista	Jerry Rindone	Alternate	Yes	
City of San Diego	----	Dick Murphy (Vice Chair)	Member	No	
	----	Jim Madaffer	Alternate	Yes	
County of San Diego	----	Ron Roberts	Member	Yes	
	----	Dianne Jacob	Alternate	No	
	----	Bill Horn	Alternate	No	
Metropolitan Transit Development Board	City of Poway	Bob Emery	Member	Yes	
	MTDB	Leon Williams	Alternate	Yes	
North County Transit Development Board	City of Vista	Judy Ritter	Member	Yes	
	City of Oceanside	Jack Feller	Alternate	Yes	
	City of Del Mar	Dave Druker	Alternate	No	
San Diego County Regional Airport Authority	City of Oceanside	Terry Johnson	Member	Yes	
	City of Lemon Grove	Mary Sessom	Alternate	Yes	
ADVISORY/LIAISON Caltrans	----	Pedro Orso-Delgado	Member	Yes	
	—	Bill Figge	Alternate	Yes	

TRANSPORTATION COMMITTEE

July 16, 2004

AGENDA ITEM NO.: **3**

Action Requested: INFORMATION

INTERREGIONAL TRAVEL BETWEEN THE SAN DIEGO REGION AND IMPERIAL COUNTY

Introduction

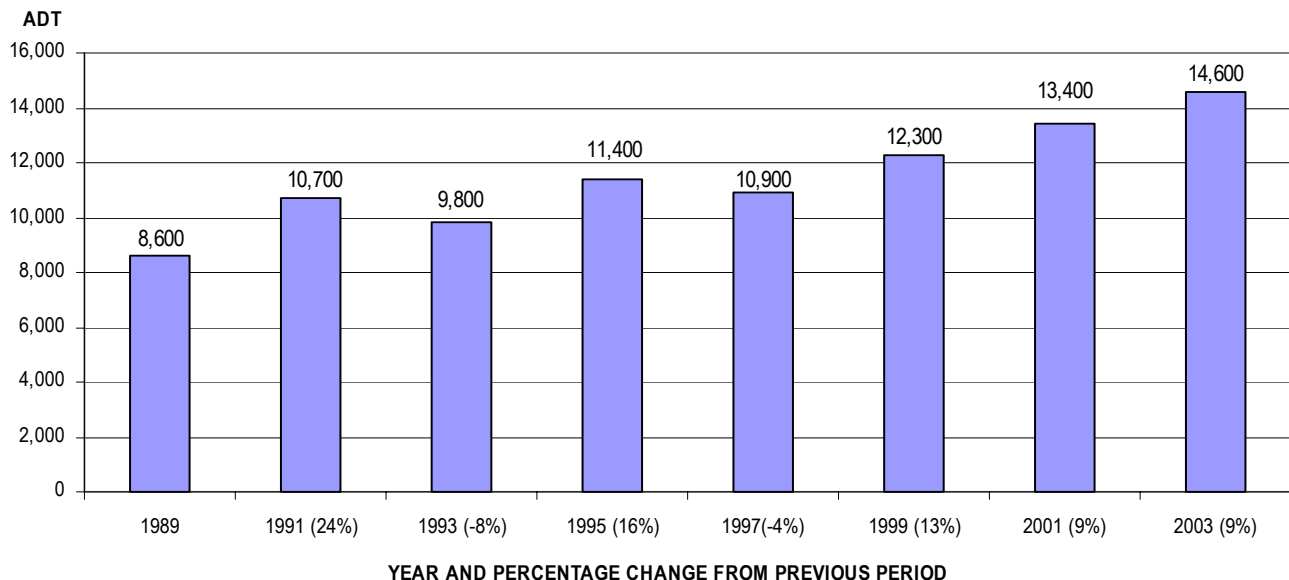
On June 4, 2004, the Transportation Committee received the draft final report on the Interstate 15 (I-15) Interregional Partnership with western Riverside County and requested similar information about interregional travel between San Diego and Imperial Counties. This report summarizes travel data available from Caltrans and the 2000 Census and details SANDAG's efforts to obtain grant funding to establish new interregional partnerships with adjacent regions.

Discussion

Travel Between San Diego and Imperial Counties

Caltrans collects traffic count information for the region's state highways and freeways, including count locations at borders with adjacent counties. The chart below shows average daily traffic volumes (ADT) at the San Diego / Imperial County border (I-8 / SR98) from 1989 to 2003. As the chart shows, traffic at that location has nearly doubled since 1989, from 8,600 vehicles to 14,600. By comparison, traffic volumes at the San Diego / Riverside County border increased by 126 percent during that time (from 54,000 to 122,000 vehicles). Traffic volume changes at the San Diego/Orange County border were less dramatic, increasing from 115,000 vehicles in 1989 to 143,000 vehicles in 2003 (a 24% gain).

**AVERAGE DAILY TRAFFIC VOLUMES (ADT) AT SAN DIEGO / IMPERIAL COUNTY LINE
(I-8 / SR 98 Junction)**



Source: Caltrans District 11, System Planning. June 2004

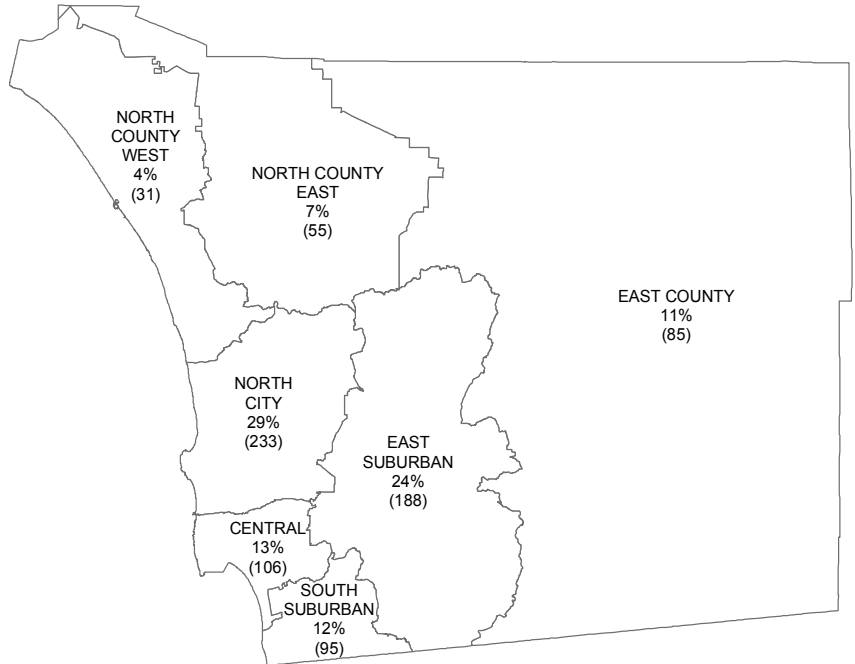
The 2000 Census collected information about people where they live as well as where they work, providing origin-destination information about commuters as well as other characteristics. In 2000, just over 400 people commuted from Imperial County to San Diego County for work. Interestingly, nearly double that amount made the reverse commute.

