BOARD OF DIRECTORS
AGENDA

Friday, September 14, 2007
10 a.m. to 12 noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

• RECOGNITION OF OUTGOING ADVISORY BOARD MEMBER HON. LUIS CABRERA C., CONSUL GENERAL OF MEXICO

• PUBLIC HEARING ON THE DRAFT 2007 REGIONAL TRANSPORTATION PLAN AND DRAFT ENVIRONMENTAL IMPACT REPORT

PLEASE TURN OFF CELL PHONES DURING THE MEETING

YOU CAN LISTEN TO THE BOARD OF DIRECTORS MEETING BY VISITING OUR WEB SITE AT WWW.SANDAG.ORG

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

San Diego Association of Governments · 401 B Street, Suite 800, San Diego, CA 92101-4231
(619) 699-1900 · Fax (619) 699-1905 · www.sandag.org
Welcome to SANDAG. Members of the public may speak to the Board of Directors on any item at the time the Board 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 the Clerk of the Board seated at the front table. Also, members of the public are invited to address the Board on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Speakers are limited to three minutes. The Board of Directors may take action on any item appearing on the agenda.

This agenda and related staff reports can be accessed at www.sandag.org under Meetings on SANDAG’s Web site. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form also available on the Web site. E-mail comments should be received no later than 12 noon, two working days prior to the Board of Directors meeting.

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<td><strong>PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS</strong></td>
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<td>Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG. Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the Clerk of the Board prior to speaking. Public speakers should notify the Clerk of the Board if they have a handout for distribution to Board members. Speakers are limited to three minutes. Board members also may provide information and announcements under this agenda item.</td>
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**CHAIR’S REPORT (2)**

| 2. | **RECOGNITION OF OUTGOING ADVISORY BOARD MEMBER INFORMATION** |
|     | HON. LUIS CABRERA C., CONSUL GENERAL OF MEXICO |
|     | The Chair will recognize Hon. Luis Cabrera C., Consul General of Mexico in San Diego, for his leadership and contributions as Advisory Board Member from January 2004 to September 2007. Consul General Luis Cabrera, a Mexican Career Ambassador, was appointed by President Felipe Calderon as Mexico’s Ambassador to South Africa. |

**REPORT (3)**

| 3. | **PUBLIC HEARING ON THE DRAFT 2007 REGIONAL TRANSPORTATION PLAN AND DRAFT ENVIRONMENTAL IMPACT REPORT** *(Mike Hix)* |
|     | The SANDAG Board of Directors is asked to accept public testimony on the Draft 2007 Regional Transportation Plan (RTP) and Draft Environmental Impact Report (EIR) for the RTP. The public comment period for the Draft 2007 RTP and the Draft EIR will close on September 17 and October 5, 2007, respectively. |

| 4. | **UPCOMING MEETINGS** |
|     | The next meeting of the Board of Directors is scheduled for Friday, September 28, 2007, at 9 a.m. |

| 5. | **ADJOURNMENT** |
|     |  

+ next to an agenda item indicates an attachment  
* next to an agenda item indicates a San Diego Regional Transportation Commission item
PUBLIC HEARING ON THE DRAFT 2007 REGIONAL TRANSPORTATION PLAN AND DRAFT ENVIRONMENTAL IMPACT REPORT

File Number 3000400

Introduction

The Regional Transportation Plan (RTP) is the public policy blueprint for how people and goods will move around the San Diego region through the year 2030. The Draft RTP contains an integrated set of public policies, strategies, and investments to maintain, manage, and improve the surface transportation system and better coordinate land use and transportation planning in the San Diego region.

On June 22, 2007, the SANDAG Board of Directors accepted the Draft 2007 RTP for public distribution and comment. On August 21, the Draft Environmental Impact Report (EIR) was released for distribution and comment. Five public workshops were held between July 16 and 26, 2007, to facilitate public comment on the Draft 2007 RTP. The workshops were conducted in Encinitas, San Diego, Chula Vista, San Marcos, and El Cajon.

The September 14, 2007, public hearing will provide an additional opportunity for public comment on the Draft 2007 RTP and EIR. The close of the formal public comment periods for the Draft RTP and EIR are September 17 and October 5, 2007, respectively.

Discussion

Draft 2007 RTP

The 2007 RTP is based on the Reasonably Expected Revenue Scenario, which includes $58 billion of projected revenues to fund the recommended improvements and services. This assumes both current sources of transportation revenue as well as future revenue sources – such as attracting additional state infrastructure bond funds and federal funds for major capital projects, and increases in state and federal gas taxes or equivalent revenue sources based on historical trends.

