

Draft 2007 Regional Transportation Plan Comments and Responses

No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
Comments on Draft 2007 RTP						
1	4/23/07	Letter	Lakeside Disaster Preparedness Committee	It is a well known fact that people use Wildcat Canyon, a rural collector road as an alternative to State Route 67. The traffic hazards and continual back-ups on 67 have led to an increased volume of traffic on Wildcat Canyon, a road that is inadequate to handle the amount of increased usage. From a disaster preparedness standpoint, it is imperative that State Route 67 be improved and widened in case of a future disaster that requires evacuations, particularly in light of the fact that Wildcat Canyon is inadequate to safely handle such an event. From a safety standpoint, given that there were, according to the CHP, six fatal accidents on 67 last year, there should be no other choice than to proceed with the improvements sooner than later.	Wildcat Canyon Road is now being improved by the County. Widening SR 67 to 4 lanes is included in the RTP, and Caltrans is completing an analysis of more immediate safety improvements to the highway.	Systems Development
2	6/29/07	E-mail	Loreto Negado	More North County residents will use the bus if the schedule and route is more efficient for transportation. Many North County residents from Rancho Bernardo and Rancho Penasquitos will be off the congested I-5 and I-15 freeways if the bus can make minor changes to its route. Ex: Bus 850 from Rancho Penasquitos can take the I-8 East exit to Taylor (or Hotel Circle) and drop off passengers at the trolley station at Old Town. The same bus can proceed onto Pacific Highway and take I-5 to drop off passengers at downtown.	We agree that convenience and reliability are important in providing an attractive transit system. As part of the I-15 Bus Rapid Transit (BRT) service which is scheduled to open in 2012, once the freeway improvements are completed, a number of changes will be made to both the regional services and local services such as the route 850. These changes are designed to complement the BRT service so that a number of transit options are available to riders. While we have not considered running service from I-15 via I-8 to Old Town and downtown San Diego, opting to stay on I-15 into downtown, this could be considered as we approach 2012. We have provided your comments to MTS.	Systems Development
3	6/29/07	E-mail	Loreto Negado	At present many North County residents are not using the bus as they used to because they are being dropped at downtown first and have to take the trolley to go back north to Old Town. This adds another 30 minutes of travel time which can be eliminated if the bus makes the aforementioned minor change in its route.	Comment noted. See response to comment no. 2. We have provided your comments to MTS.	Systems Development
4	7/1/07	E-mail	Kathy Rangus	Drives in the carpool lane, alone in a Prius, 4 days/week between Carlsbad and Sorrento Mesa. Her experience is that carpool lanes do not result in carpooling. Estimate that over 90% of the cars in the carpool lane are not carpools. Most of the cars contain couples (leisure drivers), women with children, contractor trucks, and other hybrids with one person in the car.	Carpools currently are defined as two or more people traveling in a vehicle. Studies also show that the presence of an HOV lane encourages carpools.	Systems Development

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5	7/1/07	E-mail	Kathy Rangus	Rarely, sees buses and vanpools in the carpool lanes. Experience driving in Orange and LA counties is the same. Suggests that it is a waste of resources and land to build carpool lanes.	Comment noted.	Systems Development
6	7/2/07	E-mail	Loreto Negado	One of the four express Route 850 should drop passengers at Old Town in the morning and one should pick up from Old Town in the afternoon.	Comment noted. See response to comment no. 2. We have provided your comments to MTS.	Systems Development
7	7/2/07	E-mail	Loreto Negado	Glad to see that SANDAG is taking a more proactive stance on making mass transportation work.	Thank you.	Systems Development
8	7/3/07	E-mail	Chris Howell	Would like to see an earlier morning COASTER train to enable commute to 6 a.m. job in North Island. Knows many fellow employees who would also be interested in the earlier morning service.	Additional COASTER service is planned including additional hours of service.	Systems Development
9	7/17/07	SWG Meeting	Sandy Shapery	The Goods Movement Action Plan (GMAP) is funded through additional outside dollars, and does not take funding away from transit. Does this mean that the GMAP is viewed as secondary to the regional transit system?	The GMAP is not viewed as secondary to transit. This is the first time that a regional freight strategy has been required to be included in the RTP. As a result, the SANDAG Board of Directors expressed support for the philosophy of identifying the infrastructure costs for freight projects, and including them in the RTP, but with separate funding sources that would not take funding away from transit or other projects traditionally included in the RTP.	Systems Development
10	7/17/07	SWG Meeting	Jim Schmidt	The RTP is a fantastic document. However, the region should use a public tolling method to build a toll road for SR 11 without using private dollars. Under a public tolling method, SANDAG would issue tax exempt bonds (with lower interest costs than borrowing the costs of construction, like on the SR 125 toll road), and state highway funds would pay for the construction and maintenance of the facility until the bonds are paid off with the toll revenues. Public/private partnerships cost the public more and \$3.50 each way (the cost of the SR 125 toll) is a large amount for people to pay. This alternative public tolling funding scenario should be added to the draft 2007 RTP.	The language in the draft RTP does not preclude the possibility of public toll facilities. It includes tolling as a potential mechanism to implement certain facilities (see page 4-4), though the document does not specify whether they would be private or public. Additional legislation would be required in order to implement public toll facilities, as recommended in Financial Strategy No. 8 (see page 4-20).	Financial Strategies

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11	7/17/07	SWG Meeting	Ron Pennock	Is there a coordinated plan for SR 67 that outlines the functions of the related transportation planning agencies, a timeline for the construction of improvements, or how much funding each entity will contribute toward the improvements? Is there continuity and coordination between the involved entities? Are there any documents that provide a list of revenues dedicated toward SR 67 improvements?	SR 67 is not a <i>TransNet</i> Early Action Program (EAP) project. The EAP projects are being advanced as much as possible, and as a result, non-EAP projects are in the later years of the RTP. SR 67 has a proposed phasing after 2020, and details about funding partners and construction have not been prepared yet. There will be coordination on this project, but as far as funding, the collection of the \$2,000 <i>TransNet</i> development impact fee by the County was intended for the Regional Arterial System (RAS). Highways such as SR 67 are controlled by the state. The SANDAG Regional Transportation Improvement Program (RTIP) serves as the region's capital improvement plan for transportation, showing revenue sources and more specific construction timelines for near-term projects. The RTP shows phasing of projects by decade; improvements to SR 67 fall into the last decade of the 2007 RTP.	Systems Development
12	7/17/07	SWG Meeting	Cindy Gompper-Graves	Commented on lessons learned from SR 905. While trying to save money for the acquisition of right-of-way for SR 905, land costs were increasing. Through this RTP, SANDAG is taking a more project-based approach. Suggested that it might be better to focus on acquiring most of the right-of-way for projects throughout the region before starting to build specific projects.	We agree that early acquisition of properties for the implementation of projects may make sense financially to avoid the long-term rise in property values. While the region will continue to explore ways of doing so and will seek to take advantage of opportunities as they arise, the timing of the acquisition of certain properties may be limited by federal policies, when federal funds are used for the project, until after the federal environmental document has been approved. This has limited and in some cases precluded the early acquisition of right-of-way.	Financial Strategies
13	7/17/07	SWG Meeting	Don Preis	There is a horrible interchange at Maplevue and the end of SR 67. This road has become one of the most heavily traveled roads in East County. Due to the influx of accidents and safety hazards, something needs to be done soon.	Caltrans is currently conducting a safety study of this route that is due this fall which may recommend more immediate solutions than the long-range widening to four lanes.	Systems Development

