

Members

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(Representing **North County Coastal**)

Jim Madaffer, Vice Chair
Councilmember, City of San Diego

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

Jack Dale
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(Representing **East County**)

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

Ron Roberts
Supervisor, County of San Diego

Bob Emery
Metropolitan Transit System

Jack Feller
Chair, North San Diego County
Transit Development Board

Mary Teresa Sessom
San Diego County Regional
Airport Authority

Alternates

Jerome Stocks
Councilmember, Encinitas
(Representing **North County Coastal**)

Scott Peters
Councilmember, City of San Diego

Dick Murphy
Mayor, City of San Diego

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

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

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

Pam Slater-Price
Chairwoman, County of San Diego

Dianne Jacob
Supervisor, County of San Diego

Leon Williams
Chairman, Metropolitan
Transit System

Judy Ritter
North San Diego County
Transit Development Board

Ed Gallo
North San Diego County
Transit Development Board

Xema Jacobsen
San Diego County Regional
Airport Authority

Advisory Members

Pedro Orso-Delgado
District 11 Director, Caltrans

Gary L. Gallegos
Executive Director, SANDAG



TRANSPORTATION COMMITTEE AGENDA

Friday, March 18, 2005
9 a.m. to noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

- **TransNet EARLY ACTION PROGRAM REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT**
- **INTERSTATES 805/5 SOUTH CORRIDOR STUDY RECOMMENDATIONS**

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MISSION STATEMENT

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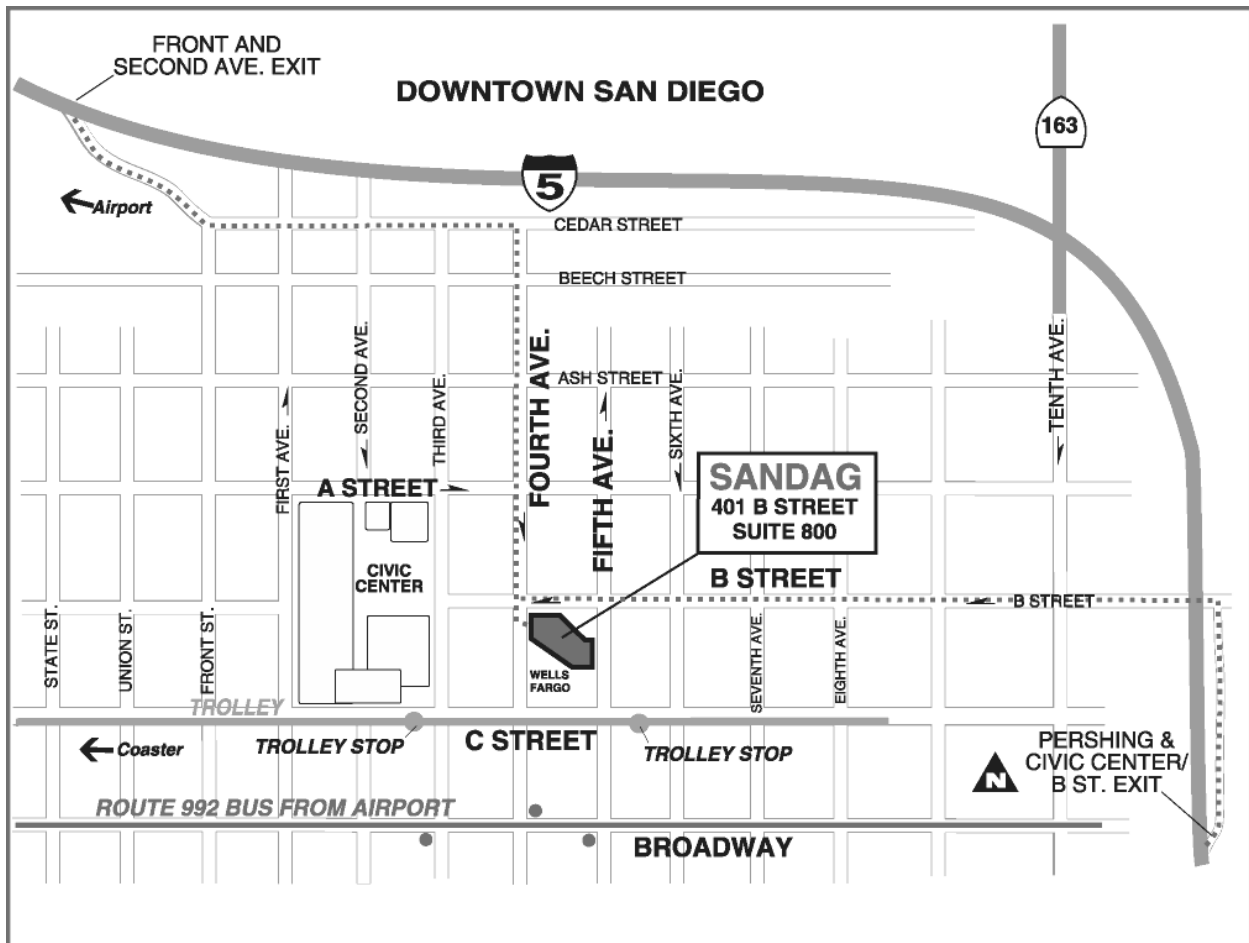


Welcome to SANDAG. Members of the public may speak to the Transportation Committee on any item at the time the Committee is considering the item. Please complete a Speaker's Slip, which is located in the rear of the room, and then present the slip to Committee staff. Also, members of the public are invited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

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TRANSPORTATION COMMITTEE

Friday, March 18, 2005

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

CHAIR'S REPORTS

INFORMATION

3.	VERBAL REPORT ON THE MTS COMPREHENSIVE OPERATIONAL ANALYSIS (COA) BLUE RIBBON COMMITTEE ACTIVITIES (Chairman Joe Kellejian)	
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4.	VERBAL REPORT ON THE MTS COA TECHNICAL COMMITTEE ACTIVITIES (Dave Schumacher)	
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REPORTS

+5.	2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM - AMENDMENT NO. 6 - <i>TransNet</i> EARLY ACTION PROGRAM (Sookyung Kim)	APPROVE
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The 2004 Regional Transportation Improvement Program (RTIP), adopted by the SANDAG Board on July 23, 2004, is a five-year (FY 2005 to FY 2009) program of major transportation projects funded by federal, state, and local funding sources including the *TransNet* local sales tax program. In November 2004, the voters of San Diego County voted to extend *TransNet* for 40 years until 2048. On January 28, 2005, the SANDAG Board approved the Early Action Program (EAP) to "jump start" several projects identified in the *TransNet* extension. One of the first steps to implementing the EAP is to include the proposed changes in the 2004 RTIP. This Amendment No. 6 includes projects identified in the EAP. Another amendment to the 2004 RTIP incorporating the Environmental Mitigation Program and early action transit projects would be brought to the Transportation Committee at a future date. The Transportation Committee is asked to adopt Resolution 2005-19, approving the 2004 RTIP Amendment No. 6

+6. INTERSTATES 805/5 SOUTH CORRIDOR STUDY RECOMMENDATIONS (Elisa Arias) APPROVE

SANDAG, in partnership with Caltrans, is completing a study that developed a multimodal transportation improvement strategy to enhance the mobility of regional trips for the entire Interstate 805 (I-805) corridor and the Interstate 5 (I-5) corridor south of State Route (SR) 54. This report summarizes the evaluation of several transportation alternatives, and recommends preferred interim and ultimate improvement strategies for the I-805 and I-5 South corridors. The Transportation Committee is asked to approve the I-805/I-5 South Corridor Study recommendations and direct staff to consider them in the development of the 2030 Regional Transportation Plan update.

7. UPCOMING MEETINGS INFORMATION

The next two Transportation Committee meetings are scheduled for Friday, April 1, 2005, and Friday, April 15, 2005. The April 1 meeting will be a joint meeting with the Regional Planning Committee.

8. ADJOURNMENT

+ next to an agenda item indicates an attachment

TRANSPORTATION COMMITTEE

March 18, 2005

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF MARCH 4, 2005

The meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal) at 9:02 a.m. See the attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Councilmember Jack Feller (North San Diego County Transit Development Board [NCTD]) and a second by Councilmember Jerry Rindone (South County), the Transportation Committee approved the minutes from the February 18, 2005, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chair Kellejian recognized Clark Fernon with Boyle Engineering. Mr. Fernon stated that the engineering on the State Route (SR) 56 project was a successful, cooperative effort. The elected officials and staff worked very hard on this project and on its accelerated schedule. The Consulting Engineers and Land Surveyors of California (CELSOC) recently awarded the 2005 Engineering Excellence Award to SANDAG for this project. He presented Chair Kellejian with this award.

Chuck Lungerhausen, a member of the public, reminded Committee members of the Water Walkers at The Splash at Frogs Club One in Spring Valley on Saturday, April 2, at 10:30 a.m. He requested sponsorship donations. He also referenced an article in the *San Diego Union-Tribune* newspaper by reporter Jeff Ristine about public transportation not serving the public to employment areas. In Mr. Lungerhausen's opinion, there needs to be more cooperation between the business community, SANDAG, and the transit agencies to provide better connections between transit and employment centers. He said that businesses in Europe and Japan have better relationships with public transportation, but they are heavily taxed to support it.

Chair Kellejian stated that a Blue Ribbon Committee will be meeting this afternoon at the Metropolitan Transit System (MTS) to address that issue.

Sandor Shapery, a member of the public and the Regional Planning Stakeholders Working Group, indicated that a year ago he presented a concept to the Transportation Committee involving a magnetic levitation (MAGLEV) train to connect the airport in San Diego to those in Los Angeles. He has been working on this effort for the past year. Last week, he

communicated his opinion with Mr. Mehdi Morshed and the High-Speed Rail Authority that MAGLEV could operate alongside Interstate 5 (I-5) rather than on the rail alignment along the coastal bluffs. The MAGLEV line could be built and operated by private funds. At the recent joint meeting between the Southern California Association of Governments (SCAG) and SANDAG, it was determined that it would be worthwhile to work together to further the MAGLEV plan. Mr. Shapery stated that the first MAGLEV system is in Shanghai, China. The San Diego Regional Chamber of Commerce is sponsoring a trip to China in April that includes a tour of the MAGLEV train. He invited all 19 members of the Transportation Committee to go on this trip as his guests and at his expense. He is setting up a nonprofit organization for this purpose.

Chair Kellejian stated that staff is looking into the implications of Transportation Committee members going on this trip, and will report back on its feasibility. *Jack Limber, General Counsel, said that there is a legal mechanism to allow this to occur and to have the money flow through SANDAG. SANDAG would then make the decision of who would go on this trip.*

Chair Kellejian noted that this issue will come back as an agenda item.

Councilmember Jerome Stocks (North County Coastal) said that we are currently fast-tracking the environmental studies for the improvement and widening of Interstate 5 (I-5). He wondered if those environmental documents would include this technology. *Eric Pahlke, Chief Deputy Executive Director, responded that the environmental document is purely a highway improvement for the managed lanes and widening of the freeway. He asked Bill Figge (Caltrans) if there is room for the footprint for this technology. Mr. Figge replied that adding this technology would change the forecasting for this project and they would have to review that because it is more involved than just accommodating the footprint.*

Councilmember Stocks thought that it would be less expensive to include this technology early on in the project rather than later.