Map 1 shows the Major Statistical Area (MSA) of origin for workers commuting from San Diego County to Imperial County. Not surprisingly, more than one-third reside in the east suburban and rural East County areas, while just 11 percent live in North County.

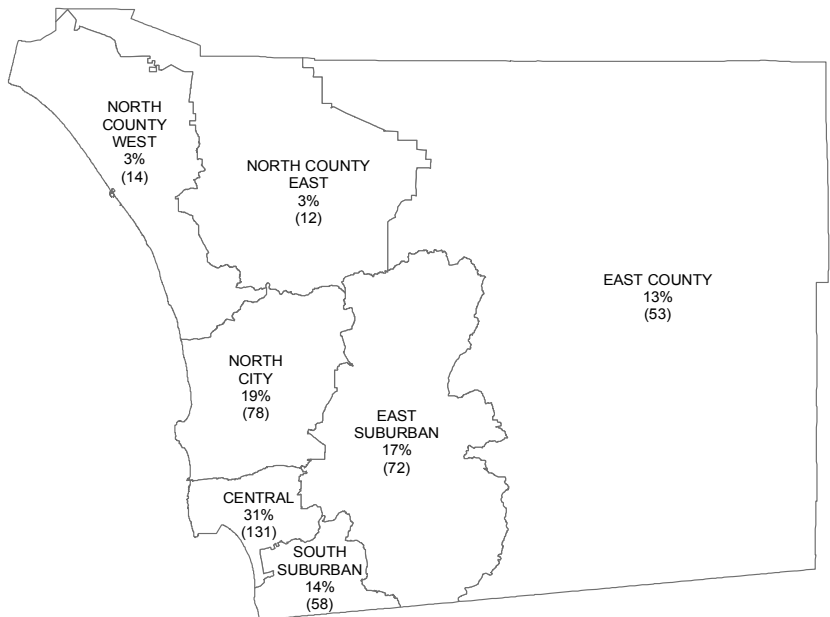
Map 2 displays the destination MSA of workers residing in Imperial County and working in the San Diego region. Half commute to the Central and North City areas—about equal to the proportion of the region’s employment located there. However, 13 percent commute to rural East County, where just 1 percent of the region’s employment is located.

As the table below indicates, the average travel time is longer for those commuting from San Diego County to Imperial County than for the reverse (72 and 62 minutes, respectively). The median household income of those commuting between counties is higher by about \$10,000 for those living in San Diego County than Imperial County. However, the proportion of commuters using different types of transportation to work is similar for both groups.

**Map 1
Residence MSA of San Diego County Workers
Commuting to Imperial County
(Number and Percent of Commuters)**



**Map 2
Destination MSA of Imperial County Workers
Commuting to San Diego County
(Number and Percent of Commuters)**



San Diego County – Imperial County Commuter Characteristics

<u>Means of Transportation to Work</u>	<u>San Diego County to Imperial County</u>	<u>Imperial County to San Diego County</u>
Drove alone	69%	67%
Carpool (2 person)	14%	19%
Carpool (3+ persons)	13%	6%
Other	4%	7%
Total	100%	100%
Avg. travel time (min.)	72	62
Median household income	\$68,400	\$58,800

Source: U.S. Census Bureau. Census 2000 CTPP; compiled by SANDAG, June 2004.

Grant Funding To Establish New Interregional Partnerships

Imperial County is experiencing rapid growth in housing, and, along with this growth, it is likely that the level of interregional commuting also will grow over time. As part of the “Borders Planning and Coordination (30032)” and “Interregional Partnerships (30033)” work elements of the FY 2005 Overall Work Program, staff will be working with Caltrans, District 11 (which includes San Diego and Imperial Counties), as well as our counterparts in Imperial County to identify and address transportation issues that affect both areas. These coordination activities will form the basis for developing funding proposals for FY 2006 to support the development of an interregional partnership with Imperial County modeled after the I-15 Interregional Partnership.

Jeff Tayman
Director of Technical Services

Key Staff Contact: Karen Lamphere, (619) 699-6955, kla@sandag.org

TRANSPORTATION COMMITTEE

July 16, 2004

AGENDA ITEM NO.: **4**

Action Requested: APPROVE

REGIONAL ARTERIAL SYSTEM – SCHEDULE EXTENSION

Introduction

The Regional Arterial System (RAS) Program Use-It-or-Lose-It Policy (see Attachment 1) states that RAS projects must be reviewed by the Cities/County Transportation Advisory Committee (CTAC) when certain project development milestones fall behind schedule between six and twelve months. Further, the policy states that a project with a delay of twelve months or greater result in a mandatory recommendation to the Transportation Committee to either reallocate funds, reallocate funds and determine that the project is ineligible to compete the following funding cycle, or to grant a schedule extension. CTAC has reviewed a number of projects over the past quarter and, at its June 3, 2004 meeting recommended a schedule extension for the City of San Diego's SR 163/Clairemont Mesa Blvd interchange project.

Recommendation

CTAC recommends that the Construction Contract Award (CCA) milestone completion date be extended from the current baseline date of October 2004 to July 2005 for the City of San Diego's SR 163/Clairemont Mesa Boulevard Interchange project.

Discussion

The SR 163/Clairemont Mesa Blvd. Interchange project was initially approved for State Transportation Improvement Program (STIP) funds by the SANDAG Board during the 2002 programming cycle. The California Transportation Commission (CTC), however, denied the request to program these STIP funds on any of the RAS projects. The SANDAG Board subsequently approved programming Regional Surface Transportation Program (RSTP) funds as a contingency at its November 2002 meeting. At the time of programming, the City of San Diego had committed to awarding the construction contract for this project in October 2004.