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14	7/17/07	SWG Meeting	Jay Powell, City Heights Community Development Corporation	The region needs to complete the Interstate 15 (I-15) Centerline rapid transit project and stations. This project was part of the legally-mandated mitigation measures for the construction of the I-15. There is an existing City Heights Transit Plaza in which SANDAG has already invested \$3.5 million dollars. These stations were deliberately built in a very constrained corridor and planned as transit-oriented projects. These tremendous investments also have ties to the SANDAG Pilot Smart Growth Incentive Program, and will contribute to a viable transit system. The community is concerned about allowing goods movement to travel through Mid-City. The goods movement route should be located on the I-805 since the mitigation measures call for directing traffic away from the I-15 and the local school in that area.	SANDAG, Caltrans, and the City Heights community will be developing a design for bus rapid transit stations in conjunction with community planning for transit oriented development, with a goal of implementation in coordination with the startup of I-15 BRT service. Figures 6.7 and B.1 in the final RTP will be revised to remove I-15 through Mid-City as part of the Goods Movement Network. SANDAG will work with the City of San Diego, Caltrans, and the community to further analyze the goods movement issue in this part of the region.	Systems Development
15	7/17/07	SWG Meeting	Gary Nordstrom	As a general citizen, he hopes that there will be a solution to the long-standing City Heights issue through this RTP update.	See response to comment no. 14.	Systems Development
16	7/17/07	SWG Meeting	Kathy Keehan	We should keep the commitments made to transit projects in the past, such as the one in City Heights. New projects should not interfere with those past commitments.	See response to comment no. 14. Funding for these facilities is identified in the <i>TransNet</i> Early Action program.	Systems Development
17	7/17/07	SWG Meeting	Clive Richard	Expressed support for the Centerline project in City Heights. It was designed to accommodate light rail and now BRT. He hopes something will be done on this project.	See response to comment no. 14.	Systems Development
18	7/17/07	SWG Meeting	Jim Schmidt	Chapter 3 should include information from the SANDAG document "Solving the San Diego Region's Housing Crisis."	Will add language to page 3-3 in the RTP as follows: The Regional Comprehensive Plan (RCP) and housing publications such as Solving the Region's Housing Crisis identify policies and strategies that can help address the housing needs of the San Diego region. Implementation of these strategies and the smart growth strategies discussed in Chapter 5 would provide more housing opportunities and travel choices for the region's employees.	Regional Trends Through 2030

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19	7/17/07	SWG Meeting via e-mail	Paul Fiske	The term 'Rapid Bus' (on the map on page A-11) is very confusing to readers/users of the RTP, as it is not the same as "Bus Rapid Transit." Unless this is now irreversible for some important reason, SANDAG should consider another name, even if it is as simple as "special express bus" for those two affected areas (UTC and Escondido).	You are correct, Rapid Bus is not the same as BRT, but it is intended to be a different service from current services, including express bus. Calling these services "Rapid Bus" indicates a connection with BRT, and we intend that some of these routes would evolve into BRT routes at some point in the future. The differences are explained in Chapter 6, as is the relationship of these new terminologies to the Red, Yellow, Blue, and Green Car services from the MOBILITY 2030 plan.	Systems Development/ Appendix A
20	7/17/07	SWG Meeting via e-mail	Rick Van Schoik	It's all about vehicle miles traveled (VMT)! Green house gases (GHG) are VMT. Ozone is VMT.	VMT is an important measure for congestion management and air quality. In addition to VMT, vehicle efficiency and fuel type impact air quality and GHG. SANDAG is developing an Alternative Fuels and Vehicles Toolkit that will identify measures that improve fleet efficiency, utilize alternative fuels and reduce VMT.	General
21	7/17/07	SWG Meeting via e-mail	Rick Van Schoik	Rancho Santa Fe: All the maps show an obvious void in east west transit planning by not affording more planned improvement and routes thru RSF. The congestion, waits, and other problems of the future can be ameliorated by improved rapid buses/BRT thru the ranch. It seems to me, all peak period travel times are calculated north south (Page 2-5) when in reality some of those North-South travelers are trying to get east and west by going North or South to an east-west connector and the RSF connectors don't exist or won't get attention. There is also a huge void in smart growth projects in the un-incorporated RSF area.	The County of San Diego identified the smart growth areas for the unincorporated areas of the region. Most of the County's smart growth areas are located in the rural areas of the County where there are some opportunities for concentration of housing and jobs in the rural village cores per policies in the draft General Plan (GP) 2020. The County did not identify smart growth areas in Rancho Santa Fe. As Figure 6.2 shows, there are major east-west corridors included in the plan, such as the SPRINTER corridor in North County and dense corridors within the City of San Diego such as Mira Mesa Boulevard and El Cajon Boulevard.	Systems Development
22	7/17/07	SWG Meeting via e-mail	Rick Van Schoik	Mexico: I see nothing on intermodal transit planning with Mexico. Good goods mobility within US and good inter-regional rail to the North and East but none South. The ports of Ensenada and Punta Colonet WILL impact us adversely unless we accommodate that planned development with intermodal plans now.	The Rail discussion on Page 6-39 does include mention of border improvements and the potential to divert some trucks to rail. The San Diego & Arizona Eastern (SD&AE) Gateway Feasibility and Improvement Study will begin this fiscal year, looking at a long-term strategy and improvements for the region's gateway intermodal freight facilities that interface with the San Ysidro Intermodal Yard. A summary of this upcoming study will be added to the Future Studies section in Appendix F.	Systems Development

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23	7/17/07	SWG Meeting via e-mail	Rick Van Schoik, via e-mail	Air Quality: I have seen the projections and do not believe them. If VMT will increase, no amount of fleet modernizing can reduce the emission that much. I have asked staff for a briefing on the ARB and SANDAG projections and hope to get one. Appendix E is too hard to wade thru without some help. Finally, if San Diego warms with GCC, what happens to ozone? Back to VMT.	SANDAG uses the required program, EMFAC, to forecast regional emissions and conduct air quality conformity analysis. Historically, improvements in fuels and vehicle fleet technology have provided the largest reductions in air pollution. A briefing with ARB and SANDAG staff was scheduled and questions regarding the model and conformity procedures were answered.	Appendix E
24	7/17/07	SWG Meeting	Don Preis	Recommended that the definition of levels of service (LOS) on page 1-13 (2006 Modeled Level of Service) be better explained.	Staff will include clear definitions of Level of Service in the final RTP.	Executive Summary
25	7/17/07	SWG Meeting	Don Preis	It is counterproductive to some of the current transportation efforts promoted in the draft RTP for the Navy hospital to charge \$8 a month for bike storage.	Secure bike parking is an important component of a good bicycle transportation system. The bicycle parking at the Navy hospital is the responsibility of the Department of Defense.	Demand Management
26	7/17/07	SWG Meeting	Kathy Keehan	The diagram on page 7-9 is trying to relay the same information as the diagram on page 1-13, but these two maps are radically different.	Page 1-13 is from the calibrated traffic model for the year 2006, and page 7-9 used actual traffic data and a different base year (2005). While the data is slightly different, the same break points for defining Level of Service (LOS) will be incorporated in the final RTP figures.	Technical Issues
27	7/17/07	SWG Meeting	Kathy Keehan	Overall, the RTP is good; however, we are not backing up the words with funding priorities. Appendix A should show the amount of money being spent on demand management.	Appendix A mainly shows project costs, and a way to show for the "softer" projects such as TDM needs to be found.	Appendix A
28	7/17/07	SWG Meeting	Sandy Shapery	Finds it difficult to understand how we are spending 30 or 40 percent of the RTP budget on five percent of the mode split (transit).	Transit expenditures will provide competitive options for the choice rider and provide service for a growing transit-dependent population. Coupled with successful Smart Growth Development, transit mode shares could exceed RTP projections, which are based on existing general plans.	Systems Development
29	7/17/07	SWG Meeting	Clive Richard	Route 611, the El Cajon Boulevard limited stop rapid bus, should not go down Park Boulevard because most riders are trying to get downtown from San Diego State University. It would be better to go down SR 163. What needs are not being accommodated by the local bus service on Park Boulevard?	Operating on Park Boulevard instead of SR 163 will enable faster connections to Balboa Park, the Naval Hospital, and San Diego Zoo. Park Boulevard will be faster than SR 163 in future years as congestion builds on the freeway. We are also looking at the possibility of providing peak hour service along SR 163.	Systems Development