The 2007 RTP also includes the Revenue Constrained plan as required by federal law, which is based upon current transportation revenue sources totaling $41 billion. Both the Revenue Constrained and the Reasonably Expected Revenue are funding scenarios based on the Unconstrained Needs scenario, which identifies $89 billion of projects and services to meet the 2030 travel needs of the region.

Draft EIR

Prepared in accordance with the California Environmental Quality Act (CEQA), the Draft EIR evaluates the impacts of the 2007 RTP (the project) on the physical environment at the program level. It provides the framework for subsequent environmental analysis on specific projects, in which individual project impacts will be evaluated separately as project alignments and features are
defined. Thirteen issue areas are analyzed in the document, including Energy and Global Climate Change as well as the cumulative impacts of the project and other projects.

The Draft EIR evaluates several alternate transportation networks to the project. The alternatives include the No Project, Revenue Constrained, Transit Emphasis, and Transit Emphasis Urban Core. All of these alternatives assume the existing land use plans and policies of each jurisdiction in the region.

Draft 2007 RTP/EIR Distribution

The Draft 2007 RTP was circulated to local jurisdictions, the Metropolitan Transit System, North County Transit District, Caltrans, the Regional Planning Stakeholders Working Group, and other interested parties. The Draft EIR was distributed to individuals, agencies, and organizations interested in the RTP and to all individuals who provided comments on the Notice of Preparation of the EIR that was published on May 24, 2007. A Notice of Availability of the Draft RTP/EIR was published in area newspapers and sent to interested individuals, agencies, and organizations generated from SANDAG mailing lists. Display ads and public notices also were published in area newspapers announcing the mid-July subregional workshops and the September 14, 2007, public hearing.

Next Steps

Upcoming milestones for the 2007 RTP/EIR are summarized below:

- **September 14, 2007**: Public hearing on Draft 2007 RTP/EIR
- **September 17, 2007**: Close of public comment period for Draft 2007 RTP
- **October 5, 2007**: Close of public comment period for Draft EIR
- **October 26, 2007**: SANDAG Board reviews comments and proposed changes for the final 2007 RTP/EIR
- **November 30, 2007**: SANDAG Board certifies Final EIR, approves air quality conformity finding, and adopts Final 2007 RTP

Note: Printed copies of the Draft 2007 RTP were previously distributed to SANDAG Board Members and Alternates, Transportation, Borders, and Regional Planning Committee members, City Managers, the Regional Planning Stakeholders Working Group, key staff, and interested parties. Printed copies of the EIR were previously sent to City Managers, regional main libraries, state and local agencies, key staff, and interested parties. Copies of the Draft 2007 RTP and EIR are available at www.sandag.org/2007rtp or by calling the Public Information Office at (619) 699-1950.

GARY L. GALLEGOS
Executive Director

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

Funds are budgeted in Work Element #9000400.
SANDAG Draft RTP Hearing

September 14, 2007

My name is Tom Bartley. I am a member of the San Diego Regional Chamber of Commerce Transportation Committee and I work for ISE Corporation.

First, I would like to acknowledge the recent successes of the 511 information network and the significant amount of work that went into the draft regional transportation plan. I especially like the statement that said San Diego can not build its way out of the current congestion, something that our Los Angeles neighbors to the north have known for some time. The planned coastal rail projects are commendable for increasing efficient transportation of people and goods. The choice of a balanced road and transit plan at first seemed reasonable, but it is not clear why that choice is the best way to move forward with the region’s transportation.

I found the plan to have other shortcomings:
• The plan seems to be focused on catching up to the current congestion due to daily commuter and student travel. Attention to the transportation needs of business and tourist visitors was lacking. San Diego’s beaches and tourist attractions need better transportation choices for congestion relief.

• I suggest coordinating a transportation plan with the Airport Authority around Lindbergh Field and the other county airports. A regional link to Orange County and other Los Angeles airports should also be considered.

• Similarly, more attention needs to be given to goods movement, that is, more long term choices for rail and heavy-duty vehicles.