As per the "Use it or Lose it" policy, CTAC reviewed this City of San Diego project and concurred with the City of San Diego request for a schedule extension for the completion of the CCA milestone. This is the first formal schedule extension that has been requested for this project. The City of San Diego requests a schedule extension of nine months, as shown on Table 1, to extend the delivery of the CCA milestone from October 2004 to July 2005. The cause of the project delay was a request by Caltrans to revisit the scope of work resulting in prolonged discussions prior to final concurrence on scope. The discussions centered on bridge widening versus bridge replacement and ramp re-configuration. Increased costs of the project also resulted in negotiations with Caltrans and the Federal Highway Administration (FHWA) on the possibility of splitting the project into two

phases to allow an initial phase to be built with the available funding. Agreement on the scope and the phasing of the project took several months. Caltrans and FHWA have agreed to allow phase 1 of the project to move forward, and the City of San Diego has committed to completing phase 2 of the project at a later date. The environmental document was also delayed as a final scope agreement was needed for Caltrans and FHWA approval of this document.

Since the project was programmed as a "Ready to Go" project as part of the 2002 STIP programming cycle, the threshold at which a mandatory recommendation is required from CTAC is a delay of only six months, per section 2, paragraph (a) of the SANDAG Regional Arterial System Program "Use it or Lose it" policy. CTAC initially reviewed this project in May 2003, with two subsequent reviews in August 2003 and March 2004 but the continued discussions between the City of San Diego, Caltrans and FHWA did not permit a new completion date to be established with certainty. As negotiations between the three agencies concluded and the environmental document was completed in March 2004, a new date with a higher degree of certainty was established. The City of San Diego has demonstrated due diligence in making progress with this project, performing advance design work while it completed the environmental document. Although the environmental document was approved 13 months beyond the baseline date of February 2003, this advance design work has allowed the City of San Diego to reduce the delay of the construction contract award to nine months. Focused reviews by CTAC will continue through award of the construction contract.

This project is currently programmed in the 2002 Regional Transportation Improvement Plan (RTIP) with \$10.75 million, of which \$4.4 million are Regional Surface Transportation Program (RSTP) funds for the construction phase and \$6.35 million are local funds. Construction funds are programmed in FY 2004/05. An additional \$150,000 in local funds are included in the draft 2004 RTIP, for a total program amount of \$10.9 million. The City of San Diego is aware that the RSTP funds need to be obligated in FY 2004/05 as the rollover of federal funds is no longer possible due to the state's low cash flow.

RENÉE WASMUND
Finance Director

Attachment

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

REGIONAL ARTERIAL SYSTEM PROGRAM**Use-It-or-Lose-It Policy**

Transportation Committee Approved: July 11, 2002

1. Member agencies sponsoring Regional Arterial System projects agree to submit quarterly progress reports. The progress reports will include information on accomplishments this quarter, anticipated progress next quarter, pending issues and recommended resolutions, schedule and reasons for schedule delay (if any), budget, and an updated project cost estimate.
2. Member agencies sponsoring Regional Arterial System projects agree to adhere to the project schedule for three milestones including (1) the award of a consultant contract for preliminary engineering, (2) environmental clearance, and (3) the award of a contract for project construction as submitted in the member agency's original proposal, with adjustments made as defined in 2.c below.
 - a. A reported delay of more than six months and less than twelve months for a project milestone results in a mandatory review by the Cities/County Transportation Advisory Committee (CTAC). A reported delay of one-year or greater for a project milestone results in a mandatory recommendation from CTAC to the SANDAG Transportation Committee to either (1) reallocate any unobligated funds to the next highest project(s) on the most current Regional Arterial System project priority list approved by SANDAG on May 24, 2002 or (2) for projects funded in 2001 for preliminary engineering (i.e., "Preliminary Engineering Only" projects) determine the project ineligible to compete for regional funding during the next funding cycle or to (3) grant a schedule extension subject to the conditions outlined in 2.b below. A reported delay for projects funded during the 2002 State Transportation Improvement Program (STIP) cycle (i.e., "Ready to Go" projects) of greater than six months requires a mandatory recommendation by CTAC for (1) or (3) as stated above.
 - b. Schedule extensions may be recommended by CTAC if diligent progress towards meeting project milestones can be demonstrated by the project sponsor. Schedule extensions shall not be recommended by CTAC if the funding can not be obligated in the funding cycle in which the funds were initially programmed. Projects receiving a schedule extension from the Transportation Committee will be reviewed by CTAC on a quarterly basis. Projects with a reported delay beyond the extension date may receive one additional recommended schedule extension by CTAC if (1) federal or state policy changes occur that can be shown to directly affect the project schedule, (2) a lawsuit is filed against the project, (3) unwarranted and lengthy state/federal agency review times are documented, or (4) there are unusual circumstances that can be shown to be completely outside of the control of the project sponsor.
 - c. Schedule adjustments will be made for "Preliminary Engineering Only" projects to account for the delay time between the date the local agency's original proposal was submitted and the time funds were available for expenditure. (e.g., the current "Preliminary Engineering Only" project proposals were submitted in October 2000, but funds were made available for expenditure in August 2001.) Therefore, a ten month extension will be assigned. Schedule adjustments also will be made for any project if schedule delays are directly related to delay in availability of regional funding for the current project phase.

3. SANDAG will employ the following procedures if there is imminent danger of losing funding due to state or federal use-it-or-lose-it policies. SANDAG staff will present a recommendation to CTAC for discussion and recommendation and then to the Transportation Committee. The staff recommendation will include funding reductions/additions to the Regional Arterial System, Highway, Roadway Maintenance, Traffic Demand Management, and other eligible transportation programs. The recommendation will be project specific and based upon a comparison of the project/program priority and delivery records. The recommendation will be made in an effort to ensure that no funds will ultimately be taken away from the region.

TRANSPORTATION COMMITTEE

July 16, 2004

AGENDA ITEM NO.: **5**

Action Requested: INFORMATION

FEDERAL TRANSPORTATION ENHANCEMENT ACTIVITIES (TEA) PROGRAM:
QUARTERLY PROGRESS REPORT

Introduction

This quarterly progress report covers the period April to June 2004 for the nine Federal TEA program funded projects. Three projects are complete and the remaining six projects are progressing according to their approved schedules.

Discussion

In March 2000, the SANDAG Board of Directors approved the allocation of TEA funds to nine projects and directed the Transportation Committee to receive progress reports on a quarterly basis. 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 and Imperial Beach: Silver Strand Improvements
- Cities of Oceanside, Carlsbad, Encinitas, and Solana Beach: Coastal Rail Trail
- San Diego Metropolitan Transit Development Board (MTDB): San Ysidro Intermodal Transportation Center
- Cities of Encinitas and Escondido: Biological Core & Linkage Area Habitat Acquisition – **Completed**
- County of San Diego: Escondido Creek Acquisition
- MTDB: East Village Intermodal Transit Station Improvements
- City of San Diego: Mission Beach Boardwalk – **Completed**
- City of La Mesa: El Cajon Boulevard Revitalization – **Completed**

Photos of completed projects are posted on the TEA Web page of the SANDAG Web site: www.sandag.org\TEA.