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30	7/17/07	SWG Meeting	Sandy Smith	The table on page 6-43 (San Diego Regional Goods Movement Action Plan – Reasonably Expected Revenue Scenario) is confusing. In looking at I-15 improvements, it is not clear if it represents the costs of what is currently being done now or the costs of future improvements.	In the Road/Truckway category, the table combines under-construction and planned improvements on highway corridors that have been identified as proposed truck routes in the Goods Movement Action Plan.	Systems Development
31	7/17/07	SWG Meeting	Sandy Smith	Page 6-59 states that 43 percent of vanpools are originating in Riverside. How many vanpools are required to warrant a transition from vanpools to bus service?	When there are multiple vanpools operating to a single general destination there is an opportunity to create a bus pool which could cost less per passenger than the van. In addition, SANDAG, MTS, and Riverside agencies are considering implementation of regularly scheduled express bus services between the two counties which could take advantage of the Managed Lanes being implemented in the I-15 corridor.	Systems Development
32	7/17/07	SWG Meeting	Sandy Smith	The plan is very good, and almost too comprehensive. The devil will be in the details. For example, if the trucks will use the HOV lanes during off-peak times, then what are the off-peak times?	Presently, the peak periods are 6-9 a.m. and 3-6 p.m.	Systems Development
33	7/17/07	SWG Meeting	Greg Alabado	The RTP is a good document, and it is the first time it represents the work done with the tribal governments. Local general plans should show cooperation with SANDAG.	SANDAG is working more closely with both the tribal nations and the local jurisdictions to tie together regional infrastructure and local development.	Land Use-Transportation Connection
34	7/17/07	SWG Meeting	Steve Otto	Chapter 5 of the RTP comes up short because it does not cross reference the document "Preparing for Regional and Global Collaboration, San Diego's Regional Economic Prosperity Strategy."	The Economic Prosperity Strategy is a component of the Regional Comprehensive Plan (RCP), and is currently out for public review. Staff will look at its integration into the RTP.	Land Use-Transportation Connection
35	7/17/07	SWG Meeting via e-mail	Rolf Gunnarson	I have reviewed the Draft 2007 RTP. I find it to be an impressive planning document. Comprehensive in scope while reflecting the varied interests of a broad and diversified constituency. I believe it proposes a fair balance in public investment between transit and highway facilities, effectively building upon the existing transportation system in place today. A job well done.	Comment noted.	General
36	7/17/07	Balboa Park Public Workshop	Ray Guerrero	Presentation was a bit brief, just giving a general overview. Looks forward to learning more details by downloading information from the website.	Comment noted.	General
37	7/17/07	Balboa Park Public Workshop	Anonymous	Please consider more neighborhood centered bus service and make sure bus schedules are coordinated so that people don't have to wait an hour for a connection.	Improvements such as more frequent transit service along key local/neighborhood transit routes are called for in the plan.	Systems Development

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38	7/17/07	Balboa Park Public Workshop	Renata Mulry	Every single day (seven days a week) southbound I-5 is congested. And the proposed toll road will dump even more traffic on I-5.	The RTP includes additional lanes on I-5, and SANDAG is coordinating with Orange County to analyze the weekend congestion on I-5. I-5 south of Orange County would carry similar volumes with or without the toll road.	Systems Development
39	7/17/07	Balboa Park Public Workshop	Renata Mulry	I think transit planning in San Diego is archaic. North County Transit District is cutting service when there is traffic congestion. The transit system should expand service and get people off of I-5. As long as there are two separate transit boards, nothing will get better.	We and NCTD, agree that transit service should be expanded in North County. The limiting factor is funding. The 2007 RTP addresses the issue of transit funding for local services that can be used to connect to regional services such as the COASTER. The key will be to begin to earmark additional funds specifically to implement the services identified in the 2007 RTP.	Systems Development
40	7/17/07	Balboa Park Public Workshop	Renata Mulry	If there aren't not sufficient funds available locally, additional funding should be sought from the state.	The Financial Strategies outlined at the end Chapter 4 include several strategies to increase funding from the state.	Financial Strategies
41	7/17/07	Balboa Park Public Workshop	Renata Mulry	In these inflationary times, there should be additional sales tax available, as prices have gone up.	The financial revenue assumptions already take into account projected inflation and their impact on the amount of revenues collected through sales taxes.	Financial Strategies
42	7/17/07	Balboa Park Public Workshop	Renata Mulry	In North County the buses aren't serving many people- due to lack of marketing.	Comment noted.	Systems Development
43	7/17/07	Balboa Park Public Workshop	Renata Mulry	There used to be an express bus to the UTC Golden Triangle area, but that service was ended. It provided a quick connection but was not marketed well. There is now an area kind of between North County and San Diego Carmel Valley that nobody serves. It's a turf war.	One of the disadvantages which led to the elimination of the I-5 Express bus to UTC was traffic congestion and poor performance. Once the I-5 Managed Lanes project is completed, buses, carpools and vanpools will be able to use a dedicated facility to make this trip. The addition of an express or rapid bus service along I-5 would be evaluated at that time.	Systems Development
44	7/17/07	Balboa Park Public Workshop	Renata Mulry	There needs to be something done now about traffic congestion- not 20 years from now. The longer we wait the more expensive it gets. What is being done now to alleviate congestion on I-5?	Lack of funds prevent the region from addressing all the congestion at once. At present, the HOV lanes on I-5 are being extended north to Solana Beach, but major widening is phased in the RTP between 2010 and 2020.	Systems Development
45	7/17/07	Balboa Park Public Workshop	Renata Mulry	How much gasoline is being wasted due to congestion? How much smog and pollution is being created?	The idling associated with congestion does contribute to additional fuel consumption and emissions beyond what would otherwise result from VMT. As proposed, the RTP will reduce congestion growth. The RTP EIR provides data on fuel consumption and air pollution associated with the proposed RTP.	Systems Development

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46	7/17/07	Balboa Park Public Workshop	Renata Mulry	If the traffic is really bad people won't make the trip and that isn't very good for business.	Comment noted.	Systems Development
47	7/17/07	Balboa Park Public Workshop	Diana Nunez	Have incentives such as lower registration fees, tax deductions etc., to encourage people to drive smaller cars been explored at either the State or Federal level? Is part of SANDAG's budget available for incentives to encourage people to purchase smaller vehicles? If our society provided an incentive for smaller commuter cars less infrastructure would be needed.	There are certain state tax benefits associated with the type of engine used in motor vehicles, but not associated to the size of the vehicle.	Systems Development
48	7/18/07	E-mail	Diane Scholfield	Supports the plan to have the COASTER run every 20 minutes during the morning and evening commute, and once an hour at other times.	Comment noted.	Systems Development
49	7/18/07	E-mail	Diane Scholfield	Better sidewalks, or wider shoulders, on all roads within 2 miles of every train station to encourage walking or biking are needed. I currently walk 2 miles to work, each way. Love the Solana Beach Rail Trail. However, other streets in the area (Cedros, for instance) are simply not safe for walking or biking because they have no sidewalks, narrow shoulders and heavy traffic.	We agree that creating a safe and pleasant walk and wait environment are key to attracting more people to transit. While these are discussed in the plan as overall policy goals, it is the responsibility of local jurisdictions to adequately plan sidewalks and other pedestrian improvements.	Land Use
50	7/18/07	E-mail	Diane Scholfield	Better connecting routes on NCTD buses from the train stations are needed. I can not take a bus to work, because the nearest stop is a mile away and the connection between train and bus means, at times, is a long wait.	Improvements to existing transit services, including NCTD services connecting to COASTER and SPRINTER stations are called for in the plan.	Systems Development
51	7/18/07	E-mail	Diane Scholfield	Wants to see the Santa Fe Depot connected to the airport via rail.	COASTER riders can take the Route 992 Airporter bus from the Depot to Lindbergh Field. SANDAG and the San Diego Regional Airport Authority are currently working on plans to improve ground access to the airport including improvements to transit.	Systems Development
52	7/18/07	E-mail	Diane Scholfield	The COASTER should have more Saturday service, start limited Sunday service, and run the trains later on Wednesday and Thursday nights. The worst southbound traffic of the week -- consistently -- is Saturday mornings, so we never drive to San Diego any more.	Additional weekend and late night service for COASTER is a high priority for NCTD and additional funding is needed in order to implement these improvements. The plan does call for funding these and other local improvements.	Systems Development

