MEETING NOTICE AND AGENDA

CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE (CTAC)
The CTAC may take action on any item appearing on this agenda.

Thursday, September 1, 2011
9:30 to 11:00 a.m.
SANDAG, 7th Floor Conference Room
401 B Street, Suite 800
San Diego, CA 92101-4231

Chair: Maryam Babaki, City of National City
Vice Chair: Zoubir Ouadah, City of Poway

Staff Contact: Alex Estrella
(619) 699-1928
aes@sandag.org

AGENDA HIGHLIGHTS

• PROPOSED CHANGES TO THE DRAFT 2050 REGIONAL TRANSPORTATION PLAN

SANDAG offices are accessible by public transit.
Phone 511 or see www.511sd.com for route information.
Secure bicycle parking is available in the building garage off Fourth Avenue.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting.

To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.
# CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE

## September 1, 2011

<table>
<thead>
<tr>
<th>ITEM #</th>
<th>RECOMMENDATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>WELCOME AND INTRODUCTIONS</td>
</tr>
<tr>
<td>2.</td>
<td>PUBLIC COMMENTS</td>
</tr>
</tbody>
</table>

Members of the public shall have the opportunity to address the CTAC on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the CTAC coordinator prior to speaking. Public speakers should notify the CTAC coordinator if they have a handout for distribution to working group members. Public speakers are limited to three minutes or less per person. CTAC members also may provide information and announcements under this agenda item.

| 3.     | SUMMARY OF THE AUGUST 4, 2011, CITIES/ COUNTY TRANSPORTATION ADVISORY COMMITTEE MEETING |

CTAC will review and approve the August 4, 2011, meeting summary.

## REPORTS (4 through 5)

| 4.     | PROPOSED CHANGES TO THE DRAFT 2050 REGIONAL TRANSPORTATION PLAN (Heather Adamson) |

On April 22, 2011, the SANDAG Board of Directors accepted the Draft 2050 Regional Transportation Plan (RTP) and its Sustainable Communities Strategy (SCS) for public distribution and comment. The public comment period for the Draft 2050 RTP and its SCS closed on July 8, 2011. Staff will provide an overview of the proposed changes to the Draft 2050 RTP. This information will be discussed by the Transportation Committee at its meeting on September 2, and at the Board of Directors meeting on September 9. The Board of Directors will be asked to approve the Final 2050 RTP in October. A copy of the September 2, 2011, Transportation Committee staff report is attached to item 4.

| 5.     | CALIFORNIA DEPARTMENT OF TRANSPORTATION UPDATES |

Caltrans will provide an update on various local programs, funding program deadlines, and announcements regarding upcoming conferences.

| 6.     | MATTER FROM MEMBERS |

Item is provided as open forum to discuss any CTAC member items.

| 7.     | ADJOURNMENT AND NEXT MEETING |

The next CTAC meeting will be held on Thursday, October 6, 2011, from 9:30 to 11:00 a.m., in the 7th floor conference room of the SANDAG offices located at 401 B Street, Suite 800, San Diego, CA.

+ next to an agenda item indicates an attachment
SUMMARY OF THE AUGUST 4, 2011, MEETING

Agenda Item 1: Welcome and Introductions

Chair Maryam Babaki (National City) called the CTAC meeting to order. Self-introductions were conducted.

Agenda Item 2: Public Comments/Communications/Member comments

Members of the public had the opportunity to address the CTAC on any issue. There were no public comments.

Agenda Item 3: Meeting Summary (Approve)

The CTAC members were asked to review and approve the CTAC meeting summary of July 7, 2011.

Action: The meeting summary notes were approved.

Agenda Item 4: Active Transportation Grant Program Draft Program Guidelines (Discussion)

Chris Kluth and Christine Eary, SANDAG, presented an overview of the draft program guidelines and the eligibility and scoring criteria for both capital and non-capital projects for the next Active Transportation Grant Program (FY 2011 - FY 2012). The call for projects is estimated to be released in September upon authorization from the Transportation Committee. Grant application and project resolutions are estimated to be due in December 2011 and the funding recommendations would be approved in February 2012.