AB 1012: "Use-It-Or-Lose-It"

The TEA program, along with the Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP), is subject to the timely use of funds provision of Assembly Bill (AB) 1012. Regions are required to obligate a minimum amount of funds in each program or be subject to reprogramming. Based on the latest Caltrans progress report for the TEA program, the San Diego region has obligated over \$23.1 million in TEA funds as of June 2004, which is well above the minimum obligation requirement.

The next TEA quarterly report will be presented at the October 2004 Transportation Committee meeting.

RENEE WASMUND
Director of Finance

Attachment

Key Staff Contract: Sookyung Kim, (619) 699-6909; ski@sandag.org

**TRANSPORTATION ENHANCEMENT ACTIVITIES (TEA)
PROGRAM QUARTERLY PROGRESS REPORT
JANUARY – MARCH 2004**

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 State Route 15 (SR 15) freeway corridor (formally 40th Street in Mid-City).

The project is divided into two phases. Phase 1 (El Cajon Boulevard from I-15/Central to 43rd Street Median Improvements) is complete and open for public use. Phase 2 (El Cajon Boulevard and University Avenue Bridge Decks over SR 15 from 39th Street to 41st Street) is ongoing, and progress to date includes:

- Received additional funding (\$200,000) from the City's Redevelopment Agency for contingencies.
- Selected a firm to begin construction for Phase 2.

Pending Issues: None

Cities of Coronado and Imperial Beach: Silver Strand Improvements (\$1,310,560 TEA Funds)

This project creates defining gateways at both the north and south entrances of the Silver Strand Scenic Highway (SR 75) as well as a restored, functional coastal ecosystem. The North Gateway corridor segment encompasses 1.5 miles of SR 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.

The project is divided into two phases. Phase 1 (SR 75 enhancement) is complete and open for public use. Phase 2 (the Bayshore Bikeway spur) received a schedule extension in January 2004 due to the high cost of the construction bid and permitting issues. Progress made during this quarter include:

- Incorporated aesthetic design improvements at the request of Caltrans
- Obtained full encroachment permit from Caltrans.

Pending Issues: None

Cities of Oceanside, Carlsbad, Encinitas, 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). The right-of-way is owned by the North San Diego County Transit Development Board (NCTD). Progress to date, by jurisdiction, includes:

City of Carlsbad (Phase 1): Tamarack Avenue to Oak Avenue

- Received variance request approval from NCTD.
- Developed final Phase 1 Plan, Specifications, and Estimates (PS&E) for review by NCTD.
- Executed Phase 1 Easement Agreement with NCTD for the use of the right-of-way.
- Requested right-of-way certification from Caltrans.

Phase 2 (Carlsbad Village Station to Carlsbad Boulevard; Tamarack Avenue to Poinsettia Coaster Station) schedule is not known at this time.

City of Encinitas

- In discussion (with City staff) to develop strategies to maximize trail continuity within right-of-way constraints.
- Developed alternative trail cross-sections for trail north of Encinitas Boulevard.

City of Oceanside (Phase 1): Vista Way to Pacific Street

- Awarded Phase 1 construction contract and began construction.
- Began Phase 2 environmental approval tasks and engineering.

Phase 2 (Oceanside Boulevard to Oceanside Transit Center to Neptune Way) schedule is not known at this time.

City of Solana Beach

- Continued construction of rail trail.

Pending Issues: None

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 project is divided into two phases. Phase 1 (pedestrian bridge and new General Services Administration [GSA] parking lot) is complete and open for use. Phase 2 (pedestrian plaza, rail court modifications, track relocation, and new bus bays) is ongoing, and progress to date for Phase 2 includes:

- Northbound Track/Station Platform: Completed construction of grade crossings.
- Southbound Track/Station Platform: completed excavation of the trackbed, completed construction of the subgrade, ballast, ties, centenary foundations, and installed catenary poles. Also completed the installation of drainage facilities.
- Completed construction for middle and western platforms.

Pending Issues: None

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

This project is completed. The TEA funds were used to purchase habitat along Interstate 5 (I-5). Escondido initially planned to purchase 51 acres north of Lake Hodges, but an opportunity to purchase a much larger property arose. Escondido's share of the \$1 million in TEA funds was used to help purchase a 50-acre portion (out of 232 acres) of the Bernardo Mountain property in cooperation with the San Dieguito River Park Joint Powers Authority. The acquisition cost at \$2,951,693 was completed in September 2002.

Encinitas had planned to purchase approximately 10 acres immediately south of Batiquitos Lagoon. Appraisals and environmental assessments have been completed for three parcels. Escrow closed on the largest property on July 12, 2002. Owners of two smaller parcels have not responded to attempts at further negotiations and the City has decided to forgo the remaining two parcels.

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.

- Purchased 77.18 acres of habitat to date.
- Received hazardous material clearance from Department of Health.
- Began negotiations with Escondido Creek Conservancy for an additional 31 acres.

Pending Issues: None

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

This project is part of a larger project along the Twelfth 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. Progress to date includes:

- Gaslamp Station is complete and open for use.
- Continue construction for Park-to-Bay link stations (Twelfth and Market and Twelfth Avenue improvements).

Pending Issues: None

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

This project is complete. This project widened and improved the busy boardwalk in Mission Beach, which included among other improvements landscaping between Santa Barbara Place and Pacific Beach Drive, totaling 1.14 miles.

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 the City of La Mesa limits.

TRANSPORTATION COMMITTEE

July 16, 2004

AGENDA ITEM NO.: **6**

Action Requested: INFORMATION/POSSIBLE ACTION

TRANSPORTATION PROGRAM FUNDING UPDATE

Introduction

This report provides an update on transportation program funding issues, as requested by the Transportation Committee at its May 7, 2004, meeting. This report includes an update on the 2004 State Transportation Improvement Program (STIP) process and the latest state budget proposals and their impact on the Traffic Congestion Relief Program (TCRP). A Proposition 42 constitutional amendment is also discussed.

Discussion

Two areas of transportation financing continue to be the focus of the most recent developments: the 2004 STIP and the FY 2004/05 proposed state budget. In addition, a constitutional amendment is making its way through the Assembly to add loan provisions to Proposition 42.

2004 STIP

The California Transportation Commission (CTC) held a 2004 STIP hearing for Southern California on June 17, 2004. Joe Kellejian, Transportation Committee Chair, and Gary L. Gallegos, Executive Director, provided comments to the CTC in favor of including Grant Anticipation Revenue Vehicle (GARVEE) bonds and their near-term implementation to reduce regional transportation project delays and associated costs. Local representatives from Caltrans and Honeywell were also available to provide additional information and support.