Mayor Mickey Cafagna (North County Inland) mentioned that the High-Speed Rail Authority is already doing environmental work for high-speed rail.

Mr. Shapery stated that the High-Speed Rail Authority may not be around much longer. However, Mr. Morshed was in support of a project that would run up I-5 from San Diego to Los Angeles and he didn't feel it would be in conflict with the work currently underway.

Councilmember Phil Monroe (South County) asked about the dates of the trip to China in April. Mr. Shapery replied that the portion of the trip that included the MAGLEV train would occur during April 25-29, 2005.

Supervisor Ron Roberts (County of San Diego) mentioned that there is some possibility the Chamber would change the trip to have the Shanghai (MAGLEV) portion at the beginning of the trip rather than at the end.

CONSENT ITEMS (3 through 5)

Chair Kellejian noted that agenda item No. 4 was pulled from the Consent Calendar by a member of the public.

3. DRAFT AIR QUALITY CONFORMITY DETERMINATION FOR THE 2030 REGIONAL TRANSPORTATION PLAN AND 2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (ACCEPT)

The U.S. Environmental Protection Agency (EPA) designated the San Diego region as nonattainment for the new eight-hour ozone standard effective June 15, 2004. In accordance with federal requirements, SANDAG is required to make a conformity determination for the 2030 Revenue Constrained Regional Transportation Plan (RTP). The Transportation Committee is asked to accept the draft air quality conformity analysis of the 2030 Revenue Constrained RTP for distribution for a 30-day public comment period and to recommend that the Board of Directors schedule a Public Hearing at its meeting on April 22, 2005.

5. REPROGRAMMING OF CAPITAL FUNDS/TRANSIT CAPITAL PROJECT BUDGET AMENDMENTS (APPROVE)

The Transportation Committee is requested to approve a Metropolitan Transit System (MTS) request to transfer monies between capital projects to fund high-priority projects at the Cesar Chavez Station and the Imperial Avenue Bus yard. The MTS Board of Directors authorized the transfer of \$360,100 of surplus funding from completed projects and projects with projected surplus funding to the above-mentioned projects that are now ready for construction.

Action: Upon a motion by Mayor Cafagna and a second by Supervisor Roberts, the Transportation Committee approved Consent Items 3 and 5.

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

The LOSSAN Rail Corridor Agency seeks to increase ridership, revenue, capacity, reliability, and safety on the coastal rail line from San Diego to Los Angeles to San Luis Obispo. Known as Amtrak's Pacific Surfliner corridor, it is the second busiest intercity passenger rail corridor nationwide and Amtrak's fastest growing. This report summarizes the actions from the LOSSAN Board's meeting on February 9, 2004.

Public Comment:

Chuck Lungerhausen, a member of the public, expressed concern about President Bush's proposal to cut AMTRAK funds. He said that when 9/11 occurred, flights were grounded and people were only able to use rail. He thought that federal money for airlines should go to AMTRAK instead.

Action: Upon a motion by Councilmember Bob Emery (Metropolitan Transit System [MTS]) and a second by Mayor Cafagna, the Transportation Committee accepted this report for information.

REPORTS

6. REVISIONS TO POLICY NO. 18: REGIONAL TRANSIT SERVICE PLANNING (APPROVE)

Toni Bates, Division Director of Transportation Planning, reported that about a year ago the Transportation Committee adopted Policy No. 18: Regional Transit Service Planning. Last month, the Transportation Committee endorsed revisions to shift the responsibility for public hearings from SANDAG to the transit agencies, and established a process for determining regional policy consistency by SANDAG prior to the public hearings for transit services with regional significance. Revised Policy No. 18 is being presented for endorsement by the Transportation Committee and a recommendation to the SANDAG Board for adoption. The comments and actions taken by Transportation Committee have been incorporated into the revised flow chart.

Ms. Bates stated that the key changes to the adopted policy are as follows: the transit agencies would conduct the service change public hearings; prior to a public hearing for transit service changes with regional significance, SANDAG would conduct an administrative review to determine that the service change proposals are consistent with regional policies, goals, and objectives, or make a finding of overriding considerations if service proposals are inconsistent with regional policies; local and minor service changes would pass through SANDAG prior to a public hearing at the transit agencies to advise SANDAG on implementation actions planned by the transit agencies; and only those issues that result in a differing interpretation of consistency with regional plans, policies, goals, and objectives would be brought to the Transportation Committee for direction.

Chair Kellejian noted that the blue sheets that were distributed contain modified information to be incorporated into revised Policy No. 18.

Councilmember Monroe asked how the MTS Comprehensive Operational Analysis (COA) fits in with this process. *Ms. Bates pointed out the roles and responsibilities for the COA based on the proposed revised policy.*

Chair Kellejian stated that the funding for service changes comes through SANDAG to the transit agencies, and the transit agencies have to comply with their approved budgets. *Ms. Bates added that SANDAG has the responsibility for approving the funding for the transit agencies' budgets.*

Mr. Emery said that the information distributed at this meeting seemed to be different than that presented at yesterday's MTS Executive Committee meeting.

Paul Jablonski, MTS Chief Executive Office, asked if the revised information is the same as that approved at the last Transportation Committee meeting. *Ms. Bates clarified that the only difference from the flow chart in the agenda item and the revised version presented*

today is that if there are major changes made at a public hearing, SANDAG would re-review those changes for consistency determination at the administrative level rather than the Transportation Committee level. The Transportation Committee endorsed a consistency review at the staff level to be sure that major service proposals of regional significance are meeting regional goals in the Regional Comprehensive Plan, the Regional Transportation Plan (RTP) and the Short-Range Transit Plan (SRTTP), Service change proposals would not be brought before the Transportation Committee unless there was a difference of opinion on whether or not they have a negative regional impact. If something happens at the public hearing that significantly changes the original service proposal, the new change would be reviewed at the SANDAG staff level for consistency with regional plans and policies.

Because there was still some confusion on the part of the transit agencies, Mr. Limber stated that the important point is that the Transportation Committee would only be involved in service proposals if there is a significant change to a service proposal made at a transit agency public hearing. That new change would come back to SANDAG for staff review for consistency with regional plans and policies. Only in the unlikely event there was disagreement on the finding between SANDAG staff and the transit boards, would a service proposal come to the Transportation Committee. Ms. Bates pointed out that the policy can be changed as we work through these roles and responsibilities. Under Senate Bill 1703, SANDAG has the responsibility for development of the Short-Range Transit Plan. This process is a way to give the transit agencies as much as autonomy as possible.

Motion Made: Mayor Cafagna moved to recommend that the SANDAG Board adopt revised Policy No. 18: Regional Transit Service Planning, that reflects changes to the roles and responsibilities of SANDAG and the two transit agencies in the regional transit planning and implementation process. Mayor Mary Sessom (San Diego Regional Airport Authority) seconded the motion.

Discussion of the Motion:

Karen King, NCTD Executive Director, expressed concerned about the burden of this process on the transit agencies. It assumes that they have no common sense and can't be trusted to make decisions in line with regional plans. This process is adding to the transit agency workload. *Ms. Bates stated that the goal is to make it a seamless, easy process. As long as we continue to communicate with each other it should be a routine matter.*

Leon Williams, MTS Chair, asked why service proposals need to be reviewed again by SANDAG staff. He thought that the intent of the policy was to save money and steps.

Supervisor Roberts expressed concerned that a member of the Transportation Committee, who is not a member of a transit agency board, may want to ask for reconsideration of a service proposal at a Transportation Committee meeting. The intent of this policy is to give the public better transit service. This Committee ought to be concerned with establishing policy and not with service operations. He commented that sometimes the best of intentions can be overwritten by political will.

Councilmember Emery asked if there is any protection against what Supervisor Roberts mentioned. *Mr. Pahlke responded that SANDAG staff would review the situation and, if it*

had nothing to do with overall policy and consistency, staff would recommend that it not be agendized.

Action: The Transportation Committee unanimously recommended that the SANDAG Board of Directors adopt revised Policy No. 18, Regional Transit Service Planning, that reflects changes to the roles and responsibilities of SANDAG and the two transit agencies in the regional transit planning and implementation process.

7. DRAFT FY 2005-2009 REGIONAL SHORT-RANGE TRANSIT PLAN (ACCEPT)

Ms. Bates reported that in the consolidation legislation, SANDAG is responsible for development of the Regional SRTP. The Regional SRTP focuses on the short-term development of our transit system and it supports the policies of the Regional Comprehensive Plan (RCP) and the Regional Transportation Plan (RTP), and is guided by Policy No. 18. The Regional SRTP was prepared in coordination with MTS and NCTD, and it is grounded in the goals and objectives approved by the Transportation Committee in December 2004. There are only modest service improvements being proposed for FY 2005-2009 due to constrained funding. Ms. Bates described the contents of this plan including the purpose, strategic vision, regional travel demand, existing transit system, goals and objectives, and unmet needs and service proposals.

Ms. Bates stated that this year's plan identifies transit needs and deficiencies in several areas: direct routings, community services, late night/weekends, operational changes, and interjurisdictional services. The service proposal development/implementation process identifies needs and deficiencies, establishes service proposals, sets improvement priorities, goes through a SANDAG consistency determination, and transit agency implementation.

Ms. Bates said that the FY 2006 regional service implementation plan has relatively stable funding and is a fine-tuning of the system. More substantial changes will occur next year as proposals for the MTS Comprehensive Operational Analysis (COA) are incorporated into the plan.

Ms. Bates explained that minor capital improvements such as transit priority treatments (traffic signal priority, physical treatments, use of freeway shoulder lanes, and future managed lanes and bus rapid transit [BRT] services) can enhance service. Various studies underway or planned are the MTS COA, the Mid-City Network Plan, the University Avenue Mobility Plan, and a study of the Carmel Valley/Del Mar Heights area.

Ms. Bates reviewed the next steps and recommended actions.

Chair Kellejian noted that there is a wish list in the RS RTP containing a lot of projects and there is no money for any of them.

Chair Kellejian commented that there may be some fine-tuning of services related to the Mission Valley East (MVE) Line. *Ms. Bates stated that there is a bus feeder plan that will be implemented when MVE opens that should result in a reduction in bus operating subsidies.*

Ms. Bates mentioned that the revised materials distributed to the Transportation Committee have incorporated the comments received from MTS and NCTD.

Councilmember Monroe stated that the public expressed concern at an MTS meeting about the MVE bus feeder service changes. When we adjust service as planned through the COA we will create service deficiencies, especially in late night service. *Ms. Bates stated that that is where the priorities come in. There will always be deficiencies that will not be addressed due to funding constraints.*

Supervisor Pam Slater-Price (County of San Diego) noted that public transit is not door-to-door service; it is a public provision of service. She expressed concern with regard to the lack of public transit service to the Carmel Valley, Sorrento Valley and Del Mar Heights areas. She said that there is some discussion between NCTD and MTS about who will provide that service. There are a lot of low-income housing units in those areas. She also stated that better links should be provided between housing and businesses in Sorrento Valley and the Sorrento Valley Coaster Station. She added that downtown San Diego residents also need better connections to trolley and Coaster service.