Mr. Kluth and Ms. Eary provided an overview of the program objectives and guidelines for both the capital and non-capital program areas. Members were informed on proposed funding allocation estimates, examples of the kind of projects that will be funded and the overall process, giving a special emphasis on the differences from the previous program grant solicitation cycles and guidelines. The program objectives reflect a more comprehensive review of how active transportation fits into overall planning and the regional transportation network. Specifically, consideration has been given on objectives associated with environmental justice and social equity, which are elements included in the 2050 Regional Transportation Plan.
Ms. Eary and Mr. Kluth answered questions from CTAC members regarding the program guidelines, eligibility criteria, and scoring criteria. After some discussion about Item 6 from the eligibility criteria “Baseline Data Collection”, which is a new requirement, Ms. Eary and Mr. Kluth agreed to provide greater guidance and direction on level of effort for determining amount and resources requirements for “baseline data collection” scopes. Subject information will be included and supplemented in the overall program guidelines.

**Key Staff Contact:** Christine Eary, (619) 699-6928

**Agenda Item 5: Intelligent Transportation System (ITS) Strategic Plan (Discussion)**

Dave Sorenson, Kimley-Horn and Associates, summarized the planning and stakeholder involvement process that SANDAG has followed leading to the development of the Draft San Diego Region ITS Strategic Plan. Members were informed that this effort is considered Phase 1 which defines the strategic framework that outlines a unified vision, goals, and objectives for the San Diego Region. The plan also provides a review of key regional ITS investment strategies identified by regional transportation partners throughout the development of the plan. Copies of the Draft Intelligent Transportation Strategic Plan were distributed to the CTAC members.

CTAC members were informed that the a draft plan is planned to be presented as part of the 2050 RTP approval process in mid-September. Phase II work efforts are anticipated to be initiated in the fall, which will include the ITS Business Plan, the completion of the evaluation tool, and the ITS Investment & Implementation plan.

Mr. Dreisbach-Towle answered some questions from CTAC members and encouraged them to review and provided comments to the Draft ITS Strategic Plan. Members were also informed that a formal review of the plan was going to be provided to partner agency executive level management and extended the invite to CTAC members for their executive level representative.

**Key Staff Contact:** James Dreisbach-Towle, (619) 699-1914

**Agenda Item 6: California Department of Transportation Updates (Information)**

No formal comments were made by Caltrans Office of Local Assistance.

**Prior to adjournment of CTAC meeting the following general comments were raid:**

Austin Lee (Caltrans) announced that the Transit Division of Caltrans Headquarters was working on the development of Transit ITS Architecture.

Frank Rivera (Chula Vista) announced that Elisabeth Chop from Chula Vista got a response back from the California Public Utilities Commission (CPUC) and subsequently sent out a call for comments on the letter from the undergrounding subcommittee members. Frank asked the CTAC members to follow up with their staff in order to have the comments back to Elisabeth or him so that they can put together the proper response back to the CPUC.
Zoubir Ouadah (City of Poway) announced that federal TIGER III funding is being proposed and estimated at $527 million. He also shared with the group some comments from a special household survey which included some questions about the public perception on transportation characteristics. Local roadways came out as the top transportation issues that people are concerned about.

Linda Marabian, City of San Diego, announced that the City of San Diego is putting in some bike routes taking away some parking spots and that they are installing sharrows for the first time.

Frank Rivera, Chula Vista, explained that Chula Vista’s traffic commission is considering changing its name to safety commission and questioned CTAC members what their respected agencies are calling their commissions dealing with traffic.