The CTC is scheduled to publish its staff recommendations on July 16, 2004. This will be followed by CTC adoption of the 2004 STIP on August 5, 2004. In recent meetings with CTC staff, they have indicated that they intend to begin the GARVEE discussions after the August 5, 2004. Their initial proposal is to conduct the project selection process beginning in September 2004 with final approval likely until the December 2004 CTC meeting.

State Budget and the TCRP

Negotiations continue to reach agreement on the state budget. As previously reported, the "May Revise" of the Governor's proposed FY 2004/05 budget had identified \$383 million statewide for transportation programs as an initial payment that the General Fund owes various transportation programs, including \$163 million to continue TCRP funding in FY 2004/05. This would benefit projects with existing TCRP allocations, including the MTS (Metropolitan Transit System) Bus Acquisition project and the Interstate 5/Interstate 805 (I-5/I-805) project. At the time of writing, the

proposed \$383 million figure had been reduced to \$183 million, but it appeared that the \$163 million allocation to the TCRP program would continue. The STIP program is the largest loser under this proposal, with a reduction in the contribution to the STIP fund from \$189 million down to \$20 million. This is likely to impact the CTC's ability to allocate STIP funds in the early part of FY 2004/05 as it had originally been prepared to do. A special CTC meeting will be held on July 15 to discuss the state budget and impacts to the TCRP and the STIP.

An additional \$1 billion General Fund debt in FY 2005/06 to transportation programs remains after the initial \$383 million payment. Early repayment of this \$1 billion could result from the renegotiation of Indian Gaming Compacts. If the renegotiations are not successful, the General Fund would still be obligated to repay it in FY 2005/06. However, if the renegotiations are successful, the administration projects that one-time revenues could be generated to repay the \$1 billion in FY 2004/05. In order to agree to the reduction in funds (from \$383 million to \$183 million) described above, the Governor agreed to provide any revenues over and above the \$1 billion from re-negotiated compacts to transportation programs. It should be noted that the revenues would come from renegotiations of pre-existing compacts, and not from tribes that had not previously entered into Indian gaming revenue sharing agreements. It is estimated that up to \$335 million will be made available for additional TCRP allocations. This would benefit projects such as the Sprinter that is ready to begin construction. The final amounts are still pending negotiations.

In anticipation of the additional TCRP funds, Caltrans' TCRP office conducted a survey in late June to determine the cash-flow needs for those projects that do not have their TCRP funds fully allocated. Prior to the funds being transferred, the Business, Housing and Transportation Agency (BT&H), together with the CTC, will review TCRP projects based on economic impact; job creation; impact on goods movement; and the leveraging of local, federal, and private funds. The results of the survey will be forwarded to the Legislature by August 15, as part of Assembly Bill (AB) 1800 (FY 2004/05 Fiscal Year Budget Bill) requirements. The Caltrans' TCRP office will make a preliminary report to the CTC for consideration and action at its August 5, 2004, meeting

Two potential obstacles to the early re-payment of the General Fund debt are the successful renegotiation of the gaming compacts and two ballot initiatives, one sponsored by a tribal government and another by card clubs across the state. Regarding the first obstacle, the Governor and legislative leaders are working to approve revised compacts. Regarding the ballot initiatives, since the revenues would be made available through the bonding of future annual payments from the tribes, underwriters will wait to see the outcome of the ballot initiatives in the November elections. The underwriters would not provide the funds if either of these initiatives is successful.

ACA 24

A new effort to replace the current suspension of the voter approved Proposition 42 with a loan provision has been initiated. Assembly Constitutional Amendment 24 (ACA 24) would define terms under which TCRP funds could be loaned to the General Fund in times of fiscal emergencies. This effort is being pushed by a group of contractors, unions, and trade groups. The bill has now gained more than 60 co-authors. Voter surveys show that there is strong support to convert the current suspension language to a loan provision. If approved, ACA 24 would be placed before the voters.

The impact to San Diego of ACA 24 would be to give more certainty to the TCRP program, even in lean fiscal times. The suspension over the past two years has caused delays to some projects as there was no certainty whether the suspension would be temporary or permanent. The uncertainty added risk to the award of contracts and caused delays while contingency measures were identified.

RENEE WASMUND
Director of Finance

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

TRANSPORTATION COMMITTEE

July 16, 2004

AGENDA ITEM NO.: **7**

Action Requested: RECOMMEND

PUBLIC HEARING

2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

Introduction

The 2004 Regional Transportation Improvement Program (RTIP) is a \$4.8 billion five-year program of major highway, transit, arterial, and nonmotorized projects funded by federal, state, *TransNet* local sales tax, and other local funding sources from FY 2004/05 to FY 2008/09. A summary of the major projects by category is shown in Table 1. The 2004 RTIP is due to the State by August 1, 2004.

At its June 18, 2004, meeting, the Transportation Committee accepted the draft 2004 RTIP for distribution and public comment, and scheduled a public hearing. To date, we have received requests for clarification and minor revisions, but have not received any significant comments.

As required by federal regulations, SANDAG has conducted an air quality conformity analysis of all regionally significant capacity increasing projects in the 2004 RTIP. The analysis demonstrates that the 2004 RTIP meets the air quality conformity requirements.

Recommendation

The Transportation Committee is asked to:

1. Hold a public hearing for the 2004 RTIP including its Air Quality Conformity Analysis and the Air Quality re-determination of the 2030 Revenue Constrained Regional Transportation Plan (RTP).
2. Direct staff to finalize the 2004 RTIP, including any significant public comments received during the public hearing.
3. Recommend to the SANDAG Board of Directors the adoption of the 2004 RTIP including its Air Quality Conformity Analysis and the Air Quality re-determination of the 2030 Revenue Constrained RTP.

Discussion

Notices of availability of the draft 2004 RTIP document were sent to all interested parties, and the draft report has been available on the SANDAG Web site. In addition, a notice for the July 16, 2004, public hearing was published in several newspapers of general circulation. SANDAG has received requests for additions/revisions from various jurisdictions. Any significant comments received during the public hearing will be incorporated into the final 2004 RTIP.

RTIP Requirements

SANDAG, as the Metropolitan Planning Organization (MPO), is required by state and federal laws to develop and adopt an RTIP every two years. The RTIP is a multi-year program of proposed major highway, arterial, transit, and nonmotorized projects, including the *TransNet* Program of Projects. The current 2002 RTIP, adopted by the SANDAG Board on July 28, 2002, expires September 30, 2004.