Councilmember Feller stated that NCTD would operate the service in Sorrento Valley if MTS would fund it. He wondered if service for seniors and disabled persons is mentioned in this plan. *Ms. Bates replied that there is a discussion about a mini-grant program that is part of the TransNet reauthorization that can be used to jumpstart innovative services for seniors.*

Councilmember Feller asked how much money is set aside for this program now. Chair Kellejian suggested that Councilmember Feller contact staff for the answer to that question. *Mr. Limber stated that there are some challenges with financial bonding for those types of operations, and we will have to look at whether capital components for senior service can be advanced as part of the TransNet Plan of Finance.*

Motion Made: Councilmember Scott Peters (City of San Diego) moved that the Transportation Committee accept the Draft FY 2005-2009 Regional Short-Range Transit Plan for distribution for a 45-day review period and scheduling of a public hearing on the plan for April 15, 2005. Councilmember Emery seconded the motion.

Discussion of the Motion:

Councilmember Peters asked where he could find a reference to the studies being conducted. *Ms. Bates replied that they are on page 56 under "Special Studies."*

Councilmember Peters asked what these studies are intend to do. *Ms. Bates responded that the MTS COA, the Mid-City Network Plan, and the University Avenue Mobility Plan are underway. The Carmel Valley/Del Mar Heights study is proposed to be conducted. The service proposals from these studies would be included in future updates of the RS RTP.*

Chair Kellejian said that the Carmel Valley and Del Mar Heights Study is a real topic of conversation both at MTS and NCTD. There hasn't been service there and we have to solve that problem. *Ms. Bates commented that the results of these studies would be included in*

the SRTP and would be prioritized with other service proposals throughout the region for implementation.

Ms. King indicated that a joint study for the Carmel Valley and Del Mar Heights areas has been conducted and it identified specific routes and who would operate them when funds are available. This study may need to be updated. *Ms. Bates said that staff is aware of that study and intends to review it.*

Mayor Art Madrid (East County) commented that San Diego State University (SDSU) has plans to build more University parking structures, and student parking fees are part of the University's budget. He suggested that we take an aggressive role to encourage students to use the transit system and that there should be disincentives to driving.

Councilmember Rindone stated that he did not see the proposal for the Otay Ranch bus rapid transit (BRT) project in the RS RTP. *Ms. Bates said that the BRT projects under development are included on pages 63 and 64, under "Developing Services to Support the Regional Transit Vision,". She added that the SRTP focuses more on the existing bus system. The BRT projects are included in the mid- and longer-range vision.*

Councilmember Rindone asked if he could be provided with some documentation about the South Bay BRT project. He requested a project update with copies sent to all Transportation Committee members. *Ms. Bates suggested that we schedule a BRT project status report within the next 4-6 weeks.* Councilmember Rindone asked that he be sent preliminary information.

Action: Upon the motion by Councilmember Peters and a second by Councilmember Emery, the Transportation Committee accepted the draft FY 2005-2009 Regional Short-Range Transit Plan for a 45-day review period, and scheduled a public hearing on the plan for April 15, 2005.

8. UPCOMING MEETINGS

The next meetings of the Transportation Committee are scheduled for March 18 and April 1, 2005. The meeting on April 1 will be a joint meeting with the Regional Planning Committee to deal with Regional Comprehensive Plan issues.

Gary Bonelli, Director of Communications, said that the Policy Board meeting scheduled for Friday, March 11, was canceled and a North County Coastal tour was scheduled; however, the tour was cancelled due to a meeting of the San Diego Regional High-Speed Rail Task Force on that same date. The North County Coastal tour will be rescheduled.

9. ADJOURNMENT

Chair Kellejian adjourned the meeting at 10:29 a.m.

Attachment: Attendance Sheet

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

GEOGRAPHICAL AREA/ ORGANIZATION	JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING	COMMENTS
North County Coastal	City of Solana Beach	Joe Kellejian (Chair)	Member	Yes	
	City of Encinitas	Jerome Stocks	Alternate	Yes	
North County Inland	City of Poway	Mickey Cafagna	Member	Yes	
	City of San Marcos	Judy Ritter	Alternate	Yes	
East County	City of Santee	Jack Dale	Member	No	
	City of La Mesa	Art Madrid	Alternate	Yes	
South County	City of Chula Vista	Jerry Rindone	Member	Yes	
	City of Coronado	Phil Monroe	Alternate	Yes	
City of San Diego	----	Jim Madaffer	Member	No	
	----	Scott Peters	Alternate	Yes	
		Dick Murphy	Alternate	No	
County of San Diego	----	Ron Roberts	Member	Yes	
	----	Pam Slater-Price	Alternate	Yes	
	----	Dianne Jacob	Alternate	No	
Metropolitan Transit Development Board	City of Poway	Bob Emery	Member	Yes	
	MTDB	Leon Williams	Alternate	Yes	
North County Transit Development Board	City of Oceanside	Jack Feller	Member	Yes	
	City of Vista	Judy Ritter	Alternate	No	
	City of Del Mar	Dave Druker	Alternate	No	
San Diego County Regional Airport Authority	City of Lemon Grove	Mary Sessom	Member	Yes	
	Governor's Appointee	Xema Jacobson	Alternate	No	
ADVISORY/LIAISON Caltrans	----	Pedro Orso-Delgado	Member	No	
	—	Bill Figge	Alternate	Yes	

TRANSPORTATION COMMITTEE

March 18, 2005

AGENDA REPORT NO.: **5**

Action Requested: APPROVE

2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM - AMENDMENT NO. 6 - *TransNet* EARLY ACTION PROGRAM

Introduction

The 2004 Regional Transportation Improvement Program (RTIP), adopted by the SANDAG Board on July 23, 2004, is a five-year (FY 2005 to FY 2009) program of major transportation projects funded by federal, state, and local funding sources, including the *TransNet* local sales tax program. The current *TransNet* sales tax measure will expire in 2008, but in November 2004, the voters of San Diego County voted to extend the measure for forty years until 2048. On January 28, 2005, the SANDAG Board approved the Early Action Program (EAP) to "jump start" several projects identified in the *TransNet* extension. One of the first steps to implementing the EAP is to include the proposed changes in the 2004 RTIP. This Amendment No. 6 includes projects identified in the EAP. It is anticipated that a future amendment to the 2004 RTIP would include the Environmental Mitigation Program and various early action transit projects such as Bus Rapid Transit (BRT) project development activities, enhancements to rail services, and vehicle acquisitions.

Recommendation

The Transportation Committee is asked to adopt Resolution 2005-19 approving Amendment No. 6 to the 2004 RTIP, as shown in Table 1.

Discussion

At its January 28, 2005, meeting, the SANDAG Board reviewed and approved the *TransNet* Early Action Program. Tier 1 projects – SR 76 Widening, SR 52 New Freeway, and Mid-Coast Light Rail Transit project – are those projects that remain uncompleted from the current *TransNet* program, and are identified in the extension measure as a priority for implementation. Tier 2 projects – I-15 Managed Lanes North and South Extensions, SR 52 HOV/Managed Lanes, and the environmental efforts for the I-5 North Coast and I-805 corridors – are projects on corridors already under construction or are construction ready.

Pursuant to discussions at both the Transportation Committee (January 21, 2005) and Board (January 28, 2005) meetings, additional projects for transit, environmental mitigation, and the local agencies will be identified as candidates for early action and will be included in a future 2004 RTIP amendment. Staff is coordinating with our various partners to identify specific projects and their funding needs.

As reported to the Board, staff is currently working to determine cash flow needs related to the completion of the current *TransNet* program through FY 2008 and developing financing strategies to

accelerate the implementation of projects identified in the EAP. Based on initial estimates provided by the staffs of Caltrans and SANDAG, a total of \$274.2 million in additional funds is needed from FY 2005 to FY 2008 to maintain these early action projects on their current schedules and/or on an accelerated pace. These additional revenues would be made available through the use of commercial paper for the short-term, and would eventually be rolled into long-term, fixed rate debt issued for the overall program.

The *TransNet* Extension Ordinance divides the program into three categories: Major Corridors, Transit System Improvements/New BRT Rail Operations, and Local System Improvements. The projects included in this amendment fall under the Major Corridors (MC) category. These are briefly described below. (Table 1 provides additional details.)

Caltrans

I-5 HOV/Managed Lanes (CAL09): Add \$15 million of *TransNet*-MC funds for the Preliminary Engineering (PE) phase for the construction of HOV/managed lanes project. Total programmed funding increases to \$27,837,000.

I-15 Managed Lanes North & South (CAL18A/B): Expands the I-15 Managed Lanes project by adding the north and south segments to the middle segment currently under construction. The \$77 million in *TransNet*-MC funds (\$25 million for north and \$52 million for south segments) is for the PE phase of the projects. The north segment includes design to accommodate the planned BRT stations. Total programmed increases to \$92 million (\$30 million for north and \$62 million for south segments).

SR 52 E&F (CAL26): Add \$85 million of *TransNet*-MC funds for right-of-way costs associated with the completion of the 4-lane freeway from SR 125 to SR 67. Total programmed funding increases to \$365,575,000.

SR 52 HOV/Managed Lanes (CAL26A): Program \$38 million of *TransNet*-MC funds for this new project to begin the PE phase to construct new HOV/managed lanes from I-805 to SR 125 and to construct westbound auxiliary lane from I-15 to Mast Boulevard. The eastbound auxiliary lane costs will be included with a future 2004 RTIP amendment as Caltrans continues to refine its cost.

SR 76 Middle (CAL29): Add \$6.3 million of *TransNet*-MC funds to continue the PE phase to construct a 4-lane highway from Melrose Avenue to Mission Road. Total project increases to \$25,095,000.

SR 76 East (CAL29B): Program \$8.4 million of *TransNet*-MC funds for this new project to begin the PE phase for the construction of a 4-lane highway from Mission Road to I-15.

I-805 HOV/Managed Lanes (CAL78): Program \$26 million of *TransNet*-MC funds for this new project to begin the PE phase for new HOV/managed lanes from Telegraph Canyon Road to I-5.

SANDAG

Mid-Coast Corridor (SAN23): Add \$3.5 million of *TransNet*-MC funds to continue the PE phase of this corridor project. Total programmed funding increases to \$49,804,000.

I-15 BRT (SAN26): The current program would purchase new buses and build three BRT stations along the middle segment of I-15 currently under construction. The \$15 million in *TransNet*-MC funds would begin the PE phase for the design of two BRT stations along the north and south segments of the I-15 managed lanes project (CAL18A/B). Total programmed funding increases to \$75,666,000.

Schedule

Staff is working with our regional partners to further refine the funding needs of the EAP corridor projects as well as for environmental mitigation, early action transit needs, and potentially for local system improvement projects. An update to the *TransNet* Plan of Finance (POF) for both the current program and the extension is underway. A draft POF, which would include all of the EAP projects, is scheduled for Transportation Committee review in May 2005 with a recommendation to the Board for adoption in June. The adoption of the POF in June also would reflect another 2004 RTIP amendment that would include the updated EAP projects.

Air Quality Analysis

On July 23, 2004, SANDAG found the 2004 RTIP in conformance with the Regional Air Quality Strategy/ State Implementation Plan for the San Diego Region. All of the required regionally significant capacity increasing projects were included in the quantitative emissions analysis conducted for the 2004 RTIP, as amended.