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53	7/18/07	E-mail	Diane Scholfield	My husband and I like plays and music events, and want to use public transportation to get there. Specifically, the theaters we would support if they were served by public transportation are: California Center for the Arts in Escondido, North Coast Rep in Solana Beach if it moves to the proposed train station development, and Broadway San Diego and the Old Globe in San Diego (we have Saturday matinee season tickets at the latter this year, chosen because we can ride the COASTER).	Comment noted. The plan calls for improvements to the SPRINTER, COASTER, and other transit services which should provide service to major activity centers such as the ones mentioned.	Systems Development
54	7/19/07	Public Workshop	Anonymous	Signs leading public to workshops should spell out Regional Transportation Plan and not just use the abbreviation "RTP."	Comment noted.	General
55	7/20/07	Letter	Endangered Habitats League (letter regarding Palomar Community College)	The Palomar Community College EIR should fully assess cumulative impacts to traffic, air quality, and greenhouse gas emissions from the project and other projected growth and development, including that associated with the various casinos that use Highway 76 east of I-15. All feasible mitigation measures should be identified and implemented.	SANDAG will work with the County, Caltrans, and other North County stakeholders to evaluate the many transportation options to meet the needs in the eastern SR 76 corridor.	General
56	7/20/07	Letter	Endangered Habitats League (letter regarding Palomar Community College)	The Palomar Community College EIR should address conjunctive use of the college's parking lots and structures should be considered. These facilities could be used as park and ride facilities to serve casinos with transit.	Various TDM solutions to congestion in the unincorporated area, related to tribal development, are being worked out through the Interagency Technical Working Group on Tribal Transportation Issues.	General
57	7/19/07	Balboa Park Public Workshop	Tedd Bunce	It seems like we're trying to be more like Los Angeles and not like European cities, Japanese cities, and Canadian cities. We need to study the transit systems in those places and not try to emulate Los Angeles. All we're concerned with in the RTP as far as I'm concerned, is moving cars, adding to the pollution. We need more rail service.	The 2007 RTP commits significant funds to improving the San Diego trolley, SPRINTER, and COASTER rail lines. The services rank very high in the evaluation criteria used to determine the transit network in the RTP.	Systems Development
58	7/19/07	Balboa Park Public Workshop	Tedd Bunce	San Diego is the worst city that I have lived in, in terms of public transportation. I can't get from one place to another because the service is very poor.	The 2007 RTP transit network includes 11 new regional services and major improvements/upgrades to 13 existing regional services. Most of these routes serve major trip movements in our region with high frequency, premium transit service. Complimenting these services is an additional investment in local bus and shuttle services that connect neighborhoods and business services with these regional services.	Systems Development

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59	7/19/07	Balboa Park Public Workshop	Tedd Bunce	We should be looking at running rail up the main arteries like I-15 and I-5.	The COASTER currently serves the I-5 corridor and additional service improvements are included in the 2007 RTP. The region decided that Bus Rapid Transit (BRT) would be the premium service along the I-15 Corridor. The RTP also discusses the California High-Speed Rail Authority's plan to provide high-speed passenger rail service to the state major metropolitan areas, including the I-15 corridor.	Systems Development
60	7/19/07	Balboa Park Public Workshop	Tedd Bunce	Most cities have much more transit service. Here pedestrians and bicyclists aren't a priority.	Comment noted.	Systems Development
61	7/19/07	Balboa Park Public Workshop	Tedd Bunce	Likes living in walkable and transit accessible communities.	The Regional Comprehensive Plan is based on smart growth principles, and promotes more walkable and transit-oriented communities. The RTP supports transit in these areas as a means of providing greater mobility choices.	Land Use
62	7/19/07	Balboa Park Public Workshop	Tedd Bunce	Would like to see a demonstration project of a monorail, maglev or sky train system from Old Town down and around Mission Bay and from the downtown Convention Center to Balboa Park. Depending on the success of the demonstration project, similar systems could be explored for the I-15 and I-5 corridors.	MTS and later SANDAG studied an elevated people-mover system for the Old Town to Mission Bay corridor several years ago. SANDAG recently studied the feasibility of maglev along an east-west corridor to a proposed international airport in Imperial County and plans to study potential north-south high-speed corridors in the future, pending the receipt of federal funding.	Systems Development
63	7/19/07	Balboa Park Public Workshop	Judy Stern, City of La Mesa	Concerned that when SANDAG receives new funding for specialized transit services such as the New Freedom Funds, that this funding should be used to expand existing services rather than supplanting existing services.	Federal New Freedom grant monies are available for new services that were not in existence, or budgeted for, in August of 2005 when SAFETEA-LU was passed. This funding is available through SANDAG via a competitive process which will be held in the Fall of each year through FY 2009.	Systems Development
64	7/19/07	Balboa Park Public Workshop	Judy Stern, City of La Mesa	Could see a situation with New Freedom funds where a volunteer driver-base transportation system is provided on a donation basis. Can foresee a situation where certain persons with disabilities or seniors who may opt to use the funded services versus the paratransit which require a fee.	Comment noted.	Systems Development
65	7/19/07	Balboa Park Public Workshop	Matthew Trakimas	Would like more information on the planned BRT operations and fly-overs.	One example of a detailed BRT operations plan was completed by SANDAG in 2006 for the I-15 BRT operations. Operating levels and alignments from this study were used in the 2007 RTP for the I-15 corridor. Details on specific projects can be obtained by contacting SANDAG staff.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
66	7/19/07	Balboa Park Public Workshop	Matthew Trakimas	How will people in the Mid-City area be effected by increased truck traffic on I-805 and I-15 from trucks coming through the Otay Mesa Port of Entry? Concerned with the air quality and health impacts to residents through this area. Additionally, notes that this part of the city does not have many parks or trees to help absorb some of the air pollution.	Figures 6.7 and B.1 in the final RTP will be revised to remove I-15 through Mid-City as part of the Goods Movement Network. SANDAG will work with the City of San Diego, Caltrans, and the community to further analyze the goods movement issue in this part of the region.	Systems Development
67	7/19/07	Balboa Park Public Workshop	Robert Hoffman	The automobile offers independence. The problem with transit is that it has no marketable features. Those who use it have to use it- those who are too poor to own and automobile, those too young or old to drive and those who are too infirmed to drive. The only people who use transit who don't fit into one of those categories are those who drive to park-n-ride lots and transfer to transit to go downtown. They make this choice as parking is scarce and expensive downtown.	The 2007 RTP invests in the Customer Experience of new and existing regional transit services such as walk and wait environments for transit, WIFI and other onboard amenities, real-time information signs to provide 'next-bus' information, and fast and frequent transit service. These amenities are designed specifically to be attractive and marketable to choice riders.	Systems Development
68	7/19/07	Balboa Park Public Workshop	Peg Crilly	Feels very strongly that public transit should be funded versus building more highways - especially given the situation with global warming and our energy outlook for the future and air pollution.	Comment noted.	Systems Development
69	7/19/07	Balboa Park Public Workshop	Peg Crilly	We need more frequent local bus service, including in North County. Buses should come every 10 to 15 minutes versus once an hour.	One-third of the transit investment in the 2007 RTP is for improvements to existing local services. For the NCTD service area, the plan assumes that a number of local routes are increased to 15 minute frequencies.	Systems Development
70	7/19/07	Balboa Park Public Workshop	Peg Crilly	Transit fares should be lower.	Comment noted.	Systems Development
71	7/19/07	Balboa Park Public Workshop	Peg Crilly	The COASTER should run hourly during off-peak periods and ever 15 or 20 minutes in peak commuter periods. The fares should be subsidized so that it is affordable for everyone to use.	COASTER headways are 20 minutes during the peak period and 60 minutes during the off-peak in the 2007 RTP, as you note. Transit fares are subsidized for all services.	Systems Development
72	7/19/07	Balboa Park Public Workshop	Peg Crilly	There should be more (later) COASTER service on the weekend.	Additional funds are included in the 2007 RTP for late night and weekend COASTER service.	Systems Development
73	7/19/07	Balboa Park Public Workshop	Peg Crilly	More shuttle service to COASTER stations is also needed.	Additional shuttle services could be funded as part of the funds set aside for local transit service.	Systems Development
74	7/19/07	Balboa Park Public Workshop	Peg Crilly	Additional parking and security at COASTER stations also needs to be examined.	Additional parking at all COASTER stations is included.	Systems Development
75	7/19/07	Balboa Park Public Workshop	Peg Crilly	Doesn't understand constructing toll lanes on the northern sections of I-5 and I-15, unless the money was used to provide transit service in that corridor.	Tolls collected to use these lanes would repay the cost to advance their construction.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
76	7/19/07	Balboa Park Public Workshop	Peg Crilly	There should be a "fare free" week for transit to allow people to try it and perhaps attract new riders.	Occasionally, NCTD and MTS do offer fare free periods to encourage new riders to take transit.	Systems Development
77	7/19/07	Balboa Park Public Workshop	Peg Crilly	Are there opportunities for vanpools and employer-based carpools?	Chapter 8, Demand Management, discusses the vanpool and carpool programs.	Systems Management
78	7/19/07	Balboa Park Public Workshop	Peg Crilly	It is really great having bike racks on buses and allowing for bikes on trains.	Comment noted.	Systems Development
79	7/23/07	Letter via e-mail	Kathy Keehan	It would be helpful in the section on 'Building on Our Progress' to include the projects that have been completed since the 2003 RTP, such as SR 56, segments of SR 125, and the Green Line Trolley extension.	Additional language will be included in Chapter 1 (Executive Summary) in the final RTP.	Systems Development
80	7/23/07	Letter via e-mail	Kathy Keehan	The policy objectives are good, but I wonder if our funding priorities match the objectives. We're still spending too much on accommodating the single occupant vehicle and not enough on transit, demand management, incentive programs, and smart growth.	For the 2007 RTP, the SANDAG Board direction was to distribute revenues that respect the priorities in the <i>TransNet</i> Early Action Program and provide a balanced allocation between transit, highways, and local streets and roads. The balanced and diversified expenditures in the 2007 RTP represent the most effective approach in addressing congestion, as reported by the Texas Transportation Institute in their Urban Mobility Report. And the investment in an extensive network of Managed/HOV Lanes works hand-in-hand with improved transit options to provide a strong alternative to SOV travel.	General
81	7/23/07	Letter via e-mail	Kathy Keehan	Table 2-3 does not contain the performance measure to evaluate people's work commute distance. Is this because we don't have the data?	The RTP contains 25 performance measures but does not include commute distance. This data has not been generated.	2007 RTP Vision
82	7/23/07	Letter via e-mail	Kathy Keehan	In performance monitoring, should this include the work being done to create automated bike and ped count data as well?	Chapter 8, Demand Management, includes an action item to monitor changes in bicycle and pedestrian travel and include it in the State of the Commute report.	Demand Management
83	7/23/07	Letter via e-mail	Kathy Keehan	It's pretty discouraging that our percentage of driving alone commuters is going the wrong way. I like and agree with the note that 'Traffic congestion in urban areas like the San Diego region generally will worsen over time unless we take actions to directly address travel demand and have options to get people out of their single occupant vehicles, especially during peak travel periods.	Presently, the San Diego region has few carpool lanes and little incentive for drivers to switch. The current trend should change as carpool lanes will expand from 13 miles to 143 miles in this RTP. We agree with a stronger push to get people out of their SOVs, and have doubled the amount of dollars for Transportation Demand Management over what was in the last RTP.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
84	7/23/07	Letter via e-mail	Kathy Keehan	I noticed that a couple of the funding categories are set so that 85% of the funds go to EAP projects. Because Demand Management is crucial to immediate relief of our congestion problems, the projects in the Demand Management (Rideshare, vanpool, flexible work hours, etc.) category should be included in the list of Early Action Projects.	The Board of Directors set the 85% level of certain funds (RSTP, CMAQ and STIP) to be the match for projects included in the <i>TransNet</i> Early Action Program. This level of funding is based on historical levels that these types of projects have received from this set of funding sources. The intent of setting aside this level of funding is to achieve the 50/50 split between <i>TransNet</i> and other funding sources that is called for in the <i>TransNet</i> Plan of Finance. Eligible funding for the TDM program includes the remaining 15% in RSTP, CMAQ and STIP programs, as well as other sources. It should also be noted that while the TDM program is a critical element of the congestion relief package of options, it is not included in the <i>TransNet</i> program of projects.	Systems Development
85	7/23/07	Letter via e-mail	Kathy Keehan	There should be a category in the 'Financial Strategies Actions' table for actions that would augment the incentives for Smart Growth. Perhaps proposed action 4, 10, and 16 in the Land Use-Transportation Connection chapter should also be noted in this chapter.	An action calling for SANDAG and local jurisdictions to seek additional federal, state, and regional funding sources for smart growth will be added to this chapter.	Financial Strategies
86	7/23/07	Letter via e-mail	Kathy Keehan	In the second paragraph it says we have reduced tail-pipe pollutants by 300 pounds since July 2006. I'm hoping that's 300 thousand or million pounds or something like that. On page 5-31, the first paragraph says our median age is 347 years. I'm assuming that is supposed to be 34.7 years.	The tail-pipe pollutant data is incorrect, this will be corrected in the Final RTP. The age listed on page 5-31 will be corrected in the Final RTP.	Land Use
87	7/23/07	Letter via e-mail	Kathy Keehan	Table 6.7 Regional Bikeway Corridors, should include San Luis Rey River Trail from the beach to I-15 (not SR 76), San Diego River Bikeway includes Lakeside rather than stopping at Santee, and the border crossings at San Ysidro and Otay Mesa should also be included. Page 6-63 should also include a discussion of planned bike transportation improvements at San Ysidro and Otay Mesa border crossings.	The requested corrections to Table 6.7 will be included in the final document. Potential bike corridors at the border crossings will be evaluated as part of the upcoming update of the Regional Bike Plan.	Systems Development
88	7/23/07	Letter via e-mail	Kathy Keehan	Figure 7.2 seems inconsistent with Figure 1.4. Is there an explanation for the large discrepancy between the modeled and actual peak hour level of service? Is it just an artifact of the color schemes chosen for the two illustrations?	Figure 1.4 shows directional Level of Service, while Figure 7.2 combines them. While the two figures are derived from different source data, the final RTP will attempt to eliminate any confusion between the two illustrations of existing congestion.	Systems Management