• Recent presentations to California Air Resources Board indicate that the pollution contribution from mobile sources is the fastest growing threat to San Diego air quality. Yet the RTP does not take into account future effects of vehicle exhaust on air quality or global warming.
- The plan could be more aware of energy conservation. I suggest applying the following simple energy efficiency rating for better highway design:

  o Look at exit and on ramps and other highway crossings. The road should go uphill to help slow traffic and downhill to help speed up traffic. The rating is to add the weight of all the estimated average vehicle traffic, multiply the weight in pounds by the grade change in feet. The number is positive if the grade change assists traffic and negative if it works in the opposite direction. This can save brake wear and thousands of gallons of fuel by the 40,000 to 50,000 vehicles per day at heavily used freeway ramps.

  o A corollary to this energy efficiency rating at grade crossings is to put the higher speed highway at the lower elevation and the lower speed road over the top.

- The border with Mexico needs a compatible transportation strategy for the near term and long term needs of moving both people and goods. The future Punta Colinet port will easily over load the San
Diego region highways to move goods to the rest of the United States. SANDAG studies indicate that billions of dollars per year are lost to the San Diego area because of border congestion. The RTP needs a border infrastructure strategy.

- More bicycle friendly and pedestrian friendly transportation needs to be added to the plan.

- Many transportation infrastructure projects will pay for themselves by offering faster transportation. Private money is available. Public/private partnerships should be part of the plan.

- Finally, I propose that 1% of the annual transnet expenditures be used to fund one or more ongoing new technology developments like Magnetic Levitation, linear electric propulsion, guided vehicle lanes, trams, gondolas, exotic bus rapid transit, and hybrid highway/rail systems. San Diego did not make the final cut in the awarding of $100 millions by the US Department of Transportation. Perhaps more innovation and creativity is needed. San Diego cannot use the same old approaches with massive
amounts of concrete and steel and 6 lane highways to build its way to better transportation.

- Modern future urban planning has shown that business and naturally housing development follows behind the development of transportation corridors rather than adding transportation to already developed areas. The RTP needs a long term component that sets goals 30 to 50 years into the future as a planning navigator to provide consistent guidance for continuous planning development.

Thank you for listening to my comments.
My name is Dagmar Landel, from Cardiff-by-the-Sea, Encinitas, California.

Honorable Chairman and Members of the Board,

I support the freeway expansion as outlined in the Draft 2007 RTP. However, I am concerned about the noise impacts, particularly through Cardiff and Encinitas. In particular, I would like to express my desire to ensure that the noise impacts of the expansion of the I-5 corridor through Encinitas are classified as MM-NOI-1c and mitigated through the use of Rubberized Asphalt Concrete.

The area under discussion here (that is, Cardiff and Encinitas) has several sensitive noise receptors in close proximity to the project segment, including biological resources such as the San Elijo Lagoon, open space such as the planned Hall property park, and schools and hospitals (including San Dieguito Academy and Scripps Encinitas), all of which abut or are immediately adjacent to the freeway. In addition, this segment of freeway has an incline which transitions the pavement from below grade to at-grade to above grade, further exacerbating the noise problem.

The 2007 draft Environmental Impact Report, or EIR, states that this segment of the route improvement will have a (quote) “Potential increase in noise levels [that] would impact sensitive noise receptors, including recreational users” (end-quote). In addition the EIR states (quote) “Increases in traffic speeds and volumes would increase traffic noise levels” (end-quote).

The residential noise standard for Encinitas is set at 60dBA. However, according to the 2007 draft EIR, the noise levels of the current I-5 freeway segment from SR 56 to Manchester is 73 to 78 dBA as measured in 2003. The estimated peak hour noise levels of the segment after completion of the widening project as described in the draft RTP will be 81 dBA.
Caltrans' own noise abatement criteria for the school, hospital, residential and recreational areas is 70 dBA.

The 2007 draft EIR states that (quote) "Noise standards would be considered significant if... exposure or generation of noise levels in excess of standards established in the applicable local general plan or noise ordinance" and that "the standards of the local jurisdiction shall apply" (end-quote).

The noise currently generated, and expected to be generated by the widening project as proposed in the 2007 draft RTP are clearly significantly above the standards set by the community of Encinitas and by Caltrans. Such significance criteria as outlined in the EIR is classified as SC-NOI-1.

Therefore, as directed by the 2007 draft EIR, (quote) "the following mitigation measures shall be required of all such projects:

"MM-NOI-1b Where significant noise impacts are anticipated, noise abatement shall be accomplished by the addition of berms, walls or other barrier.