The 2004 RTIP is designed to implement the region's overall strategy for enhancing mobility and improving the efficiency and safety of the transportation system, while reducing transportation-related air pollution in support of efforts to attain federal and state air quality standards for the region. The 2004 RTIP also incrementally develops MOBILITY 2030, the long-range RTP for the San Diego region.

Staff has regularly updated the Transportation Committee on the progress of state transportation funding. Since much of the programming in the RTIP is reliant upon the availability of state and federal funds, and since neither the 2004 State Transportation Improvement Program (STIP) nor the reauthorization of the federal transportation bill TEA-21 have been approved, the basis for the assumptions regarding these funding sources may change. If any changes result from the California Transportation Commission (CTC) consideration and adoption of the final STIP or once the federal reauthorization bill is passed, the 2004 RTIP will be amended accordingly.

Air Quality Conformity Requirements

Federal regulations require that SANDAG conduct an air quality conformity analysis of all regionally significant projects that increase the transportation system capacity. This includes major local and privately funded projects and any other state or federally funded projects that might not otherwise appear in the RTIP, as well as new projects or major changes in project scope for existing programmed projects.

The draft quantitative emissions analyses for the 2004 RTIP and for the re-determination for the 2030 Revenue Constrained RTP were conducted and the results distributed for public review and comment. The deadline for written comments is July 9, 2004. The results of the regional emissions analysis indicate that the 2004 RTIP and the 2030 RTP meet the air quality conformity requirements. The San Diego Region Conformity Working Group (CWG) reviewed the draft air quality conformity assessment at its June 16, 2004, meeting where minor revisions to the reports were identified. To date, SANDAG has not received any significant comments on these analyses.

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Attachment

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Note: A copy of the draft 2004 Regional Transportation Improvement Program report is available on SANDAG's Web site at www.sandag.org/2004rtip. Hard copies may also be obtained by contacting SANDAG's Publications Hotline at (888) 707-7827.

DRAFT 2004 RTIP Program Summary
Summary of Major Projects by Mode (in \$000s)

Description	Federal	State	TransNet	Local/ Private	Total
Highway Projects					
I-5 (HOV/Added Lanes/Auxiliary Lanes)	\$19,455	\$128,276	\$358	\$12,037	\$160,126
I-15 (Managed Lanes-Freeway including debt service)*	\$53,227	\$537,039	\$0	\$0	\$590,266
SR 52 (SR 125 to SR 67)	\$19,800	\$215,435	\$44,340	\$0	\$279,575
SR 56 (Carmel Country Road to Black Mountain Road)	\$0	\$86,116	\$26,100	\$888	\$113,104
SR 125 (Toll Road, Gap & Connector)	\$115,984	\$0	\$22,596	\$332,946	\$471,526
SR 905 (I-805 to Otay Mesa Border Crossing)	\$70,002	\$142,614	\$4,000	\$0	\$216,616
Traffic Management Systems	\$0	\$24,500	\$0	\$0	\$24,500
SR 241 Toll Road	\$0	\$0	\$0	\$257,360	\$257,360
Highway Bridge Replacement & Rehabilitation	\$50,154	\$0	\$0	\$11,378	\$61,532
State Highway Operations Protection Program (SHOPP)	\$130,896	\$18,266	\$0	\$0	\$149,162
Other Highway Projects	\$32,473	\$91,266	\$5,424	\$8,898	\$138,061
Subtotal Highway Projects	\$491,991	\$1,243,512	\$102,818	\$623,507	\$2,461,828
Transit Projects					
Mission Valley East Light Rail Project	\$340,185	\$72,829	\$80,806	\$2,047	\$495,867
Oceanside-Escondido Rail Extension	\$157,000	\$104,200	\$90,320	\$0	\$351,520
I-15 Bus Rapid Transit (Rolling Stock/Stations)	\$23,132	\$28,800	\$7,100	\$0	\$59,032
Mid-Coast Corridor Project	\$1,159	\$19,791	\$16,371	\$0	\$37,321
Regional Fare Technology	\$18,220	\$20,300	\$0	\$780	\$39,300
Bus/Rail Vehicles Purchase	\$43,888	\$28,700	\$0	\$10,439	\$83,027
Bus/Rail Infrastructure	\$71,454	\$1,500	\$2,502	\$18,637	\$94,093
Other Rail Projects	\$12,942	\$43,439	\$6,439	\$588	\$63,408
Other Transit Projects (Operations/Planning)	\$142,388	\$0	\$133,495	\$37,202	\$313,085
Subtotal Transit Projects	\$810,368	\$319,559	\$337,033	\$69,693	\$1,536,653
Local Street & Road Projects					
Regional Arterial System	\$33,736	\$6,000	\$99,868	\$111,865	\$251,469
Roadway Maintenance & Rehabilitation	\$0	\$0	\$88,162	\$19,675	\$107,837
Traffic Signal Projects	\$30,144	\$0	\$5,684	\$524	\$36,352
Highway Bridge Replacement/Rehabilitation	\$23,090	\$0	\$1,562	\$5,512	\$30,164
Other Local Street & Road	\$43,403	\$4,750	\$170,908	\$72,465	\$291,526
Subtotal Local Street & Road Projects	\$130,373	\$10,750	\$366,184	\$210,041	\$717,348
Other Projects					
Bicycle/Pedestrian Projects	\$28,797	\$4,025	\$9,759	\$304	\$42,885
Freeway Service Patrol	\$4,621	\$19,336	\$0	\$2,598	\$26,555
Transportation Enhancement Activities	\$5,435	\$1,669	\$0	\$0	\$7,104
Transportation Demand Management (TDM)	\$8,557	\$15,064	\$464	\$686	\$24,771
Transportation Management System	\$19,044	\$675	\$2,440	\$2,971	\$25,130
Other-Miscellaneous	\$1,649	\$3,067	\$500	\$681	\$5,897
Subtotal Other Projects	\$68,103	\$43,836	\$13,163	\$7,240	\$132,342
Grand Total	\$1,500,835	\$1,617,657	\$819,198	\$910,481	\$4,848,171

*Total includes debt service for 11 years (to 2015)

TRANSPORTATION COMMITTEE

July 16, 2004

AGENDA ITEM NO.: **8**

Action Requested: INFORMATION/POSSIBLE ACTION

FREEWAY SERVICE PATROL: STATUS REPORT ON CURRENT PROJECTS

Introduction

With rising operating costs and shrinking program revenues, staff has created partnerships and employed innovative approaches to improve operations of the Freeway Service Patrol (FSP). A pilot project will soon be underway to expand FSP service, funded in part by a \$1.5 million grant from the San Diego Service Authority for Freeway Emergencies (SAFE). The pilot project will enable SANDAG to add additional service to existing FSP beats at a lower cost to the region.