**Agenda Item 7: Adjournment and Next Meeting**

The next CTAC meeting will be held on Thursday, September 1, 2011, from 9:30 to 11 a.m.
PROPOSED CHANGES TO THE DRAFT 2050 REGIONAL TRANSPORTATION PLAN  File Number 3100500

Introduction

On April 22, 2011, the SANDAG Board of Directors accepted the Draft 2050 Regional Transportation Plan (RTP) and its Sustainable Communities Strategy (SCS) for public distribution and comment. The public comment period for the Draft 2050 RTP and its SCS closed on July 8, 2011. Staff will provide an overview of the proposed changes to the Draft 2050 RTP. This information will be discussed by the Transportation Committee at its meeting on September 2, and at the Board of Directors meeting on September 9. The Board of Directors will be asked to approve the Final 2050 RTP in October. A copy of the September 2, 2011, Transportation Committee report is attached.

Attachment:  1. Item No. 6 of the September 2, 2011, Transportation Committee – 2050 Regional Transportation Plan: Summary of Public Comments and Proposed Changes (Please note that Attachment 2 is not included in the printed agenda)

Key Staff Contact:  Heather Adamson, (619) 699-6967, had@sandag.org
TRANSPORTATION COMMITTEE

September 2, 2011

AGENDA ITEM NO.: 6

Action Requested: RECOMMEND

2050 REGIONAL TRANSPORTATION PLAN: SUMMARY OF PUBLIC COMMENTS AND PROPOSED CHANGES

File Number 3100500

Introduction

On April 22, 2011, the SANDAG Board of Directors accepted the Draft 2050 Regional Transportation Plan (RTP) and its Sustainable Communities Strategy (SCS) for public distribution and comment. The public comment period for the Draft 2050 RTP and its SCS closed on July 8, 2011. The Draft 2050 RTP/SCS Environmental Impact Report (EIR) was released for public comment on June 7, 2011. The public comment period on the Draft 2050 RTP/SCS EIR closed on August 1, 2011.

As of August 22, 2011, SANDAG had received more than 4,000 comments on the Draft 2050 RTP/SCS from over 1,500 different contributors. These comments were submitted at public workshops and public hearings, and also via e-mail, the Envision 2050 interactive visualization tool, the 2050 RTP Web page, a SANDAG toll free telephone line, postcards, fax, and letters. Of the total 4,000 comments, approximately 2,500 were identical comments submitted by members of a few organizations. The notable changes proposed for the Final 2050 RTP/SCS are discussed in this report and are summarized in Attachment 1. A summary of the comments and preliminary responses on the Draft 2050 RTP/SCS is included as Attachment 2. Responses to the Draft EIR comments will be provided with the Final EIR and presented to the Board of Directors at its October 28, 2011, meeting.

Minor edits to text, tables, and figures to clarify or expand explanations of the projects, programs, services, and actions that are included in the Draft 2050 RTP/SCS will be made in the Final 2050 RTP/SCS.

Discussion

Draft 2050 RTP/SCS Public Comments

The comments received on the Draft 2050 RTP/SCS covered the following broad issues:

Advancing Transportation Projects – Hundreds of comments were received expressing support to move various transportation projects forward in the proposed phasing plan. The majority of these comments focused on advancing transit projects in the 2050 RTP.

Support for/Opposition to Transportation Modes and Specific Projects – Hundreds of comments were received that supported public transportation, active transportation, and alternatives to freeway expansion. Additionally, numerous comments either supported or opposed specific transit, highway, or local street and road projects. For example, SANDAG received many comments
supporting the new Trolley lines, including the Mid-City light rail transit (LRT) line. Regarding highways, comments were received in support of Interstates 5, 15, and 805 and State Routes 56 and 67. Some commenters also opposed additional lanes on I-5 North.

Comments on the SCS, SB 375, and Greenhouse Gases – Thousands of comments were received relating to the SCS, SB 375, and greenhouse gases (GHG). Most comments supported the SCS included in the Draft 2050 RTP although some requested additional information regarding SB 375 streamlining provisions. Many comments related to the relationship between vehicle miles traveled and GHG reductions, which will be clarified in the Final 2050 RTP/SCS.