"MM-NOI-1c Low noise pavements shall be used in cases where a substantial noise reduction could be achieved." (end-quote)

According to the Rubber Pavements Association, traffic noise studies conducted on all types of pavement surfaces have shown that Rubberized Asphalt Concrete, or RAC, has been proven to reduce the decibel level substantially as much as 85% compared to concrete.

RAC has been used in other roadway applications in the county, including the 101 corridor in Solana Beach, in the city of Encinitas, as well as other cities throughout the region.
In addition to its noise-reduction attributes, RAC can be less expensive, due to its long life cycle, decreased maintenance, and the potential to use of less material due to its flexibility and strength.

According to the California Integrated Waste Management Board, studies have shown RAC to be a long-lasting replacement over conventional asphalt concrete. A two-inch layer of the material can save up to $50,000 per lane mile compared to a four-inch thick layer of conventional asphalt and uses more than 2,000 waste tires over that distance. Moreover, RAC resists cracking, retains its original color so that road markings are more clearly visible and has the potential to reduce the number and size of illegal waste tire piles in California.

The potential cost savings to the project by using RAC over conventional concrete is further bolstered by additional funding that can be provided to the RTP: The California Integrated Waste Management Board has approved a little over $1.6 million in incentive grants that support and promote the use of rubberized asphalt concrete.

It is my belief that Rubberized Asphalt Concrete should be specified by the Regional Transportation Plan. When used for the I-5 segment from Lomas Santa Fe to Leucadia Blvd., it will result in

- Significant and substantial reduction in noise, mitigating noise by as much as 85% and reducing the noise level to below the levels set by both local and Caltrans standards
- Reduced cost due to reduced use of materials and improved wear and maintenance characteristics
- The potential to bring additional funds to the project through the grants administered by the California Integrated Waste Management Board.

Thank you for your consideration.
Good morning Chair Sessom, Board members, Staff, and other fellow citizens. Chuck Lungerhausen of 5308 Monroe Ave. which is in the San Diego SDSU neighborhood. 92115 Phone 619-546-5610

The present TransNet tax is allocated for certain expenses so where do you get the funds to replace San Diego counties share of Public Transportation dollars of 1.26 Billion that the powers that be in Sacramento have taken to balance the state budget.

We already have one of the highest fare structures in the U.S.
“The global population is about to soar from 6 billion to 9 billion in less than a lifetime…
…calculate to the nearest planet how much land and sea it would take to sustain the population of the world if everybody lived as comfortably as the Americans, British or French…
The answer is three planets.”

Think Globally … Act locally
Dear Chairwoman Sessom:

I am writing to comment on the Draft Environmental Impact Report for the proposed 2007 Regional Transportation Plan (RTP). In particular, I am concerned about the potential adverse community and environmental effects of the new, lower funding priority assigned to the widening of SR 56 from four to six lanes and completion of two HOV lanes.

SR 56 is a vital link between I-5 and I-15, serving the rapidly-growing residential, commercial and business communities in the north part of the City of San Diego. A significant amount of the regional demand for housing and jobs is projected to be accommodated in this corridor. Most of that planned development is voter-approved and includes funding for local infrastructure including $33 million in combined contributions toward the six-lane widening of SR-56 (see attachment). Much of it will be constructed and equipped to advanced environmental (green) standards. Pursuant to adopted transportation phasing plans in those communities however, some of this planned development cannot proceed until the widening is completed.

SR 56 opened in 2005 and is already impacted by congestion and travel delays as evidenced by Figure 1.4 in the draft RTP (attached). Conditions are projected to be much worse by 2030 as shown in Figure 1.5 (attached).

The currently adopted (2003) RTP includes the widening project (from four to six lanes) in the Revenue Constrained Scenario at a cost of $40 million. The HOV lanes appear in the Reasonably Expected Scenario at a combined cost (including the widening to six lanes) of $180 million.

In the 2007 draft RTP the widening and HOV lanes are included only in the Unconstrained Scenario, a very low level of priority, given the strategic importance of this transportation corridor. Completion of these two projects will obviously be delayed from the dates contemplated in the 2003 RTP. This will result in unacceptable and unanticipated impacts, including displacement of forecast growth in the near and intermediate term to more remote areas of the region and to adjoining counties.
The adverse community and environmental impacts of significant delays in the completion of these two projects must be thoroughly analyzed and disclosed in the final EIR, including, but not limited to the following:

- Air quality and global warming impacts due to increased congestion in the corridor.
- Land use, air quality, energy and global warming impacts of forcing growth to more remote locations.