Projects in Amendment No. 6 have been demonstrated to satisfy the requirements of 40 CFR 93.118 and 93.119 without a new regional emissions analysis in accordance with the provisions of 40 CFR 93.122(e)(2)(ii). The capacity increasing projects in Amendment No. 6 were included in the regional emission analysis of the 2030 Regional Transportation Plan (RTP) with design, concept, and scope adequately detailed to determine their contribution to the RTP's regional emissions at the time of conformity determination. The design, concept, scope, and implementation schedule of the projects are not significantly different from that described in the 2030 RTP. The funding changes for the projects in Amendment No. 6 will not delay the implementation of the RTIP. The 2004 RTIP, including Amendment No. 6, remains in conformance with the air quality program.

RENÉE WASMUND
Director of Finance

Attachment

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RESOLUTION

NO. 2005-19

APPROVING AMENDMENT NO.6 TO THE 2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, on July 23, 2004, SANDAG adopted the 2004 Regional Transportation Improvement Program (RTIP), including the air quality conformity finding and subsequent emissions analysis conducted for Amendment No. 1 with the State Implementation Plan (SIP) for air quality; and

WHEREAS, on March 28, 2003, SANDAG made a finding of conformity of the 2030 Regional Transportation Plan (RTP) and re-determined conformity of the 2004 RTIP with the SIP and the 1998 Regional Air Quality Strategy (RAQS); and

WHEREAS, on January 28, 2005, the SANDAG Board approved the implementation of the Early Action Program (EAP) to fund high priority regional projects as identified in the 2004 voter-approved Proposition A Extension: San Diego Transportation Improvement Program and Expenditure Plan; and

WHEREAS, the implementation of EAP requires an amendment to the 2004 RTIP as shown in Table 1; and

WHEREAS, the proposed amendment is consistent with the 2030 RTP; and

WHEREAS, the regionally significant capacity increasing projects have been incorporated into the quantitative air quality emissions analysis and conformity findings conducted for the 2030 RTP and the 2004 RTIP Amendment No. 6; and

WHEREAS, projects in Amendment No. 6 have been demonstrated to satisfy the requirements of 40 CFR 93.118 and 93.119 without a new regional emissions analysis in accordance with the provisions of 40 CFR 93.122(e)(2)(ii); and

WHEREAS, the capacity increasing projects in Amendment No. 6 were included in the regional emission analysis of the 2030 RTP with design, concept, and scope adequately detailed to determine their contribution to the RTP's regional emissions at the time of conformity determination; and the design concept, scope, and implementation schedule of these projects are not significantly different from that described in the 2030 RTP.

WHEREAS, the SANDAG Board of Directors delegated the authority for RTIP amendments including findings of air quality conformity to the Transportation Committee; NOW THEREFORE

BE IT RESOLVED that the Transportation Committee does hereby approve the attached Table 1 as Amendment No. 6 to the 2004 Regional Transportation Improvement Program.

BE IT FURTHER RESOLVED that SANDAG finds the 2004 RTIP, including Amendment No. 6 in conformance with the SIP and RAQS for the San Diego region, is consistent with SANDAG Intergovernmental Review Procedures, and is consistent with SANDAG Public Participation Policy, as amended.

PASSED AND ADOPTED this 18th day of March 2005.

CHAIRPERSON

ATTEST: _____
SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.
ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North San Diego County Transit Development Board, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, and Baja California/Mexico.

Table 1
2004 RTIP Amendment No. 6
San Diego Region (in \$000s)

Caltrans
MPO ID: CAL09 Capacity Status: CI
TITLE: I-5 HOV Managed Lanes Study
DESCRIPTION: From San Diego to Oceanside - construct HOV/managed lanes
Change Reason: Add TransNet-Major Corridors funding, part of EAP

	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
IMD	\$4,000	\$4,000						\$4,000		
CBI	\$500		\$500					\$500		
TransNet-H	\$358	\$358						\$358		
STP - Sec 330	\$2,000	\$950	\$1,050					\$2,000		
STIP-RIP	\$2,796	\$2,796						\$2,796		
RSTP	\$3,183	\$3,183						\$3,183		
TransNet-MC	\$15,000		\$15,000					\$15,000		
TOTAL	\$27,837	\$11,287	\$16,550					\$27,837		

Project Prior to Amendment

	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
IMD	\$4,000	\$4,000						\$4,000		
CBI	\$500		\$500					\$500		
TransNet-H	\$358	\$358						\$358		
STP - Sect 330	\$2,000	\$950	\$1,050					\$2,000		
STIP-RIP	\$2,796	\$2,796						\$2,796		
RSTP	\$3,183	\$3,183						\$3,183		
TOTAL	\$12,837	\$11,287	\$1,550					\$12,837		

MPO ID: CAL18A Capacity Status: CI
TITLE: I-15 Managed Lanes-North Segment
DESCRIPTION: From Clarence Lane to SR 78 - construct managed lanes
Change Reason: Add TransNet-Major Corridors funding, part of EAP

	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
STIP-RIP	\$5,000	\$5,000						\$5,000		
TransNet-MC	\$25,000		\$1,200	\$8,200	\$8,000	\$7,600		\$25,000		
TOTAL	\$30,000	\$5,000	\$1,200	\$8,200	\$8,000	\$7,600		\$30,000		

Project Prior to Amendment

	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
STIP-RIP	\$5,000	\$5,000						\$5,000		
TOTAL	\$5,000	\$5,000						\$5,000		

2004 RTIP Amendment No. 6
San Diego Region (in \$000s)

Caltrans (contin.)

MPO ID: CAL18B Capacity Status: CI										
TITLE: I-15 Managed Lanes- South Segment										
DESCRIPTION: From SR 163 to I-15/ SR 56 separation - construct managed lanes										
Change Reason: Add TransNet-Major Corridors funding, part of EAP										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
STIP-RIP	\$10,000	\$10,000						\$10,000		
TransNet-MC	\$52,000		\$2,000	\$17,000	\$17,000	\$16,000		\$52,000		
TOTAL	\$62,000	\$10,000	\$2,000	\$17,000	\$17,000	\$16,000		\$62,000		
<i>Project Prior to Amendment</i>										
	<i>TOTAL</i>	<i>PRIOR</i>	<i>04/05</i>	<i>05/06</i>	<i>06/07</i>	<i>07/08</i>	<i>08/09</i>	<i>PE</i>	<i>RW</i>	<i>CON</i>
STIP-RIP	\$10,000	\$10,000						\$10,000		
<i>TOTAL</i>	<i>\$10,000</i>	<i>\$10,000</i>						<i>\$10,000</i>		

MPO ID: CAL26 Capacity Status: CI										
TITLE: State Route 52 Freeway (E&F)										
DESCRIPTION: In Santee, SR 125 to Cuyamaca Street to SR 67 - construct 4 lane freeway										
Change Reason: Add TransNet-Major Corridors funding, part of EAP										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
Demo	\$2,250	\$2,250							\$2,250	
STIP-IIP	\$3,400	\$3,400						\$2,400	\$1,000	
TransNet-H	\$44,340	\$44,340							\$44,340	
STIP-RIP	\$167,035	\$40,495	\$8,000		\$49,620		\$68,920	\$6,605	\$91,510	\$68,920
RSTP	\$17,550	\$17,550							\$17,550	
TCRP	\$45,000	\$25,000				\$20,000			\$25,000	\$20,000
TCSP	\$1,000		\$1,000						\$1,000	
TransNet-MC	\$85,000		\$27,000	\$40,000	\$18,000				\$85,000	
TOTAL	\$365,575	\$133,035	\$36,000	\$40,000	\$67,620	\$20,000	\$68,920	\$9,005	\$267,650	\$88,920
<i>Project Prior to Amendment</i>										
	<i>TOTAL</i>	<i>PRIOR</i>	<i>04/05</i>	<i>05/06</i>	<i>06/07</i>	<i>07/08</i>	<i>08/09</i>	<i>PE</i>	<i>RW</i>	<i>CON</i>
Demo	\$2,250	\$2,250							\$2,250	
STIP-IIP	\$3,400	\$3,400						\$2,400	\$1,000	
TransNet-H	\$44,340	\$44,340							\$44,340	
STIP-RIP	\$167,035	\$40,495	\$8,000		\$49,620		\$68,920	\$6,605	\$91,510	\$68,920
RSTP	\$17,550	\$17,550							\$17,550	
TCRP	\$45,000	\$25,000				\$20,000			\$25,000	\$20,000
TCSP	\$1,000		\$1,000						\$1,000	
<i>TOTAL</i>	<i>\$280,575</i>	<i>\$133,035</i>	<i>\$9,000</i>		<i>\$49,620</i>	<i>\$20,000</i>	<i>\$68,920</i>	<i>\$9,005</i>	<i>\$182,650</i>	<i>\$88,920</i>

MPO ID: CAL26A Capacity Status: CI										
TITLE: State Route 52 HOV/Managed Lanes										
DESCRIPTION: From I-805 to SR 125 Connection - construct HOV/ML; and from I-15 to Mast construct auxiliary lane										
Change Reason: New project, part of EAP										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
TransNet-MC	\$38,000		\$1,000	\$5,000	\$12,000	\$12,000	\$8,000	\$38,000		
TOTAL	\$38,000		\$1,000	\$5,000	\$12,000	\$12,000	\$8,000	\$38,000		

2004 RTIP Amendment No. 6
San Diego Region (in \$000s)

Caltrans (contin.)

MPO ID: CAL29 Capacity Status: CI
 TITLE: SR 76 Middle
 DESCRIPTION: Melrose Ave to Mission Rd - widen from 2 to 4 lanes
 Change Reason: Add TransNet-Major Corridors funding, part of EAP

	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
Demo	\$4,132		\$1,560		\$2,572			\$1,560	\$2,572	
TransNet-H	\$4,559	\$2,050	\$414		\$2,095			\$2,440	\$2,119	
RSTP	\$9,104		\$180		\$8,924				\$9,104	
STP	\$1,000				\$1,000				\$1,000	
TransNet-MC	\$6,300		\$900	\$2,400	\$2,000	\$1,000		\$6,300		
TOTAL	\$25,095	\$2,050	\$3,054	\$2,400	\$16,591	\$1,000		\$10,300	\$14,795	

Project Prior to Amendment

	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
Demo	\$4,132		\$1,560		\$2,572			\$1,560	\$2,572	
TransNet-H	\$4,559	\$2,050	\$414		\$2,095			\$2,440	\$2,119	
RSTP	\$9,104		\$180		\$8,924				\$9,104	
STP	\$1,000				\$1,000				\$1,000	
<i>TOTAL</i>	<i>\$18,795</i>	<i>\$2,050</i>	<i>\$2,154</i>		<i>\$14,591</i>			<i>\$4,000</i>	<i>\$14,795</i>	

MPO ID: CAL29B Capacity Status: CI
 TITLE: SR 76 East
 DESCRIPTION: From Mission Rd to I-15 - widen from 2 to 4 lanes
 Change Reason: New project, part of EAP

	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
TransNet-MC	\$8,400		\$900	\$2,500	\$2,300	\$2,700		\$8,400		
TOTAL	\$8,400		\$900	\$2,500	\$2,300	\$2,700		\$8,400		

MPO ID: CAL78 Capacity Status: CI
 TITLE: I-805 HOV/Managed Lanes
 DESCRIPTION: From Telegraph Canyon Rd. to I-5 - construct managed lanes
 Change Reason: New project, part of EAP

	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
TransNet-MC	\$26,000		\$1,200	\$6,300	\$11,100	\$7,400		\$26,000		
TOTAL	\$26,000		\$1,200	\$6,300	\$11,100	\$7,400		\$26,000		