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
89	7/23/07	Letter via e-mail	Kathy Keehan	It was surprising to me that the average one way distance for vanpools in the regional vanpool program is 56 miles. It seems that 56 miles is actually across the county line into Riverside or Imperial Counties – are we subsidizing people to live far away from their workplaces? Is Riverside County helping financially with this vanpool program?	SANDAG’s program is focused on demand management and reducing single occupant vehicles as a means of improving travel time for everyone. The program’s primary criterion is based on travel within our region and is aimed at reducing congestion on San Diego’s freeways. While Riverside County does not subsidize SANDAG’s program, they also offer a vanpool program that is focused on similar benefits.	Demand Management
90	7/23/07	Letter via e-mail	Kathy Keehan	I appreciate including a financial incentive program for alternative modes. I think this could definitely help some people think about getting out of their cars.	□ Comment noted.	Demand Management
91	7/23/07	Letter via e-mail	Kathy Keehan	Also appreciated is the note that the first and last mile of the transit commute is vitally important to getting people to switch modes – we need to have more focus on these types of projects in conjunction with our larger transit infrastructure projects.	Comment noted.	Demand Management
92	7/23/07	Letter via e-mail	Kathy Keehan	Good discussion of creating bicycle and pedestrian friendly communities.	Comment noted.	Systems Development
93	7/23/07	Letter via e-mail	Kathy Keehan	The scenarios highlighted in Appendix A seem important enough to have a chapter rather than an appendix. Is there somewhere in the document that outlines the changes from the earlier RTP?	This is outlined in the Board reports contained in Technical Appendix 3.	Appendix A
94	7/23/07	Letter via e-mail	Kathy Keehan	Table A.5 - Some of these projects specifically call out the inclusion of bike lanes and sidewalks, while others do not. Won't all of these projects include bike lanes and sidewalks? If not, why not? This appendix should also include the amount of money spent on projects or programs that are not considered 'Major Capital Improvements', such as the Bicycle/Pedestrian/Neighborhood Safety program, the Smart Growth program, and the Demand Management programs.	SANDAG policy supports the inclusion of bicycle and pedestrian facilities in all transportation projects where they are appropriate and feasible. Expenditures for the Bicycle/Pedestrian/Neighborhood Safety program and Smart Growth Incentive program are shown in lump sum in Table 4.6 in the Finance chapter. No projects have been identified in those programs as yet.	Appendix A
95	7/23/07	Letter via e-mail	Kathy Keehan	Appendix F – List of related studies and reports. Should this list include studies for bikeway projects done by individual jurisdictions? There are several studies of bikeway projects in the City of San Diego, plus the studies for the Bayshore Bikeway, Coastal Rail Trail, etc. Also on the list of future studies, the SANDAG Regional Bike Master Plan should be included.	Appendix F only lists SANDAG studies and reports. The Bayshore Bikeway Plan will be added to the completed studies list. The Regional Bike Plan, Smart Growth Trip Generation and Parking Demand Study, and Smart Growth Urban Design Guidelines will be added to the list of future studies.	Appendix F