Discussion

Background

The FSP is a free public service that is cooperatively administered by SANDAG, the California Department of Transportation (Caltrans), the California Highway Patrol (CHP), and local transportation agencies. SANDAG contracts with private vendors to operate a fleet of tow trucks that help stranded motorists in need, assist with traffic accidents, and provide rapid removal of disabled vehicles and debris from congested urban freeway segments. The FSP has proven itself to be a valuable and cost-effective service to the motoring public. During Fiscal Year (FY) 2003 SANDAG's FSP assisted over 50,000 motorists, providing timely roadside services, including tows to safe locations off the freeway, a gallon of free gasoline for motorists who have run out of fuel, water for vehicles that have overheated, and basic electrical and mechanical assistance such as reviving dead car batteries and changing flat tires.

FSP Program Monitoring

As outlined in the Regional Transportation Plan, MOBILITY 2030, staff regularly monitors the FSP program with a focus on improving productivity and cost effectiveness. SANDAG began FSP operations in 1993 with tow truck services on portions of Interstates 5 (I-5) and I-8. As a result of several incremental expansions, the FSP currently employs a fleet of 26 tow trucks that patrol over 204 miles of the region's freeways during peak traffic periods, including portions of I-5, I-8, I-15, I-805, and State Routes (SR) 52, 54, 78, 94, 125, 163, and 905. A map of current FSP patrol routes, or "beats," is included as Attachment 1 to this report.

SANDAG's ultimate objective is to provide complete FSP coverage of the metropolitan freeway network. Deployment of limited resources is based on an analysis of freeway conditions including freeway segments that exhibit a high rate of traffic congestion (as reported in Caltrans' Annual Highway Congestion Monitoring Report [HICOMP]); a disproportionate number of accidents (traffic collisions or vehicle stalls) as reported by a variety of sources (such as CHP Dispatch logs; Caltrans

Traffic Accident Surveillance and Analysis System [TASAS] data); Freeway Emergency Call Box call volumes; and the lack of adequate shoulder space for disabled vehicles.

SANDAG, Caltrans, and CHP collaboratively determine optimal beat length and the number of trucks to be operated on each beat prior to SANDAG's development of a service contract (service agreements have typically been for three years in length). Beats are also subject to conformity with statewide standards for FSP system criteria, and SANDAG participates in the Statewide FSP Oversight Committee that sets such standards. At present, a benefit/cost (B/C) ratio is factored to determine a beat's overall effectiveness, where a high B/C factor results on FSP beats with higher traffic and incident characteristics, mixed lanes (i.e., non-HOV[high-occupancy-vehicle]), and narrow or no shoulders.

Additionally, SANDAG is in the process of deploying an automatic vehicle location (AVL) and resource management system, including mobile data terminal (MDTs) placed on the entire fleet of FSP trucks. The AVL/MDTs will allow CHP Supervisors, vendor fleet managers, and SANDAG staff to track the location of in-service FSP vehicles, more efficiently manage FSP resources in the field, enhance FSP operator safety, identify incident situations and appropriate responses faster, and simplify driver and manager reporting requirements by automating many reporting functions. The AVL/MDT system is currently in final acceptance testing and will be phased into regular FSP operations starting in late July with full implementation by January 2005.

FSP Funding Outlook

Continued freeway congestion and ongoing highway construction activities have necessitated expansion of the FSP. Funding for the program is limited, and improved services to the region cannot be provided without streamlining operations or increasing local funding commitments. State funding is allocated by formula based on three factors: population, measured congestion, and centerline miles of freeway in a region. Future state funding will most likely be determined on a competitive basis (e.g., by B/C). Further, new legislation (Assembly Bill [AB] 2498, Longville) would expand the number of regional programs that are eligible to receive FSP state funding, resulting in more competition for the funding and a potential reduction in funding to the San Diego region as other regions compete for limited state funds.

At the same time, FSP operating costs are increasing at a rate of approximately two percent per year, due mainly to the rising cost of fuel, worker's compensation, and liability insurance. The statewide average rate for FSP services is currently around \$50 per hour. In San Diego, the current hourly rate ranges from \$37 to \$44. SANDAG continues to look for partnerships and funding opportunities, and is exploring a variety of cost-cutting measures on the expenditure side.

Roving Service Trucks Pilot Project

SANDAG has partnered with San Diego SAFE to implement a three-year pilot project that will expand service at a much lower operating cost by incorporating roving service trucks into the existing tow truck fleet. Legislation passed in 2003 permits the SAFE to use a portion of its annual revenues to pay for expanded FSP service in the region.¹ Recent figures show that about 75 percent of FSP assists in the region do not require towing of the disabled vehicle. In such cases where the motorist is out of gas, has a flat tire, or a dead battery, a roving service truck (i.e., pickup truck)

¹ The SAFE collects approximately \$2 million per year in revenue from assessments on motor vehicle registrations in San Diego County.

could provide the basic motorist aid exclusive of the additional capacity that a tow truck offers. The acquisition cost, fuel, insurance, and maintenance expenses for a light-duty truck are less than a fully outfitted tow truck, making the roving service truck potentially attractive as a long-term element of SANDAG's FSP. The cost to provide a roving service truck is estimated to be \$80,000 per year versus \$92,000, which represents the annual cost to provide a tow truck.

On November 14, 2003, the Transportation Committee directed SANDAG staff to formalize discussions with San Diego SAFE's Board of Directors concerning a funding agreement for the FSP. On March 26, 2004, SANDAG's Board of Directors authorized the Executive Director to execute a Memorandum of Understanding (MOU) with San Diego SAFE to implement the roving service trucks project. The MOU and pilot project proposal were approved on May 13, 2004, by the San Diego SAFE Board of Directors. The MOU outlines the partnership, funding, agency roles and responsibilities (including SANDAG's responsibility to deliver the project), to monitor and to provide periodic reporting to San Diego SAFE, and the San Diego SAFE's agreement to provide \$1,500,000 over three years toward the estimated \$2,117,400 cost for the three-year demonstration. The MOU will be finalized in July 2004.

SANDAG will deploy seven contractor-owned and operated roving service trucks in addition to the existing fleet of 26 privately operated tow trucks that comprise SANDAG's existing FSP program. The expanded fleet will provide more frequent service and help to clear congestion at a faster rate. The additional service trucks will operate on the current FSP beats and during the same peak commute hours as the tow trucks (5:30-9:30 AM and 3:00-7:00 PM).