2004 RTIP Amendment No. 6
San Diego Region (in \$000s)

San Diego Association of Governments

MPO ID: SAN23 Capacity Status: CI
 TITLE: Mid-Coast Corridor Project
 DESCRIPTION: Design/construct light rail line from Old Town Transit Center to Balboa Ave; conduct alternative alignment study;
 begin PE from Balboa Ave to University City; mid-coast corridor planning/environmental
 Change Reason: Add TransNet-Major Corridors funding, part of EAP

	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5309 (NS)	\$1,922	\$930	\$992					\$1,922		
FTA 5307	\$519	\$519						\$519		
TransNet-T	\$24,072	\$22,751	\$1,321					\$16,072	\$8,000	
TCI	\$537	\$537						\$537		
STIP-RIP	\$9,254			\$4,000		\$5,254		\$4,000	\$5,254	
TCRP	\$10,000					\$10,000			\$10,000	
TransNet-MC	\$3,500		\$700	\$1,400	\$1,400			\$3,500		
TOTAL	\$49,804	\$24,737	\$3,013	\$5,400	\$1,400	\$15,254		\$26,550	\$23,254	

Project Prior to Amendment

	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5309 (NS)	\$1,922	\$930	\$992					\$1,922		
FTA 5307	\$519	\$519						\$519		
TransNet-T	\$24,072	\$22,751	\$1,321					\$16,072	\$8,000	
TCI	\$537	\$537						\$537		
STIP-RIP	\$9,254			\$4,000		\$5,254		\$4,000	\$5,254	
TCRP	\$10,000					\$10,000			\$10,000	
<i>TOTAL</i>	<i>\$46,304</i>	<i>\$24,737</i>	<i>\$2,313</i>	<i>\$4,000</i>	<i>\$0</i>	<i>\$15,254</i>		<i>\$23,050</i>	<i>\$23,254</i>	

MPO ID: SAN26 Capacity Status: CI
 TITLE: I-15 BRT (Rolling Stock, Transit Stations)
 DESCRIPTION: From SR 163 to SR 78 - purchase new buses for I-15 BRT (25 replacement, 8 expansion) and build 5 transit stations
 part of I-15 ML/BRT project (CAL18, 18A, 18B)
 Change Reason: Add TransNet-Major Corridors funding to begin design on transit station along north and south segments of I-15 ML

	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
CMAQ	\$22,132	\$22,132							\$3,550	\$18,582
FTA 5309 (Bus)	\$2,634		\$2,634							\$2,634
TransNet-T	\$7,100	\$7,100							\$5,600	\$1,500
TCRP	\$28,800	\$5,700				\$23,100			\$5,700	\$23,100
TransNet-MC	\$15,000			\$3,000	\$6,000	\$6,000		\$15,000		
TOTAL	\$75,666	\$34,932	\$2,634	\$3,000	\$6,000	\$29,100		\$15,000	\$14,850	\$45,816

Project Prior to Amendment

	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
CMAQ	\$22,132	\$22,132							\$3,550	\$18,582
FTA 5309 (Bus)	\$2,634		\$2,634							\$2,634
TransNet-T	\$7,100	\$7,100							\$5,600	\$1,500
TCRP	\$28,800	\$5,700				\$23,100			\$5,700	\$23,100
<i>TOTAL</i>	<i>\$60,666</i>	<i>\$34,932</i>	<i>\$2,634</i>			<i>\$23,100</i>			<i>\$14,850</i>	<i>\$45,816</i>

RTIP Fund Types

APCD	=	Air Pollution Control District
BIA	=	Bureau of Indian Affairs
BTA	=	Bicycle Transportation Account (State)
CMAQ	=	Congestion Mitigation and Air Quality (Federal)
CBI	=	Corridors and Borders Infrastructure Program (Federal)
CDBG	=	Community Development Block Grants (Local)
DEMO	=	Demonstration (Federal)
HBRR	=	Highway Bridge Repair & Replacement (Federal)
HUD	=	Housing and Urban Development (Federal)
IBRC	=	Innovative Bridge Research & Construction (Federal)
IMD	=	Interstate Maintenance Discretionary (Federal)
JARC	=	Jobs Access Reverse Commute (Federal)
NCPD	=	National Corridor Planning & Development (Federal - part of CBI)
PLH	=	Public Lands Highway (Federal)
RSTP	=	Regional Surface Transportation Program (Federal)
RTP	=	Recreational Trails Program (Federal)
SHOPP	=	State Highway Operation & Protection Program (for Caltrans use only)
STIP-IIP	=	State Transportation Improvement Program - Interregional Program (State)
STIP-RIP	=	State Transportation Improvement Program - Regional Improvement Program (State)
STP	=	Surface Transportation Program under FHWA Administrative Program (congressionally directed appropriations)
TCI	=	Transit Capital Improvement Program (State, no longer exists)
TCRP	=	Traffic Congestion Relief Program (State)
TCSP	=	Transportation & Community & System Preservation (Federal)
TSM	=	Transportation Systems Management (State)
TDA	=	Transportation Development Act (State)
TDA-B	=	Transportation Development Act-Bicycle & Pedestrian Facilities (State)
TEA	=	Transportation Enhancement Activities Program (Federal)
<i>TransNet-H</i>	=	Prop. A Local Transportation Sales Tax - Highway (Local)
<i>TransNet-78</i>	=	Prop. A Local Transportation Sales Tax - SR 78 (Local)
<i>TransNet-L</i>	=	Prop. A Local Transportation Sales Tax - Local Streets & Roads (Local)
<i>TransNet-T</i>	=	Prop. A Local Transportation Sales Tax - Transit (Local)
<i>TransNet-MC</i>	=	Prop. A Extension Local Transportation Sales Tax - Major Corridors (Local)
<i>TransNet-TSI</i>	=	Prop. A Extension Local Transportation Sales Tax - Transit System Improvements (Local)
<i>TransNet-LSI</i>	=	Prop. A Extension Local Transportation Sales Tax -Local System Improvements (Local)
Section 5307	=	Federal Transit Administration Urbanized Area Formula Program
Section 5309	=	Federal Transit Administration Discretionary Program
Section 5309 NS	=	Federal Transit Administration Discretionary - New Starts Program
Section 5309 FG	=	Federal Transit Administration Fixed Guideway Modernization (Rail Mod)
Section 5311	=	Federal Transit Administration Rural Program
Section 5310	=	Federal Transit Administration Elderly & Disabled Program

TRANSPORTATION COMMITTEE

March 18, 2005

AGENDA ITEM NO.: **6**

Action Requested: APPROVE

INTERSTATES 805/5 SOUTH CORRIDOR STUDY RECOMMENDATIONS

Introduction

Adopted by the SANDAG Board of Directors in March 2003, the MOBILITY 2030 Regional Transportation Plan (RTP) identified the I-805/I-5 Corridor for future study. In May 2003, SANDAG, in partnership with Caltrans, began a study to develop a transportation improvement strategy to enhance the mobility of interregional and regional trips for the entire Interstate 805 (I-805) corridor and the Interstate 5 (I-5) corridor south of State Route (SR) 54.

The I-805/I-5 South Corridor Study developed and evaluated eight multimodal transportation alternatives. Each alternative included different levels of regional transit service and highway improvements. In addition, the alternatives include different types of highway improvements, such as high occupancy vehicle (HOV) lanes, Managed Lanes, and mixed-flow lanes. In May 2004, the Transportation Committee approved four of the eight alternatives for further analysis: *Alternative 1: No Build scenario*, *Alternative 3: MOBILITY 2030 Transit and Highway*, *Alternative 5: Enhanced Transit and MOBILITY 2030 Highway*, and *Alternative 6: MOBILITY 2030 Transit and Enhanced Highway*.

Following the evaluation of Alternatives 3, 5, and 6, and in response to comments received at community meetings in September and October, 2004, *Alternative 9: MOBILITY 2030 Plus* was developed combining synergistic improvements from Alternatives 3, 5, and 6. This report summarizes the analysis performed and presents a staff recommendation for an interim and an ultimate transportation improvement strategy for the I-805 and I-5 South corridors.

The interim strategy was developed to phase capacity improvements on I-805 between SR 54 and SR 905 in accordance with the Development Franchise Agreement for the SR 125 toll road. The I-805/I-5 Corridor Study Technical Working Group concurs with this recommendation, with the exception of the representative of the community of City Heights who stated a preference for the lower-cost Alternative 3. The representative from the Sweetwater Planning Group opposed the interim improvement strategy due to the projected congestion on I-805 in the vicinity of Bonita.

In January 2005, the SANDAG Board of Directors directed staff to initiate the *TransNet* Early Action Program, which includes advancing the I-805 corridor's environmental documents, among other projects.

Recommendation

The Transportation Committee is asked to approve the I-805/I-5 South Corridor Study recommendations (Attachment 1) and direct staff to consider them in the development of the 2030 RTP update.

Discussion

I-805 and I-5 are the principal north-south interregional freeways for people and goods movement in the San Diego region connecting the San Diego metropolitan area with Mexico and Los Angeles. They are extensively used commuter and truck routes and provide access to major employment centers in the region. Both I-805 and I-5 South are eight-lane freeways with auxiliary lanes at various locations and no HOV lanes. Currently, no regional transit service operates on these corridors to major job centers, except for Route 960: Euclid Trolley Station to University Towne Centre (on I-805 between SR 52 and La Jolla Village Drive).

The transportation alternatives evaluated in the I-805/I-5 South Study are multimodal in nature. Alternative 3 is essentially the MOBILITY 2030 network (Reasonably Expected Revenue scenario). Alternative 5 would provide enhanced transit services in the South Bay and Mid-Coast areas in addition to the transit services included in the MOBILITY 2030 network, while Alternative 6 would provide two additional mixed-flow lanes on I-805 between Telegraph Canyon Road, in Chula Vista, and the I-805/I-5 merge in Sorrento Valley.

Alternative 1 (No Build) is used for comparison purposes with the Build alternatives. The No Build alternative also must be evaluated in subsequent environmental analyses. Attachment 2 includes a detailed description of the transit and highway improvements for each of the alternatives evaluated.

Summary of Findings

The evaluation of Alternatives 3, 5, and 6 pointed to strengths and weaknesses in their performance. For example, Alternative 5 showed the best performance in attracting work trips to transit at peak periods and in providing transit accessibility to homes and jobs; however, it would require the highest investment among the alternatives. Alternative 6 indicated the best performance in congestion relief and would call for the second highest investment among the alternatives. With the lowest estimated cost of the three build scenarios, Alternative 3 showed solid performance in congestion relief, transit mode share, and homes and jobs served by transit, though less than the other two alternatives.

Using Alternative 3 as the foundation, Alternative 9 was developed to incorporate the best performing Bus Rapid Transit (BRT) routes and Direct Access Ramps (DARs) from Alternative 5 as well as the best performing highway elements from Alternative 6, including HOV-to-HOV connectors and additional segments of mixed flow lanes. Table 1, on Attachment page 1-2, outlines the projects and services included in Alternative 9. Project additions to Alternative 3 are listed on Attachment page 2-2, and denote highway improvements or transit services not included in the MOBILITY 2030 network. Figure 1, on Attachment page 1-3, illustrates Alternative 9.

It should be noted that “highway elements” are, in fact, capital improvements that would benefit all users regardless of mode. Since some BRT routes will operate on the network of managed lanes, HOV-to-HOV connectors also will be used by transit vehicles. Equally, DARs, initially considered to facilitate travel of BRT vehicles, also would be used by carpools.