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
96	7/23/07	Letter via e-mail	Kathy Keehan	Overall, I believe this plan is still investing too many of our transportation dollars in strategies that make it easier for people to get around in their single occupant vehicle while shortchanging transit and other options.	Only \$8 billion (14 percent) in the RTP is building new freeway segments or adding general purpose lanes. Roughly \$30 billion (52 percent) is for transit, Managed/HOV Lanes, and promoting alternatives to SOVs.	General
97	7/23/07	Letter via e-mail	Kathy Keehan	The cost increases in the HOV and highway network are at the detriment of the transit network, and we will never have a transit option that really works until we commit to funding it at the level that it requires.	The majority of transit services must use the freeway and arterial system to operate. The investment in Managed/HOV Lanes and priority treatments on arterials are a necessity to give transit the opportunity to be competitive with solo drivers.	Systems Development
98	7/23/07	Letter via e-mail	Kathy Keehan	In updating the RTP between 2003 and 2007, the following information stuck out for me – the transit program is getting a smaller piece of the pie, both for operating expenses and for capital projects.	A large share of new transit facilities are the shared Managed Lanes. Costs for the planned Managed Lanes in the Plan are up 59 percent since the 2003 RTP. Operating subsidies were increased 18 percent between the 2003 and 2007 RTPs , and miscellaneous capital/rehabilitation/replacement expenditures were increased 27 percent. If the new expenditures for Goods Movement and an additional \$2 billion for local streets and roads are removed from the 2007 total of \$58 billion, the transit share is very similar to the 2003 RTP.	Systems Development
99	7/23/07	Letter via e-mail	Kathy Keehan	It seems that the cuts in the Transit Programs are being moved to programs like Highway System Completion/Widening. This is going in the wrong direction. We need to be spending more money on alternatives and less money on single occupant vehicle facilities.	See responses to comments nos. 100-102.	Systems Development
100	7/23/07	Letter via e-mail	Kathy Keehan	I ask SANDAG staff to adjust the Capital Improvements suggested in Appendix A to include more money for transit capital improvement projects and operating dollars in the Revenue Constrained Plan and in the Reasonably Expected Revenue scenarios to the RTP 2003 percentage levels. This could be accomplished by cutting funding to one or more HOV/Managed lanes projects that does not serve transit, such as the I-5 Managed Lanes between La Jolla Village Drive and Vandegrift (perhaps converting this project to a toll lane facility), or the SR 52 Managed Lanes/HOV lanes between I-15 and 125, or the highway widening projects on 52, 5, 76, 67, and 125. While these are important projects, funding them at the expense of the needed transit improvements dooms our region to a future transportation system that still fails to provide adequate options to the single occupant vehicle.	In addition to the responses to comments nos. 101-102, the balanced and diversified expenditures in the 2007 RTP represent the most effective approach in addressing congestion, as reported by the Texas Transportation Institute in their Urban Mobility Report. And the investment in an extensive network of Managed/HOV Lanes works hand-in-hand with improved transit options to provide a strong alternative to SOV travel.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
101	7/23/07	Letter via e-mail	Kathy Keehan	The draft 2007 RTP has some excellent language about providing alternatives, about not being able to build our way out of congestion, and about the costs and consequences of continuing to plan our transportation system the same old way. I believe it is a strong foundation for making the changes necessary to create a transportation system that provides real options for people and communities. Please make the changes necessary to provide the resources to match the farsighted language of the plan.	The RTP is breaking new ground with the investment in a Managed Lane network in the major travel corridors. It is intended to provide choices for the traveling public, not just on transit, but in carpools. Technology investments will maximize our existing system, and smart growth incentives will encourage development that can take advantage of the increased transit opportunities.	General
102	7/23/07	Chula Vista Public Workshop	Patty Chavez- Southbay Community Services	We have transit concerns, especially in the San Ysidro, Imperial Beach, South Chula Vista region, predominantly around I-5. And while we see that the BRT is going to be servicing some high density on the east side, there's a great need on the west side, especially in the southbay area. Our trolley systems needs some help, our transit lines have been cut.	The 2007 RTP includes BRT service along the I-5 South Bay Corridor in addition to improvements to the Blue Line trolley including additional service, new vehicles, and parking and other station improvements.	Systems Development
103	7/23/07	Chula Vista Public Workshop	Patty Chavez- Southbay Community Services	MTS is putting some BRT lines in Poway, however the Poway median income is much higher than the southbay, where transit is needed to service families. I would hope that MTS and SANDAG would look at innovative alternative means to help the families in the southbay communities of San Ysidro, Imperial Beach, South Chula Vista, and National City where there are large transit needs today.	The I-15 BRT service will serve the Sabre Springs area of Poway. There also are BRT services planned along the I-805 in South Bay. As noted in comment no. 102, improvements also are planned for the Blue Line. Additional funds also were set aside in the 2007 RTP for improvements to local services.	Systems Development
104	7/25/07	San Marcos Public Workshop	Brian Johnson	What is the impact of the state issued stickers for hybrid cars using the HOV lanes?	The hybrid HOV sticker program was limited to the first 85,000 applicants. The stickers are valid until January 1, 2011 at which time this access program expires. This limit has been reached and there are no further extensions of this program anticipated. Caltrans is developing an HOV Congestion Action Plan that will look at several strategies to reducing congestion. One strategy could include limiting hybrid access in congested areas.	Systems Management
105	7/25/07	San Marcos Public Workshop	Brian Johnson	There should be more direct access to HOV lanes for HOV users. How are HOVs being encouraged in the plan?	The 2007 RTP includes a robust HOV/Managed Lane network, including direct access ramps to the HOV/Managed lanes and direct HOV to HOV connectors.	Systems Management
106	7/25/07	San Marcos Public Workshop	Brian Johnson	How are the locations for new freeway access ramps decided?	Caltrans and SANDAG work with local jurisdictions to assess new potential interchanges, freeway ramps, or direct access ramps to planned Managed Lanes on I-5, I-15, and I-805.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
107	7/25/07	San Marcos Public Workshop	Kim Dodson	Please assist the citizens of Valley de Oro/Spring Valley/Jamul by finishing the 125 south to 94 east connector. The 125 to 94 Spring Street option is always congested. This then creates more cars on Bancroft Drive starting at Grossmont Center Drive and continuing to Highway 94 on the ramp near Campo Road.	The missing connectors are shown in the RTP as being constructed in the 2011-2020 timeframe.	Systems Development
108	7/25/07	San Marcos Public Workshop and Letters	Traffic Relief is Possible (TRIP)	Please place a item on a future Board agenda to discuss regional development impact fees in order to help make-up for the ever-increasing short-fall between transportation needs and resources.	In the Draft RTP, Table 4.2 is a list of fourteen Potential Transportation Revenue Sources for the Reasonably Expected Revenue scenario, including regional impact fees. Action #2 in the Finance Chapter proposes that SANDAG evaluate the feasibility of and pursue potential funding sources after the RTP is adopted.	Financial Strategies
109	7/25/07	San Marcos Public Workshop and Letters	Traffic Relief is Possible (TRIP)	Since California already spends \$20 billion a year on transportation, and cannot begin to keep up with California's growth, it seems clear that the additional funds provided by Props 1A and 1B will be woefully insufficient to solve the county's existing deficit in needed traffic infrastructure.	Staff agrees that the current level of funds is insufficient to cover current and projected needs.	Financial Strategies
110	7/25/07	San Marcos Public Workshop and Letters	Traffic Relief is Possible (TRIP)	A recent AAA poll indicates that, nationwide, drivers would even prefer toll roads to additional fuel, vehicle, sales, income or property taxes. It is doubtful that in Southern California, the home of freeways, that such an option would be as amenable.	The RTP proposes new toll-financed facilities on SR 11 to the Otay Mesa East port of entry, and for additional lanes on I-5 and I-15 south of Orange and Riverside Counties. An additional \$3.5 billion would be needed if built with traditional funding.	Financial Strategies
111	7/25/07	San Marcos Public Workshop and Letters	Traffic Relief is Possible (TRIP)	TRIP supports a region-wide development impact fee to help make up the deficit in needed transportation infrastructure funds.	Comment noted.	Financial Strategies
112	7/25/07	San Marcos Public Workshop and Letters	Traffic Relief is Possible (TRIP)	San Diego should complete a study to determine the true cost of growth to the county, including the cost needed for additional transportation infrastructure.	Comment noted. Some of the Financial Strategies outlined in Chapter 4 already allude to the need to evaluate the feasibility and to pursue potential funding sources to pay for the Reasonably Expected Revenue Scenario.	Financial Strategies
113	7/26/07	Letter via e-mail	Associated Students of Grossmont College	Some route changes that took effect in March 2007 have had a negative effect on students. Some bus trips have become considerably longer and now require transfers. This has a negative effect on students who are over scheduled in many cases, with family and job commitments.	Comment noted. While the plan does not specifically address service changes to local bus service, there is funding set aside for additional bus service on key local/neighborhood routes. We have provided your comment to MTS.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
114	7/26/07	Letter via e-mail	Associated Students of Grossmont College	There is a lack of cleanliness and facilities at the El Cajon Transit Center. The clock in the "attic" area has not worked since 2004. The concrete benches are filthy. There should be regular cleaning and maintenance schedule.	Comment noted. Maintenance of transit centers is an ongoing issue for our transit operators. Funds are identified in the plan for ongoing maintenance of both existing centers such as the El Cajon Transit Center and new transit centers. We have provided your comment to MTS.	Systems Development
115	7/26/07	Letter via e-mail	Associated Students of Grossmont College	El Cajon Transit Center is a great crossroads of all kinds of people, many whom have very special and particular needs. The community is heavily impacted by group and community care homes, as well as serving physically disabled and developmentally challenged riders who pass through. Some travel to and from work, or activities, or just to go shopping. Some travel through the Transit Center on their way to adults day centers and Grossmont and Cuyamaca College where they take classes, like my daughter. Aren't we all entitled to some level of acceptable public cleanliness?	See response to comment no. 114. We have provided your comment to MTS.	Systems Development
116	7/26/07	Letter via e-mail	Associated Students of Grossmont College	Some riders with mental illnesses linger at the station and there is a spillover of their lifestyle.	Comment noted. We have provided your comment to MTS.	Systems Development
117	7/26/07	Letter via e-mail	Associated Students of Grossmont College	No smoking rules at transit stations are not enforced.	Comment noted. We have provided your comment to MTS.	Systems Development
118	7/26/07	Letter via e-mail	Associated Students of Grossmont College	There is concern for a particular passenger who appears to be homeless, and if the rumor is true, has active tuberculosis. Riders are concerned about him and his welfare.	Comment noted. We have provided your comment to MTS.	Systems Development
119	7/26/07	Letter via e-mail	Associated Students of Grossmont College	The bus drivers do a phenomenal job for the most part, some of them are truly special and perform their job with skill, enthusiasm and much needed empathy. I am often touched by their sensitivity in such a highly charged and challenging community. You should really take a good look at the job they do for the pay.	Comment noted. We have provided your comment to MTS.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
120	7/26/07	Letter via e-mail	Associated Students of Grossmont College	Again, regarding the long range plans of SANDAG, if we could have increased, or better yet, restored service of many of those lines that were changed, or removed this past Spring, we as students, community passengers and rate payers, could get back to a certain level of public transportation convenience that would enable us to handle our lives more efficiently. Sometimes efficiency is everything, but not by tossing the cost onto those who are least able to support that cost. The testimony given during the public hearings at the El Cajon German American Club, (Feb 05 I believe), was heart wrenching. Living in San Diego County without a car is trying to begin with, but particular populations are disproportionately affected and I would urge SANDAG to acknowledge that and take it into account when you make future plans.	As noted, additional service on local bus service is called for in the plan. Specific routes and service changes are the responsibility of MTS and NCTD. We have provided your comment to MTS.	Systems Development
121	7/26/07	Letter via e-mail	Grossmont-Cuyamaca Community College District	The student population of Grossmont College continues to grow. The college is attracting more cars and is losing the opportunity to direct them cooperatively to public transit. This fall, perhaps a working group could be convened to see what possibilities exist.	Comment noted. We have provided your comments, specifically regarding short term transit possibilities, to MTS.	Systems Development
122	7/26/07	El Cajon Public Workshop	Bob Guthrie	There have been a number of service cuts to buses serving the East County, including routes 848, 833, 832, 874, 854, 855, and the 115. These cuts have eliminated access for many disabled and low income East County residents to various shopping centers, jobs, churches etc. The service cuts have also eliminated the ability of people living in Crest to take the bus to town.	Comment noted. We have provided your comments, specifically regarding short term transit possibilities, to MTS.	Systems Development
123	8/3/07	Letter via e-mail	Judy Elliot	I would encourage SANDAG to use its voice and advocate to the auto industry to produce affordable electric vehicles. I believe SDG&E is proving the technology is there and perhaps through mass production price may become more affordable. Electric cars would eliminate emissions, thus reducing global warming.	SANDAG will begin work on an Alternative Fuels and Vehicle Toolkit for Local Governments that will identify measures to increase use of alternative vehicles, including electric vehicles, in the San Diego region.	Land Use
124	8/3/07	Letter via e-mail	Judy Elliot	The single best way to reduce vehicle trips is mass transit. Transit needs to be made more efficient.	Comment noted.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
125	8/3/07	Letter via e-mail	Judy Elliot	A BRT down I-15 or I-805 would provide for more efficient transit times between the Mid-City area and San Ysidro.	Comment noted.	Systems Development
126	8/3/07	Letter via e-mail	Judy Elliot	Most transit seems focused on regional areas. I understand this from the standpoint of the freeway traffic and congestion and it leaves me wondering why there isn't an immediate push for BRT on all freeways?	The plan identifies BRT services on major corridors including I-15, I-805, I-5 South Bay, and I-5 North Coast.	Systems Development
127	8/3/07	Letter via e-mail	Judy Elliot	If we are going to concentrate future growth in urban areas and I think this means Mid-City and all urban areas south of I-8 then I cannot urge you strongly enough to get serious immediately about making transit work efficiently for us. We need a 10 minute or less urban bus run time within the next two or three years. We need efficient connections from Mid-City into Mission Valley from I-15, I-805, Texas Street, and SR 163.	Comment noted. The plan includes improvements to local/neighborhood transit services, particularly in San Diego's urban core area. MTS is responsible for service planning over short term periods such as the next 2-3 years and we will pass these comments along.	Systems Development
128	8/3/07	Letter via e-mail	Judy Elliot	We need safe bicycle routes on I-15 and on Texas Street into the Valley.	SANDAG will begin work on a Regional Bike Plan in FY 2008 that will address bicycle facility needs on major corridors like this.	Systems Development
129	8/3/07	Letter via e-mail	Judy Elliot	Transit and bicycle improvements cannot wait until 2020 or 2030. Unless no building is anticipated in Mid-City and south of I-8 until that time.	Bicycle improvements throughout the region are being developed on an on-going basis. The SANDAG Regional Bike Plan will evaluate the priority for developing Mid-City corridor improvements. The transit improvements listed in the reasonably expected revenue scenario are shown by decade and could be completed prior to 2020 or 2030.	Systems Development
130	8/3/07	Letter via e-mail	Judy Elliot	You provide some information on carpooling and vanpooling. You have figures on vanpools from May of '07, that are impressive as stand alone figures, but they do not give us percentages for the number of drivers. Is this up significantly from the month before or the year before? What percent of all drivers is this?	There has been a 9% growth in the vanpool program since May 2006. The current number of passengers enrolled in the vanpool program as of May 2007 is 4,546.	Systems Development
131	8/3/07	Letter via e-mail	Judy Elliot	With regards to Alternative Modes of Transportation- I am confused by your figures quoted for the Trolley, bus and COASTER reducing pollutants by 300 pounds and 6,000 gallons. Considering the above figures for vanpooling these would seem to be very low. What am I missing?	The tail-pipe pollutant data is incorrect. This will be resolved in the Final RTP.	Systems Development