Modeling and Other Technical Issues – SANDAG received hundreds of comments regarding the transportation modeling process and growth forecasts, project rankings, and performance measures.

Funding – Hundreds of comments were received on the qualifying uses of transportation funding and the need for increased funding for new transportation projects.

**Proposed Changes to the Draft 2050 RTP/SCS**

Based on public comments received, minor edits will be made to text, tables, and figures to clarify or expand explanations of the projects, programs, services, and actions that were included in the Draft 2050 RTP/SCS. Previous modifications to the Draft 2050 RTP/SCS recommended by the Board in July include phasing modifications to the I-5/State Route (SR) 78 connectors, Mid-City LRT, and an additional $800 million (in 2010 dollars) for regional rail grade separations, smart growth improvements, and safe routes to transit investments. These modifications resulted from the selection of the preferred alternative for the I-5 North project by Caltrans and the Federal highway Administration, which calls for four express or Managed Lanes between La Jolla Village Drive and Vandegrift Boulevard, and will be incorporated in the Final 2050 RTP. The Draft 2050 RTP included the I-5 North alternative with two additional general purpose lanes to ensure that full funding would be in the Plan should that alternative ultimately be selected. Other proposed modifications and changes are discussed in Attachment 1. None of the changes proposed in Attachment 1 would trigger recirculation of the RTP or its EIR under federal or state law.

Based on the revisions outlined in Attachment 1, the Final 2050 RTP/SCS would be based on a Revenue Constrained Scenario totaling $213.8 billion (in year of expenditure). The bulk of this increase is due to the addition of the high speed rail project ($16.6 billion in year of expenditure).

**Next Steps**

Pending the Board of Directors’ acceptance of the proposed changes, staff will prepare the Final 2050 RTP/SCS. On October 7, 2011, the Transportation Committee will be asked to recommend adoption of the 2050 RTP/SCS to the Board. On October 28, 2011, the Board of Directors will be asked to certify the Final EIR prepared for the 2050 RTP/SCS, make a finding that the 2050 RTP and the 2010 Regional Transportation Improvement Program, as amended, are in conformance with the State Implementation Plan for air quality, and adopt the Final 2050 RTP/SCS.

CHARLES “MUGGS” STOLL
Director of Land Use and Transportation Planning

Attachments: 1. Additional Proposed Changes from Draft 2050 RTP to Final 2050 RTP
2. Draft 2050 RTP/SCS Public Comments and Responses

Key Staff Contact: Heather Adamson, (619) 699-6967, had@sandag.org
**Additional Proposed Changes from Draft 2050 Regional Transportation Plan (RTP) to Final 2050 RTP**

**Proposed Network Modifications**

**Transit**

1. Add three new airport express routes serving San Diego International Airport and the proposed San Diego-Tijuana Crossborder Facility based on the Draft Airport Multimodal Accessibility Plan (AMAP). These routes are revenue neutral for the 2050 RTP (i.e., services by private operators or funded by aviation funds).

2. Extend the terminus of the University Towne Centre (UTC) to Chula Vista LRT from the Palomar Street Trolley station to San Ysidro via the Blue Line Trolley (Route 562).

3. Re-route BRT service between Sorrento Mesa and Otay Mesa via Otay Ranch to operate on Interstate 805 (I-805) to a new terminus at the San Ysidro Trolley station (Route 688).

4. Add a new Rapid Bus in the State Route 56 (SR 56) corridor between Solana Beach and Sabre Springs Bus Rapid Transit (BRT) station via Carmel Valley to the Unconstrained Transportation Network (Route 103).