We hope you will direct that this analysis be included in the final document and that there be a thorough review of alternative strategies to fully fund the widening of SR-56 on the schedule contemplated in the 2003 RTP.

Thank you.

Sincerely,

Beth Fischer
Division President – San Diego
# Pacific Highlands Ranch Public Facilities Financing Plan FY 2006 DRAFT

## CITY OF SAN DIEGO
### FACILITIES FINANCING PROGRAM

**TITLE:** STATE ROUTE 56 - EXPANSION TO 6 LANES

**DEPARTMENT:** ENGINEERING & CAPITAL PROJECTS

**CIP or JOB #:** N/A

**PROJECT:** T-1.2B

**COUNCIL DISTRICT:** 1

**COMMUNITY PLAN:** PHR

### FUNDING SOURCES

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**CONTACT:** BRAD JOHNSON

**TELEPHONE:** (619) 533-3770

**EMAIL:** brjohnson@sandiego.gov

### Map of Pacific Highlands Ranch Public Facilities Financing Plan FY 2006 DRAFT

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44
TITLE: STATE ROUTE 56 - EXPANSION TO 6 LANES

PROJECT: T-1.2B

COUNCIL DISTRICT: 1

DEPARTMENT: ENGINEERING & CAPITAL PROJECTS

CIP or JO #: N/A

DESCRIPTION:
CONVERSION OF THE FOUR LANE FREEWAY INTO A SIX LANE FACILITY. HIGH OCCUPANCY VEHICLE LANES CAN BE ACCOMMODATED WITHIN THE CENTER MEDIAN AT SOME POINT IN THE FUTURE ONCE REGIONAL FUNDING IS IDENTIFIED.

REFERENCE:
BLACK MOUNTAIN RANCH PUBLIC FACILITIES FINANCING PLAN PROJECT T-54.2
TORREY HIGHLANDS PUBLIC FACILITIES FINANCING PLAN PROJECT T-1.2B
DEL MAR MESA PUBLIC FACILITIES FINANCING PLAN PROJECT 43-5C.

JUSTIFICATION:
DUE TO THE REGIONAL SERVICING NATURE OF THIS FREEWAY, IT IS ANTICIPATED THAT FEDERAL, STATE, OR OTHER OUTSIDE FUNDING FOR THIS SEGMENT OF SR-56 WILL BE OBTAINED. IN THE ABSENCE OF THESE OTHER FUNDING SOURCES, DEVELOPMENT WITHIN THE INDIVIDUAL SUBAREAS OF THE NORTH CITY FUTURE URBANIZING AREA MAY BE REQUIRED TO FUND, OR AT LEAST ADVANCE THE COST OF THIS PROJECT.

FUNDING ISSUES:
THE ABOVE ALLOCATION OF COST REPRESENTS EACH SUBAREA'S FAIR SHARE, ABSENT SUFFICIENT FUNDING FROM OTHER SOURCES. THESE ALLOCATIONS MAY BE REDUCED AS OTHER SOURCES ARE IDENTIFIED. IF OUTSIDE FUNDING IS OBTAINED FOR THIS PROJECT, THEN BLACK MOUNTAIN RANCH AND PACIFIC HIGHLANDS RANCH WILL BE REIMBURSED ON A PRIORITY BASIS UNTIL ADVANCES ARE REDUCED TO A PROPORTIONATE SHARE AS CALCULATED BY A TRAFFIC LINK ANALYSIS. THE PROPORTIONATE SHARE FOR PACIFIC HIGHLANDS RANCH WOULD BE REDUCED FROM 34.0% TO 26.4%. THEREAFTER, ANY REIMBURSEMENTS WOULD BE DISTRIBUTED TO ALL SUBAREAS ON A PRORATA BASIS.

NOTES:
COST ALLOCATIONS ARE BASED UPON THE TOTAL COST OF PROJECT T-1.2A AND COMPANION PROJECT T-1.2B.

SCHEDULE:
THIS PROJECT WILL BE COMPLETED WHEN FUNDING IS AVAILABLE.

CONTACT: BRAD JOHNSON
TELEPHONE: (619) 533-3770
EMAIL: Johnson@sandiego.gov
Figure 1.4
2006 MODELED LEVEL OF SERVICE
June 2007

- A to E (HOV Lanes)
- A to E (Main Lanes)
- F (0 to 2 Hours)
- F (3 to 4 Hours)
- F (> 5 Hours)

SANDAG

2007 Regional Transportation Plan