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132	8/3/07	Letter via e-mail	Judy Elliot	I want to comment in general about what I perceive as a gap between what is happening north of I-8 and south of I-8. I think your focus is greater on North County. I understand this is because of the number of commuters who live in Riverside and drive into San Diego. However, it entirely misses those commuters who cross the border every day. Greater collaboration is needed between SANDAG, other agencies and groups that are focused on traffic impacts at the border and beyond. The border is an artificial barrier. Cars do not just magically appear and disappear suddenly at the edge of the U.S. Traffic is generated before our southern boundary even if it is an International Border, just as it generated before our northern boundary.	The Draft 2007 RTP proposes several improvements in South County that would improve mobility for San Diego residents and crossborder travelers from northern Baja California (e.g. H76). SANDAG's Committee on Binational Regional Opportunities (COBRO) meets regularly and provides input to the Borders Committee on binational border-related planning, including transportation. COBRO brings together representatives from cities, government agencies, businesses, academia, and other organizations from both sides of the United States-Mexico border.	Systems Development
133	8/3/07	Letter via e-mail	Steve Otto	Found the analysis in Chapter 5 incomplete. The lack of affordable housing is the prime motivator for workers who consequently chose to make long commutes from Riverside and Imperial counties, and from Tijuana/Northern Baja.	Chapter 3 (Regional Trends Through 2030) includes discussion about housing, employment, and long-distance commutes from surrounding counties and Baja California. Language will be added to Chapter 5 (Land Use-Transportation Connection) to reflect these points.	Land Use
134	8/3/07	Letter via e-mail	Steve Otto	What percentage of the 2030 growth projection of 99,000 new households represents Tijuana/Northern Baja? It seems low.	At least 30% of the new households (30,700) are expected to be in Tijuana/Northern Baja.	Land Use
135	8/3/07	Letter via e-mail	Steve Otto	The RTP, and specifically Chapter 5 needs to be beefed up not just to grow smarter, but to go on to discuss the connection: housing needs to be made more affordable in San Diego.	The Regional Comprehensive Plan (RCP), the RCP Performance Monitoring Report, the Regional Economic Prosperity Strategy, and other SANDAG documents acknowledge that the lack of affordable housing is a major issue facing the San Diego region. Language will be added to Chapter 5 to more comprehensively reflect the connections between housing, jobs, and transportation.	Land Use
136	8/3/07	Letter via e-mail	Steve Otto	Regarding the 200 identified planned/proposed Smart Growth locations, I expect a majority are located in older commercial corridors where there is great opportunity for vertical infill/mixed-use development. These same older commercial areas typically have current deficit conditions in most basic infrastructure. Accordingly, to implement Smart Growth in these older areas, additional developer incentives are essential to overcome the "catch-up" factor. It cost more- not less- to redevelop older neighborhoods!	We agree that there are many costs associated with development in older urban areas. Action 16 in Chapter 5 proposes that SANDAG and local jurisdictions seek additional federal, state, and regional funding sources to augment the <i>TransNet</i> Smart Growth Incentive Program.	Land Use