**Roadway**

1. Update improvements for SR 15 through Mid-City – The Draft 2050 RTP includes two managed lanes on SR 15 from I-8 to SR 94 through Mid-City. Due to the alternative selected for the SR 15 Mid-City BRT project after the Draft 2050 RTP was prepared, it is proposed to change the improvements on SR 15 from two managed lanes to two transit lanes from I-8 to I-805. The managed lanes between I-805 and SR 94 are proposed to be phased in the 2031-2035 period to align with the high occupancy vehicle (HOV) connectors at SR 15/SR 94.

2. Revise phasing for I-15/SR 78 HOV Connectors – The Draft 2050 RTP includes HOV connectors at I-15 and SR 78 in the 2021-2030 phasing period. It is proposed to move this project to the 2011-2020 phasing period to coordinate with the I-15 and SR 78 Managed Lanes improvements planned for the same period in these corridors.

3. Revise phasing for I-805 – The Draft 2050 RTP includes four managed lanes on I-805 from SR 52 to Carroll Canyon by 2020. It is proposed to advance two HOV lanes to the 2011-2018 phasing period with the full improvement (additional two lanes) by 2020.

4. Update arterial projects to reflect minor changes requested by local jurisdictions such as changes to phasing or modifications to project descriptions.

**Proposed SCS Modifications**

Based on a review of the comments in Attachment 2, the following modifications are proposed for the SCS (Chapter 3):

1. Add an implementation action to the Final 2050 RTP to prepare a regional Transit Oriented Development strategy as part of the Regional Comprehensive Plan update.

2. Add an implementation action to the Final 2050 RTP to provide additional guidance on Senate Bill 375 (SB 375) California Environmental Quality Act (CEQA) streamlining provisions.
3. Modify two implementation actions for the Final 2050 RTP to provide additional language to support complete streets principles.

4. Include a new map to better demonstrate the land use and transportation connection and additional discussion of the GHG reduction targets.

5. Clarify greenhouse gas (GHG) emissions and vehicle miles traveled (VMT) reductions for all vehicle types and SB 375 vehicle classes (passenger vehicles and light-duty trucks). Table 1 shows the GHG emissions and VMT decreases for SB 375 vehicle classes from a 2005 base year that would be achieved with the implementation of the Draft 2050 RTP.

Table 1 – Draft 2050 RTP Revenue Constrained Transportation Network

<table>
<thead>
<tr>
<th>Year</th>
<th>CARB Target</th>
<th>GHG</th>
<th>VMT</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>7%</td>
<td>14%</td>
<td>12%</td>
</tr>
<tr>
<td>2035</td>
<td>13%</td>
<td>13%</td>
<td>10%</td>
</tr>
<tr>
<td>2050</td>
<td>N/A</td>
<td>9%</td>
<td>7%</td>
</tr>
</tbody>
</table>

Source: SANDAG and California Air Resources Board (CARB)

Table 2 presents the GHG emissions and VMT reductions for all vehicles (such as public transit buses, heavy-duty trucks, and school buses, in addition to passenger vehicles and light-duty trucks) from a 2008 base year based on the Draft 2050 RTP.

Table 2 – Draft 2050 RTP Revenue Constrained Transportation Network

<table>
<thead>
<tr>
<th>Year</th>
<th>GHG</th>
<th>VMT</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>8%</td>
<td>8%</td>
</tr>
<tr>
<td>2035</td>
<td>5%</td>
<td>5%</td>
</tr>
<tr>
<td>2050</td>
<td>1%</td>
<td>1%</td>
</tr>
</tbody>
</table>

Source: SANDAG
Proposed RTP Revenue/Cost Adjustments

Table 3 summarizes the project costs estimates that are proposed to be revised for the Final 2050 RTP. Project revenues are proposed to be adjusted accordingly.