The proposed project additions in Alternative 9 would provide more travel options by transit to employment centers in Mission Valley, Kearny Mesa, and Downtown San Diego and would serve the densely populated University Avenue corridor. Direct access ramps and freeway connectors for HOV lanes would enhance travel times for carpools and BRT services.

The preliminary capital cost of Alternative 9 is estimated at \$7.26 billion while operations and maintenance costs through 2030 are estimated at \$890 million. Funding sources will include the *TransNet* extension plus federal, state, and local partnership monies.

Interim Improvement Strategy

The SR 125 Franchise Agreement was amended after the February 2000 adoption of the 2020 RTP. According to the agreement, during the 35-year term of the franchise, Caltrans is able to expand the capacity of I-805 between SR 54 and SR 905 as identified in the 2020 RTP. The 2020 RTP included two HOV lanes for the I-805 corridor.

There are no restrictions on Caltrans' ability to make safety improvements on the I-805 corridor. Capacity improvements on I-805 beyond the two HOV lanes included in the 2020 RTP may result in compensation to the developer, California Transportation Ventures, for potential revenue losses estimated by an independent traffic analysis, and annual reassessments based on actual traffic and revenue data.

The I-805/I-5 South Corridor Study recommends that the ultimate configuration of I-805 between SR 54 and SR 905 include four new managed lanes and two general purpose lanes north of H Street (up to SR 15), as incorporated in Alternative 9. To be consistent with the SR 125 Franchise Agreement, the interim strategy proposes to include the improvements outlined below:

Interim Configuration of I-805 between SR 54 and SR 905:

- Two new HOV lanes (one in each direction)
- Two new transit-only lanes (one in each direction)
- Two auxiliary lanes between SR 54 and Telegraph Canyon Road (one in each direction, as needed)

The interim strategy would develop the ultimate footprint of the I-805 corridor and would advance the recommended DARs, providing safer, faster, and more direct travel for BRT services and other HOV traffic. The two BRT services planned to operate on I-805 south of SR 54 are routes between Otay Mesa and Downtown San Diego and between San Ysidro and Sorrento Valley.

Evaluation Summary

To conduct the evaluation of the alternatives, a set of quantitative measures was developed to understand the performance of each scenario. Attachment 3 summarizes the results of this evaluation. Attachment 4 provides preliminary cost estimates for capital, operations, and maintenance for the alternatives analyzed.

The mix of transit and highway improvements included in the recommended Alternative 9 would meet the objectives outlined in the study's Need and Purpose. Within the study area, in addition to implementing the MOBILITY 2030 plan for regional transit services and highway improvements, Alternative 9 also would advance other projects identified as unfunded needs in the 2030 RTP. These additional projects should be reconsidered for inclusion in the Reasonably Expected funding scenario during the next RTP update.

In the study area, Alternative 9 addresses mobility by increasing capacity to move people and goods and by providing travel choices for regional trips. Compared to the No Build alternative, it supports reliability by yielding the highest travel time savings, and provides for congestion relief by substantially reducing (but not eliminating) level of service (LOS) F during the peak hour. Finally, Alternative 9 surpasses the goal of a minimum 10 percent transit mode share for work trips during peak periods and comes within reach of the goal of a 12 percent carpool mode share.

Compared to current conditions, the proposed improvement strategy would result in a slight increase in carpooling and a 4.2 percent increase in transit mode share for work trips within the study area, while at the same time reducing congestion during the peak hour by 78 percent. There is considerable synergy among travel modes when transportation improvements are made. Generally, it is expected that providing transit improvements without improving facilities for drive alone would yield a higher transit mode share. Conversely, if only mixed-flow lanes were built, an increase in drive alone rates would be expected. The mix of transit, HOV, and mixed-flow lanes included in the recommended Alternative 9 is anticipated to achieve both congestion relief and a shift in travel mode from drive alone to carpool and –transit, in particular.

Along the I-805 and I-5 South corridors, projected travel times during peak periods from selected residential areas to employment centers by carpool, transit, and drive alone show that travel times for carpool will be between three and 12 minutes faster than if driving alone. Transit travel times are competitive with driving alone for several typical commutes, such as San Ysidro to Downtown San Diego, Mid-City to University Towne Centre, and East Chula Vista to Downtown San Diego.

In brief, with the implementation of the transportation improvements and services included in Alternative 9, travel conditions on the I-805 and I-5 South corridors are projected to improve even when considering a regional population growth of one million residents and almost another half a million jobs by 2030. More travel choices will be available with the provision of managed and HOV lanes as well as regional transit services.

However, by 2030, the interim configuration for I-805 between SR 54 and SR 905, which includes one HOV lane and one transit lane in each direction, is projected to result in two segments of the freeway operating at LOS F. In the morning peak hour, the segment of I-805 between H Street and SR 54 in the northbound direction would operate at LOS F. In the southbound direction, in the afternoon peak hour, I-805 again would operate at LOS F from SR 54 to Bonita Road. The interim improvement strategy is geared towards fully implementing Alternative 9 with four managed lanes over the long-term.

Community Outreach

After the preliminary evaluation of Alternatives 3, 5, and 5 was conducted, Caltrans and SANDAG staff made 17 presentations at meetings of Community Planning Groups of the City of San Diego and the County of San Diego, and at the Planning Commissions of the Cities of Chula Vista and National City throughout September and October 2004. More than 500 people attended these meetings and staff received more than 125 comments and questions. Brochures and postage paid comment cards were distributed at each of the meetings.

BOB LEITER

Director of Land Use and Transportation Planning

Attachments

Key Staff Contact: Elisa Arias, (619) 699-1936; ear@sandag.org

I-805/I-5 South Corridor Study Recommended Regional Transit Services and Highway Improvements

Long-Term Improvement Strategy

Table 1, on page 1-2, includes regional and corridor transit services, new high occupancy vehicle (HOV) and managed lanes, as well as Direct Access Ramps (DARs) and HOV-to-HOV connectors, recommended for I-805 and I-5 south of SR 54 (Alternative 9).

Most of these transit services and highway improvements are included in MOBILITY 2030. However, several others were identified as unfunded needs in the 2030 RTP. They are:

- BRT Route 616 and Route 624
- I-805: Two additional mixed-flow lanes between H Street and SR 15
- I-805: Two additional mixed-flow lanes between SR 52 and La Jolla Village Drive
- DAR in the vicinity of Lusk Boulevard
- Three additional DARs at locations to be determined between National City and the University City area.
- HOV to HOV Connector at I-805/I-15
- HOV to HOV Connector at I-805/SR 94

Interim Improvement Strategy

The interim configuration of I-805 between SR 54 and SR 905 through 2030 is shown below:

- Two new HOV lanes (one in each direction)
- Two new transit-only lanes (one in each direction)
- Two auxiliary lanes between SR 54 and Telegraph Canyon Road (one in each direction, as needed)

Highway improvements for I-805 North of SR 54 and for I-5 South would be implemented as described in Alternative 9, as well as the recommended regional transit services.

**Table 1
I-805/I-5 South Corridor Study Recommendations**

Alternative 9: MOBILITY 2030 Plus ¹

Regional and Corridor Transit Services

Heavy Rail

Route 398: Increase in Coaster service from 36 min. to 20 min. headways in peak period (Tunnel at UTC)

Light Rail

Route 510: Increase in Blue Line Trolley service from 15 min. to 7.5 min headways in off-peak

Route 570: New Mid-Coast to Balboa, to UTC, and to Sorrento Mesa with 7.5 min headways in peak period

New Bus Rapid Transit

Route 616: Pt. Loma to Mira Mesa and to Scripps Poway Pkwy via Black Mtn & Linda Vista with 5 min. headways in peak period

Route 619: 32nd Street to Clairemont Mesa and to Sorrento Mesa with 5 min. headways in peak period

Route 621: Centre City to Fashion Valley and UTC via Hillcrest/Genesee Avenue with 5 min. headways in peak period

Route 624: University Avenue with 5 min. headways in peak period

Route 627: H Street to Otay Ranch via Southwestern College with 30 min. headways in peak period

Route 628: Centre City to Otay Mesa via SR 94/I-805 with 5 min. headways in peak period

Route 660: El Cajon to UTC via SR 52 with 10 min. headways in peak period

Route 680: San Ysidro to Sorrento with 5 min. headways in peak period

HOV and Managed Lane Facilities

Freeway	From	To	Existing	After Improvements
I-5	SR 905	SR 54	8F	8F + 2HOV
I-805	SR 905	H Street	8F	8F + 4ML
I-805	H Street	SR 15	8F	10F + 4ML
I-805	SR 15	I-8	8F	8F + 4ML
I-805	Mission Valley Viaduct		8F	8F + 4ML
I-805	I-8	SR 52	8F	8F + 4ML
I-805	SR 52	La Jolla Village Dr.	8F	10F + 4ML
I-805	La Jolla Village Dr.	I-5	8F	8F + 4ML

Direct Access Ramps ²

Freeway	Arterial
I-5	San Ysidro Border Crossing
I-805	Beyer Blvd.
I-805	E. Palomar Street
I-805	Plaza Bonita
<i>I-805</i>	<i>Lusk Blvd.</i>

HOV Connectors

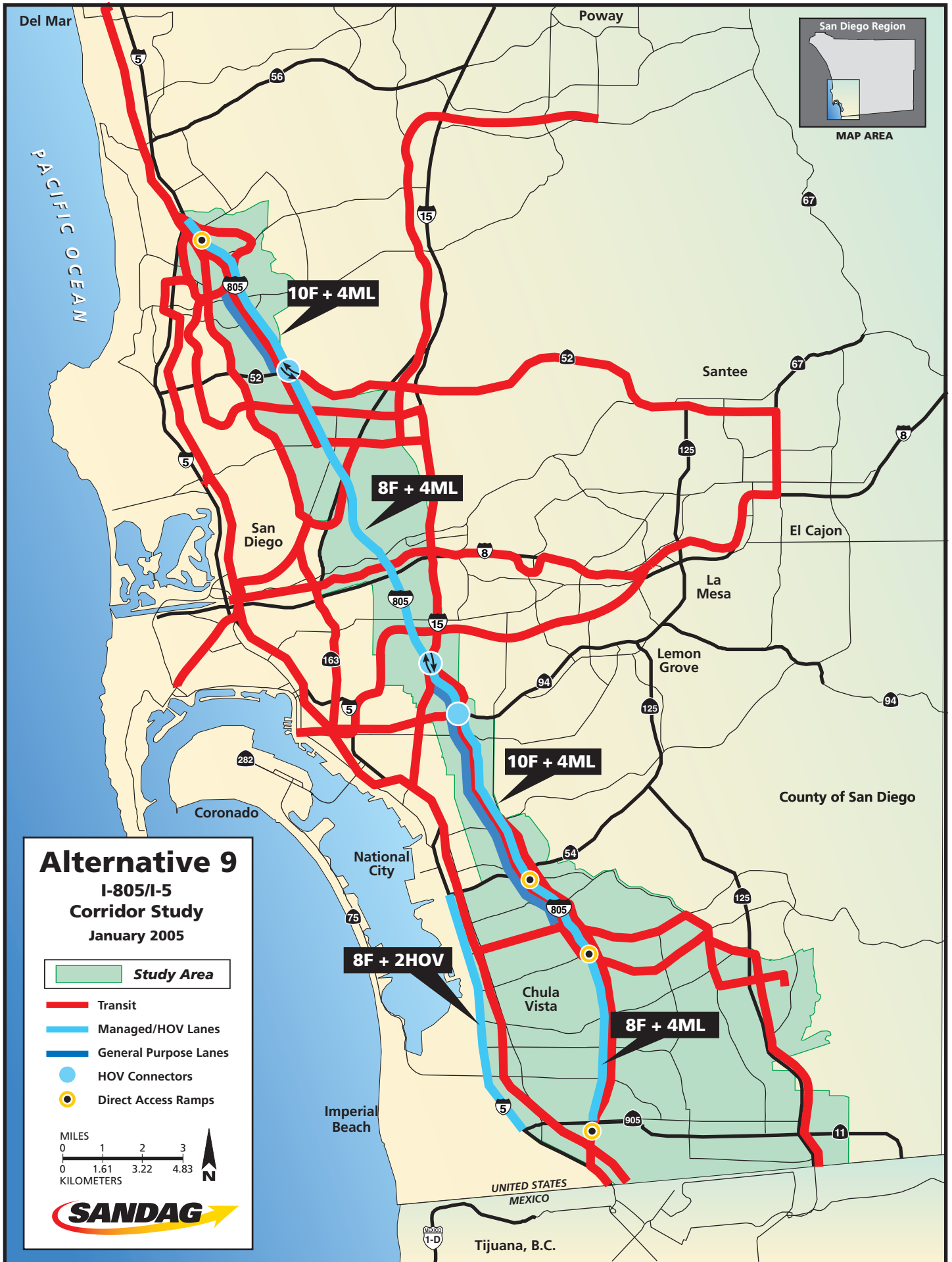
Freeway	Intersecting Freeway	Movement
I-805	SR 52	West to North and South to East
I-805	I-15	North to North and South to South
I-805	SR 94	West to North, South to East, East to South, and North to West