Comprehensive Analysis of Beats

SANDAG will monitor the affects of the roving service trucks on FSP operations. The results from the three-year pilot will be used by staff in its ongoing assessment of benefits and costs of FSP operations. Results from the pilot project are expected to support the development of remaining priority FSP projects, including the realignment of service beats, expansion to other regional freeways and the permanent adoption of roving service trucks in the FSP fleet. The use of service trucks will allow the FSP to adapt to a "do more with less" funding environment by generating significant per truck cost savings to the program.

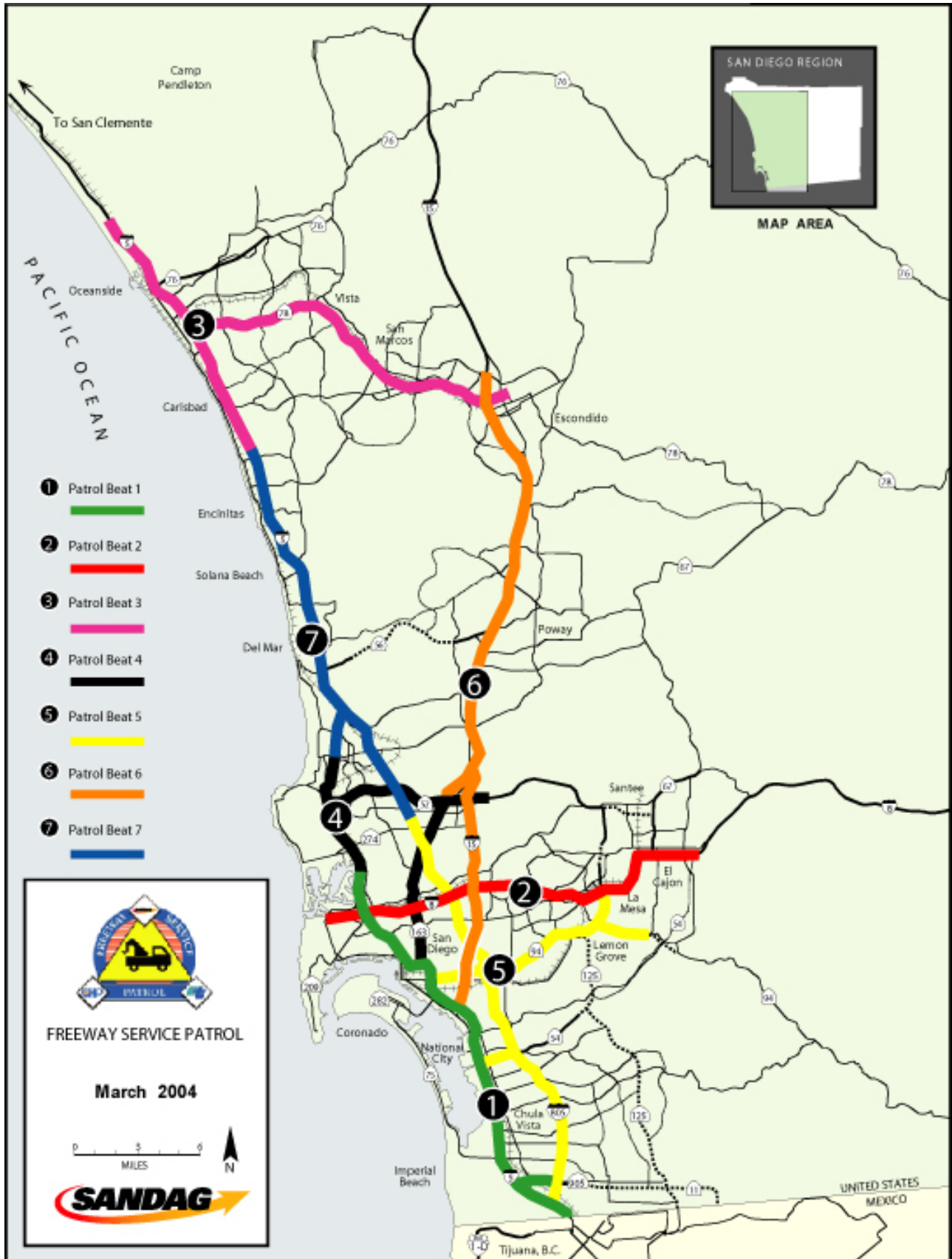
SANDAG staff is in the process of evaluating the existing beats with a focus on improving the productivity of the FSP in FY 2006 to ensure that the most comprehensive, cost-effective, and equitable services are delivered to the region. Staff is on schedule to present an updated FSP service plan in Spring 2005 to the Committee for consideration.

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Attachment

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Map of San Diego Regional Freeway Service Patrol Beats



TRANSPORTATION COMMITTEE

July 16, 2004

AGENDA ITEM NO.: **9**

Action Requested: INFORMATION/POSSIBLE ACTION

INTERSTATE 15 MANAGED LANES AND MOVABLE BARRIER TECHNOLOGY

Introduction

The concept of managed lanes is to operate a “freeway within a freeway” that can be adjusted to increase mobility and decrease overall travel times in the corridor. A key component for this system to operate as planned is achievable through the use of the latest Barrier Transfer Machine Technology. Machines will relocate movable concrete barriers and change the number of lanes in each direction providing more lanes in the peak direction. The goal is to change the lane configuration in the first phase of Interstate 15 Managed Lanes from end to end in 30 to 45 minutes. The technology will be similar to the Coronado Bridge movable barrier system but with faster transfer times.

Discussion

The first of three segments of managed lanes “freeway within a freeway” on Interstate 15 (I-15) is from State Route (SR) 56 to just south of Centre City Parkway in Escondido. The goal of the I-15 Managed Lanes is to decrease overall travel time along the corridor, and the key strategy to meet this goal is to increase capacity in the peak direction. Barrier Transfer Machine Technology will be used to achieve this goal.

Caltrans will explain the latest in Barrier Transfer Machine Technology and provide some video clips that show some existing systems in Philadelphia and New York. An example of the first generation movable barriers is on the Coronado Bridge, operating at speeds of approximately 3 miles per hour (mph). Current technology provides approximate speeds of about 8 mph with a promise by the industry of higher speeds by the time the I-15 Managed Lanes are implemented in late 2007. With two barrier transfer machines and current technology, the approximate 7-mile middle segment barrier can be relocated from end to end in 30 to 45 minutes. In addition, movable barriers can adjust freeway lane configurations on demand 24 hours a day, providing another tool for incident management.

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