<table>
<thead>
<tr>
<th>Project</th>
<th>Draft 2050 RTP Cost ($ in millions - 2010 dollars)</th>
<th>Proposed Final 2050 RTP Cost ($ in millions - 2010 dollars)</th>
<th>Proposed Final 2050 RTP Cost ($ in millions - Year of Expenditure dollars)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 15 between SR 94 and I-81</td>
<td>$120</td>
<td>$65</td>
<td>$78</td>
</tr>
<tr>
<td>SR 56</td>
<td>$221</td>
<td>$135</td>
<td>$244</td>
</tr>
<tr>
<td>I-805 between SR 905 and I-5 Merge</td>
<td>$3,904</td>
<td>$3,868</td>
<td>$4,845</td>
</tr>
<tr>
<td>SR 11/Otay Mesa East POE</td>
<td>$356</td>
<td>$755</td>
<td>$755</td>
</tr>
<tr>
<td>Streetcars</td>
<td>$67</td>
<td>$661</td>
<td>$868</td>
</tr>
<tr>
<td>Airport Express Routes</td>
<td>$0</td>
<td>$51</td>
<td>$55</td>
</tr>
</tbody>
</table>

1. Costs revised to reflect alternative selected for the SR 15 Mid-City BRT project.
2. Correction to cost estimates.
3. The Draft 2050 RTP includes the revenues and cost for SR 11. The revenues and cost for the Otay Mesa East Port of Entry are proposed to be included in the Final 2050 RTP as funded by tolls.
4. The Draft 2050 RTP includes only 10 percent of the revenues and capital cost. The full amount of the revenues and costs of the streetcars is proposed to be included in the Final 2050 RTP. However, only 10 percent of the capital cost and none of the operating costs are assumed from regional funding.

Additionally, although the High-Speed Rail (HSR) project is not a regionally sponsored project in the 2050 RTP, it is proposed to include the HSR cost estimate and funding in the Final 2050 RTP for informational purposes ($16.6 billion in year of expenditure).

Proposed Final 2050 RTP Actions

Based on a review of the comments in Attachment 2, in addition to the proposed implementation actions listed in the Proposed SCS Modifications section, the following implementation actions are proposed to be added:

1. Consider development of an Active Transportation Early Action Program (Chapter 6).
2. Consider development of a regional Complete Streets policy (Chapter 6).
3. Modify an implementation action for the Final 2050 RTP to add language to provide ongoing complete streets educational opportunities (Chapter 6).

Proposed Technical Appendices Modifications

1. Update Technical Appendix 3 to include the benefit/cost analysis and economic impact methodologies.
2. Revise description of Otay Mesa Southbound Truck Route Improvements to indicate City of San Diego local streets and roads, under Projects of Interest (Technical Appendix 4, Table 4.23).
3. Include the Draft AMAP, released in June 2011, as part of Technical Appendix 12.
4. Update Travel Demand Model Documentation to include more detailed information on mode share methodology and off-model methodology to estimate greenhouse gas emissions reductions of several strategies. (Technical Appendix 15)

5. Add more detailed information regarding the congestion management process (Chapter 6), including a new technical appendix. (Technical Appendix 20)


**Proposed Additional Modifications**

1. Revise methodology for calculating the access to amenities (schools, airport, healthcare, and parks/beaches) by transit, in response to comments received. The Draft 2050 RTP includes more than 40 performance measures, including several social equity indicators. The methodology developed for the Draft 2050 RTP calculated access to amenities using the nearest transit stop as the access point. The proposed new methodology would use the best transit stop as the access point (e.g., the transit stop may be further away but provides more direct service and therefore the minimum overall travel time). (Chapter 4)

2. Clarify the fuel consumption and toll facilities revenue assumptions (Chapter 5).

3. Add more detailed information to project descriptions in project tables (e.g., grade separations, transit routing, phase year, etc.) and other minor modifications (Chapter 6 and Appendix A).

4. Clarify that BRT Route 680 includes a transit station serving the Southeastern San Diego community located at I-805/47th Street Trolley station (Chapter 6).

5. Include a new map to show the local bus routes with 10-minute frequencies in key corridors by 2035 (Appendix A).