F = Freeway Lanes, ML = Managed Lanes (HOV & Value Pricing), HOV = High Occupancy Vehicle Lanes

¹ The I-5 HOV Connector (at the I-805 merge) and the I-5/I-805 Port of Entry (Inspection Facility) are assumed in all alternatives. The 2030 RTP Mobility Network is assumed outside the study area.

² Other candidate locations for DARs at I-805 are in the vicinity of SR 905, Otay Valley Rd./Main St., H St., Plaza Blvd., 47th St., El Cajon Blvd., Balboa Ave., Nobel Dr./Eastgate Mall.

Figure 1



I-805/I-5 South Corridor Study Alternatives Evaluated

As a result of the initial screening of alternatives conducted in Spring 2004, three Build alternatives for the I-805 corridor and I-5 south of SR 54 were retained for further study. The tables on the following pages outline the highway and transit service improvements included in each alternative. Table 1, on Attachment page 1-2, describes Alternative 9.

The No Build alternative (Alternative 1) generally represents current transit service and no improvements to I-805 and I-5 South. All alternatives, including No Build, assume completion of programmed projects such as the Mission Valley East and Mid-Coast to Balboa light rail transit extensions, the I-5 auxiliary lane between Bay Marina Drive and Harbor Drive, interchange improvements at I-805 and Olympic Parkway, the I-5 HOV connector at the I-805 merge, and the San Ysidro Port of Entry realignment. The 2030 RTP Mobility highway and transit networks are assumed outside the study area.

Alternative 3: MOBILITY 2030 Transit and Highway¹

MOBILITY 2030 Regional Transit Service and HOV improvements

Regional and Corridor Transit Services

Heavy Rail

Route 398: Increase in Coaster service from 36 min. to 20 min. headways in peak period (Tunnel at UTC)

Light Rail

Route 510: Increase in Blue Line Trolley service from 15 min. to 7.5 min headways in off-peak

Route 570: New Mid-Coast to Balboa, to UTC, and to Sorrento Mesa with 7.5 min headways in peak period

New Bus Rapid Transit

Route 619: 32nd Street to Clairemont Mesa with 5 min. headways in peak period

Route 621: Centre City to Fashion Valley and UTC via Hillcrest/Genesee Avenue with 5 min. headways in peak period

Route 627: H Street to Otay Ranch via Southwestern College with 30 min. headways in peak period

Route 628: Centre City to Otay Mesa via SR 94/I-805 with 5 min. headways in peak period

Route 660: El Cajon to UTC via SR 52 with 10 min. headways in peak period

Route 680: San Ysidro to Sorrento with 5 min. headways in peak period

HOV and Managed Lane Facilities

Freeway	From	To	Existing	After Improvements
I-5	SR 905	SR 54	8F	8F + 2HOV
I-805	SR 905	SR 54	8F	8F + 4ML
I-805	SR 54	I-8	8F	8F + 4ML
I-805	Mission Valley Viaduct		8F	8F + 4ML
I-805	I-8	I-5	8F	8F + 4ML

Direct Access Ramps

Freeway	Arterial
I-5	San Ysidro Border Crossing
I-805	E. Palomar Street
I-805	Plaza Bonita

HOV Connectors

Freeway	Intersecting Freeway	Movement
I-805	SR 52	West to North & South to East

F = Freeway Lanes

ML = Managed Lanes (HOV & Value Pricing)

HOV = High Occupancy Vehicle Lanes

¹The I-5 HOV Connector (at the I-805 merge) and the I-5/I-805 Port of Entry (Inspection Facility) are assumed in all alternatives. The 2030 RTP Mobility Network is assumed outside the study area

Alternative 5: Enhanced Transit and MOBILITY 2030 Highway¹

Enhanced Regional Transit Service (additional South Bay and Mid-Coast routes) and MOBILITY 2030 HOV improvements

Regional and Corridor Transit Services

Heavy Rail

Route 398: Increase in Coaster service from 36 min. to 30 min. headways in peak period (Tunnel at UTC)

Light Rail

Route 510: Increase in Blue Line Trolley service from 15 min. to 7.5 min headways in off-peak

Route 570: New Mid-Coast to Balboa with 10 min headways in peak period

New Bus Rapid Transit

Route 480: Vista to UTC via College/I-5 with 10 min. headways in peak period

Route 616: Pt. Loma to Mira Mesa via Black Mtn & Linda Vista with 5 min. headways in peak period

Route 619: 32nd Street to Sorrento Mesa via I-15 Clairemont Mesa with 5 min. headways in peak period

Route 621: Centre City to Fashion Valley and UTC via Hillcrest/Genesee Avenue with 5 min. headways in peak period

Route 624: University Avenue with 5 min. headways in peak period

Route 625: Imperial Beach to Otay Mesa via SR 905 with 10 min. headways in peak period

Route 626: National City to Iris Station via 3rd/4th with 10 min. headways in peak period

Route 627: H Street Trolley to Otay Ranch via Southwestern College with 10 min. headways in peak period

Route 628: Centre City to Otay Mesa via SR 94/I-805 with 5 min. headways in peak period

Route 630: Old Town to Grossmont Center via El Cajon Blvd. with 10 min. headways in peak period

Route 631: 8th Street National City to Plaza Bonita via SR 54 with 10 min. headways in peak period

Route 632: Balboa Station to UTC via La Jolla with 10 min. headways in peak period

Route 634: Super Loop with 10 min. headways in peak period

Route 635: Main Street to Eastlake via Otay Ranch with 10 min. headways in peak period

Route 640: San Ysidro to Old Town via I-5/Pacific Highway with 10 min. headways in peak period

Route 660: El Cajon to UTC via SR 52 with 10 min. headways in peak period

Route 670: El Cajon to San Ysidro via I-805/SR 125/SR 54 with 10 min. headways in peak period

Route 680: San Ysidro to Sorrento with 5 min. headways in peak period

HOV and Managed Lane Facilities

Freeway	From	To	Existing	After Improvements
I-5	SR 905	SR 54	8F	8F + 2HOV
I-805	SR 905	SR 54	8F	8F + 4ML
I-805	SR 54	I-8	8F	8F + 4ML
I-805	Mission Valley Viaduct		8F	8F + 4ML
I-805	I-8	I-5	8F	8F + 4ML

Direct Access Ramps

Freeway	Arterial
I-5	San Ysidro Border Crossing
I-805	E. Palomar Street
I-805	Plaza Bonita
I-805	Plaza Blvd.
I-805	Nobel Dr.

HOV Connectors

Freeway	Intersecting Freeway	Movement
I-805	SR 52	West to North & South to East

¹The I-5 HOV Connector (at the I-805 merge) and the I-5/I-805 Port of Entry (Inspection Facility) are assumed in all alternatives. The 2030 RTP Mobility Network is assumed outside the study area.

Alternative 6: MOBILITY 2030 Transit and Enhanced Highway¹

MOBILITY 2030 Regional Transit Service and Highway with additional I-805 Mixed Flow Lanes and HOV Connectors

Regional and Corridor Transit Services

Heavy Rail

Route 398: Increase in Coaster service from 36 min. to 20 min. headways in peak period (Tunnel at UTC)

Light Rail

Route 510: Increase in Blue Line Trolley service from 15 min. to 7.5 min headways in off-peak

Route 570: New Mid-Coast to Balboa, to UTC, and to Sorrento Mesa with 7.5 min headways in peak period

New Bus Rapid Transit

Route 619: 32nd Street to Clairemont Mesa with 5 min. headways in peak period

Route 621: Centre City to Fashion Valley and UTC via Hillcrest/Genesee Avenue with 5 min. headways in peak period

Route 627: H Street to Otay Ranch via Southwestern College with 30 min. headways in peak period

Route 628: Centre City to Otay Mesa via SR 94/I-805 with 5 min. headways in peak period

Route 660: El Cajon to UTC via SR 52 with 10 min. headways in peak period

Route 680: San Ysidro to Sorrento with 5 min. headways in peak period

Highway and HOV/Managed Lane Facilities

Freeway	From	To	Existing	Improvements
I-5	SR 905	SR 54	8F	8F + 2HOV
I-805	SR 905	Telegraph Canyon	8F	8F + 4 ML
I-805	Telegraph Canyon	I-8	8F	10F + 4ML
I-805	Mission Valley Viaduct		8F	8F + 4ML
I-805	I-8	I-5	8F	10F + 4ML

Direct Access Ramps

Freeway	Arterial
I-5	San Ysidro Border Crossing
I-805	E. Palomar Street
I-805	Plaza Bonita

HOV Connectors

Freeway	Intersecting Freeway	Movement
I-5	SR 54	West to South, North to East, South to East, and West to North
I-805	SR 54	South to East & West to North
I-805	SR 94	West to South, North to East, West to North, West to East, East to South, and North to West
I-805	SR 163	North to North, & South to South
I-805	SR 52	West to North & East to South

¹The I-5 HOV Connector (at the I-805 merge) and the I-5/I-805 Port of Entry (Inspection Facility) are assumed in all alternatives. The 2030 RTP Mobility Network is assumed outside the study area.

Table 2
I-805/I-5 South Corridor Study
Evaluation of Alternatives

Performance Measures	Alternative 3 MOBILITY 2030 Transit & Highway	Alternative 5 Enhanced Transit & MOBILITY 2030 Highway	Alternative 6 MOBILITY 2030 Transit & Enhanced Highway	Alternative 9 MOBILITY 2030 Plus
Study Area Performance Measures				
Travel Time Savings	+	+	+	++
Congestion Relief	+	+	++	++
Work Trips using Alternative Modes	+	++	+	+
Homes & Jobs Served by Transit	+	++	+	++
Accessibility to Major Activity Centers within 15 Minutes				
Major employers	●	●	●	●
Colleges & Universities	●	●	●	●
Accessibility to Major Activity Centers within 30 Minutes				
Major employers	●	●	●	●
Colleges & Universities	●	●	●	●
Total Cost	M	H	M	M
Environmental Indicator	See matrix on the following page			

Legend:

++ = Strong Improvement

+ = Modest Improvement

● = No change

M = Medium**H** = High

**Table 2 (Continued)
Evaluation of Alternatives**

POTENTIAL CONSTRAINTS BY ENVIRONMENTAL ISSUE								
Environmental Constraints	Interstate 805				Interstate 5 South			
	Alt. 3	Alt. 5	Alt. 6	No Build	Alt. 3	Alt. 5	Alt. 6	No Build
Air Quality	◐	◐	◐	●	◐	◐	◐	●
Habitat	◐	◐	●	○	◐	◐	◐	○
Cultural Resources	◐	◐	●	○	◐	◐	◐	○
Hazardous Waste	◐	◐	●	○	◐	◐	◐	○
Noise	●	●	●	○	●	●	●	○
Socioeconomics	◐	◐	●	○	◐	◐	◐	○
Visual	●	●	●	○	●	●	●	○

○ = Potential Low Constraint

◐ = Potential Moderate Constraint

● = Potential High Constraint

Note: Alternative 9 was not included as part of the environmental constraints analysis.
For I-805, Alternative 9 is likely to share similar environmental constraints as Alternative 6.

Table 3
I-805/I-5 South Corridor Study
Preliminary Cost Estimates (in millions)

	Alternative 1	Alternative 3	Alternative 5	Alternative 6	Alternative 9
Capital	\$130	\$5,650	\$7,260	\$7,180	\$7,260
Operations & Maintenance	\$50	\$760	\$1,860	\$770	\$890
Total Cost	\$180	\$6,410	\$9,120	\$7,950	\$8,150

Source: Caltrans and SANDAG, April, September, and November 2004.

Note: Capital costs for Alternative 1 include partial cost for the Mid-Coast to Balboa transit service.



Comprehensive Operational Analysis

The Metropolitan Transit System (MTS) has begun a Comprehensive Operational Analysis (COA) of its bus and trolley services. The COA is a joint effort of MTS, its transit service operators including San Diego Trolley, San Diego Transit, MTS Contract Services, Chula Vista Transit, National City Transit; and the San Diego Association of Governments (SANDAG).

The COA focuses on public transit service in Central, East and South San Diego County. The study area does not include the North County Transit District, which recently undertook a similar refocusing of its services called *Fast Forward*.

The COA is the first comprehensive look at MTS services since the Trolley was introduced in summer 1981.

The major elements of the COA include:

- **Rediscover Transit Markets:** Conduct a market analysis of current and future mobility needs through a detailed market segmentation analysis. This analysis will build on previous efforts that led to the SANDAG Regional Transit Vision, the region's long term strategy for transit service.
- **Investigate Today's Transit Service:** Study detailed ridership and service performance to identify what is and is not working for customers. Identify opportunities for new types of transit service, a faster and more streamlined transit network, and more efficient ways of providing transit service.
- **Redevelop the System:** Develop a regional service concept around both the market and service opportunities that will guide the redevelopment of service and provide a bridge to the upcoming transit improvements planned under the voter-approved *TransNet* half-cent sales tax extension, which is administered by SANDAG.
- **Provide Sustainable Transit System:** Ensure that the redeveloped transit system is sustainable under a balanced budget and that is responsive to current and forecast MTS funding limitations.

Phase One *Dec 2004 through Sept 2005*

The principal objective of Phase One is to achieve a *balanced budget*. Significant short-term savings in operating subsidies will be needed to achieve a *sustainable* ongoing operation. MTS wants to improve travel options and minimize impacts for customers by:

1. **First**, improving the efficiency of MTS management, support and service operations.
 - MTS continues to reduce the cost and size of its transit management and support.
 - MTS continues to improve Trolley and bus operating efficiency; over \$2.5 million a year has been saved without reducing service.
2. **Second**, adjusting transit service by:
 - Improving the relationship between bus and trolley services, and providing existing services more efficiently.
 - Making services more attractive for customers and less expensive to operate increasing speeds and reducing trip times.
 - Eliminating duplicative services and those that are used by very few customers.

Phase Two *Apr 2005 through June 2006*

Phase Two will focus on redeveloping the MTS Bus and Trolley network to:

- Respond to mobility needs today and into the future.
- Respond to specific customer needs such as speed, schedule reliability, more frequent service, access and better connections.
- Prepare for the first stages of the \$5 billion in SANDAG transit initiatives from the recent reauthorization of *TransNet*, including three Bus Rapid Transit (BRT) projects:
 - I-15 Escondido to Downtown SD
 - El Cajon/Park
 - South Bay/Chula Vista

Public Involvement

Commitment to the Community

MTS is very committed to involving the public as we undertake this project. A series of public and committee meetings will be held to provide opportunities for stakeholders, policy makers and community members to provide their input on transit system improvements and adjustments. MTS hopes you will take full advantage of these public involvement opportunities.

Blue Ribbon Committee

The "Blue Ribbon Committee" (BRC) is a group comprised of invited public officials and other key members of business, education, community and other interested groups. The BRC will participate in a series of interactive workshops during each phase of the COA.

Citizens' Advisory Committee

The Citizens' Advisory Committee has representatives from a wide range of interested groups creating a diverse distribution of geography and interests. They will also participate in a series of interactive workshops during each phase of the COA.

Customer Outreach

MTS will also conduct outreach sessions at transit centers throughout the service area. Look for the sessions during your afternoon or evening commute Downtown at 3rd and Broadway, and at the Euclid, Fashion Valley, H Street, San Ysidro, Old Town and Iris Transit Centers. For exact times and dates please visit our website at www.sdcommute.com.

Transit Operator Outreach

MTS is conducting special sessions with its Bus and Trolley operators to share information and get input on how the MTS system can improve both its service and its daily operation.

Comments?

Let us know what you think! Drop us an email at coa@sdmts.com or call us on our COA Hotline at (619) 595-3711.

Community Meetings

Public meetings will be held during each phase of the COA. Each round of meetings will involve discussion of key findings and take feedback and input on proposed service changes. MTS invites you to attend one of the public meetings in your area. In addition to the outreach sessions conducted at Transit Centers, the Phase One Community Meetings are scheduled at:

San Diego / University Towne Center

March 23, 2005, 6:30 - 8:00 p.m.

Doyle Park Community Center
8175 Regents Road
San Diego, CA 92122

San Diego / Mid-City

March 24, 2005, 6:00 - 8:00 p.m.

Metro Career Center
3910 University Ave., Suite 107
San Diego, CA 92122

El Cajon

March 28, 2005, 6:00 - 8:00 p.m.

R. Reagan Community Center
195 E. Douglas Avenue
El Cajon, CA 92020

Poway

March 29, 2005, 6:00 - 8:00 p.m.

Community Park Auditorium
13094 Civic Center Drive
Poway, CA 92074

National City

March 30, 2005, 6:00 - 8:00 p.m.

MLK Community Center
140 East 12th St.
National City, CA 91950

If you are unable to attend, additional information and a comment box will be provided at the MTS Transit Store located at 102 Broadway in downtown San Diego.

Visit www.sdcommute.com for more information on the COA, Community Meetings and MTS services.



Table 1
I-805/I-5 South Corridor Study Recommendations

Alternative 9: MOBILITY 2030 Plus ¹

Regional and Corridor Transit Services

Heavy Rail

- ✓ Route 398: Increase in Coaster service from 36 min. to 20 min. headways in peak period (Tunnel at UTC)

Light Rail

- ✓ Route 510: Increase in Blue Line Trolley service from 15 min. to 7.5 min headways in off-peak
- ✓ Route 570: New Mid-Coast to Balboa, to UTC, and to Sorrento Mesa with 7.5 min headways in peak period

New Bus Rapid Transit

Route 616: Pt. Loma to Mira Mesa and to Scripps Poway Pkwy via Black Mtn & Linda Vista with 5 min. headways in peak period

Route 619: 32nd Street to Clairemont Mesa and to Sorrento Mesa with 5 min. headways in peak period

Route 621: Centre City to Fashion Valley and UTC via Hillcrest/Genesee Avenue with 5 min. headways in peak period

Route 624: University Avenue with 5 min. headways in peak period

Route 627: H Street to Otay Ranch via Southwestern College with 30 min. headways in peak period

- ✓ Route 628: Centre City to Otay Mesa via SR 94/I-805 with 5 min. headways in peak period

Route 660: El Cajon to UTC via SR 52 with 10 min. headways in peak period

- ✓ Route 680: San Ysidro to Sorrento with 5 min. headways in peak period

HOV and Managed Lane Facilities

Freeway	From	To	Existing	After Improvements
✓ I-5	SR 905	SR 54	8F	8F + 2HOV
✓ I-805 (A)	SR 905	H Street	8F	8F + 4ML
✓ I-805 (B)	<i>H Street</i>	<i>SR 15</i>	8F	10F + 4ML (2F)
✓ I-805	SR 15	I-8	8F	8F + 4ML
✓ I-805	Mission Valley Viaduct		8F	8F + 4ML
✓ I-805	I-8	SR 52	8F	8F + 4ML
✓ I-805 (C)	<i>SR 52</i>	<i>La Jolla Village Dr.</i>	8F	10F + 4ML (2F)
✓ I-805	La Jolla Village Dr.	I-5	8F	8F + 4ML

Direct Access Ramps ²

Freeway	Arterial
I-5	San Ysidro Border Crossing
I-805	Beyer Blvd.
I-805	E. Palomar Street
I-805	Plaza Bonita
<i>I-805</i>	<i>Lusk Blvd.</i>

HOV Connectors

Freeway	Intersecting Freeway	Movement
✓ I-805	SR 52	West to North and South to East
<i>I-805</i>	<i>I-15</i>	North to North and South to South
<i>I-805</i>	<i>SR 94</i>	West to North, South to East, East to South, and North to West

F = Freeway Lanes, ML = Managed Lanes (HOV & Value Pricing), HOV = High Occupancy Vehicle Lanes

¹ The I-5 HOV Connector (at the I-805 merge) and the I-5/I-805 Port of Entry (Inspection Facility) are assumed in all alternatives. The 2030 RTP Mobility Network is assumed outside the study area.

² Other candidate locations for DARs at I-805 are in the vicinity of SR 905, Otay Valley Rd./Main St., H St., Plaza Blvd., 47th St., El Cajon Blvd., Balboa Ave., Nobel Dr./Eastgate Mall.

Notes: **Blue type** represents projects/services added to Alternative 3 (MOBILITY 2030).

✓ denotes projects/services included in TransNet.

(A) TransNet includes 2 HOV reversible between SR 54 and SR 905

(B) TransNet includes 4 ML between SR 54 and SR 15. Alt. 9 adds 2 freeway lanes between H St. and SR 15.

(C) TransNet includes 4 ML between SR 52 and L. J. Village Dr. Alt. 9 adds 2 new freeway lanes to that segment.