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
137	8/3/07	Letter via e-mail	Steve Otto	I recommend adding language to the Proposed Action 15 (5-34) to give teeth and a corresponding action to the statement made: much of this development will occur as redevelopment in older neighborhoods (3-3), perhaps something along the lines of with special focus on older neighborhoods that have been identified as planned or proposed Smart Growth locations.	Comment noted. Because most of the smart growth areas on the Smart Growth Concept Map already contain existing development and many of them are older neighborhoods, it is assumed that the Smart Growth Incentive Program will focus on redevelopment and improvements to older neighborhoods.	Land Use
138	8/3/07	Letter via e-mail	Steve Otto	SANDAG should better incorporate the information included in the May 2007 document "Preparing for Regional and Global Collaboration." The enormous negative impact to cross-border trade and commerce and the absolute economic necessity for efficient border crossings (and human necessity) needs to be considered.	The Binational Transportation section in Chapter 6 will be expanded to highlight the foregone economic opportunities to the San Diego-Baja California region due to congestion and delays for freight movements and crossborder personal travel.	Land Use
139	8/3/07	Letter via e-mail	Steve Otto	Missing from scope of the analysis- Northern Baja California (at best, as an afterthought with attendant opportunities lost) <ul style="list-style-type: none"> • International Trade & Goods Movement/Reducing Border Wait Times • Making Housing More Affordable • Good Jobs • Goods Movement Strategy 	The Draft 2007 RTP includes several projects that will facilitate international trade and goods movement and reduce border delays (e.g. I-5 South HOV lanes, I-5/I-805 modifications at San Ysidro Port of Entry (POE) Reconfiguration, I-805 Managed Lanes, SR 905, Otay Mesa Southbound truck route, South Bay Rail, SR 11, and Otay Mesa East POE). These projects and several others are included in the Goods Movement Action Plan.	Land Use
140	8/3/07	Letter via e-mail	Steve Otto	At minimum, I recommend an additional Proposed Action (perhaps to follow #17 pg. 5-34): special focus should be given to maximum coordination of joint planning efforts between/among/with all relevant Mexican authorities, to be geared toward achieving a seamless border crossing (consistent with security concerns) with regard to all transportation modes (roadways, transit, goods movement, etc.).	We concur with your comment. This concept has been incorporated in Chapter 6: Systems Development under Proposed Actions No. 37, 39, and 55.	Land Use
141	8/3/07	Letter via e-mail	Steve Otto	The several general references to improved track (rail network investment 6-13), and traffic signal/queue jumpers (6-19) all need/ should be applied to the Blue Line on an expedited basis, especially through the very slow downtown corridor.	Comment noted. The plan calls for major improvements to track, signal systems, stations, and parking along the Blue Line. Traffic signal/queue jumpers are primarily included in order to improve local and regional bus services.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
142	8/3/07	Letter via e-mail	Steve Otto	The Reasonably Expected Scenario calls for BlueLine Trolley headways of 7.5/7.5 minutes by 2010. Why delay? The ridership is there now! Reduced headways would attract many more choice riders, when coupled with faster service that would accrue once the tracks have been rehabilitated and measures taken to speed up the slow downtown traverse.	The Blue Line is the most highly used transit route in the region and additional service would have a positive impact on ridership. Any additional Blue Line service is dependent on additional capital infrastructure such as grade separations, which will take resources and time to complete.	Systems Development
143	8/3/07	Letter via e-mail	Steve Otto	Why is the proposed 640/BRT San Ysidro to downtown not underway until 2030? This project is consistent with the recommendations of the ITPR (6-10).	The Route 640 BRT requires carpool lanes on I-5 which are not built until the 2021-2030 decade. Also, there are higher ranking transit routes according to SANDAG's transit project evaluation criteria that are implemented sooner than 2021.	Systems Development
144	8/3/07	Letter via e-mail	Steve Otto	San Diego should work with all relevant Mexican authorities to start and complete the long-planned Tijuana light rail system incorporating a La Linea terminus.	Comment noted.	Systems Development
145	8/3/07	Letter via e-mail	Steve Otto	Serious consideration should be given to extending the COASTER to San Ysidro, with 5-6 trips per day during peak hours. I recommend an add-on to #18 Proposed Action (6-66) to include to San Ysidro.	The plan calls for significant investments in the Blue Line trolley and COASTER to address this. In order to extend COASTER service to the border, additional capital and operating investment would be required.	Systems Development
146	8/3/07	Letter via e-mail	Steve Otto	I recommend that some portion of the \$604 million for improvements to existing commuter and light rail stations...be allocated for installing public restroom facilities at the highest use transit centers, where I believe San Ysidro is #1 in the Region! Specifically, Proposed Action 8 (6-65) should contain language to include public restrooms.	While there are annual maintenance funds available for transit centers, a recurring source of maintenance funds has been a major factor in the lack of public restrooms at centers in the past. There also are security concerns that need to be addressed at these centers. We will add language to Proposed Action 8 as noted.	Systems Development
147	8/3/07	Letter via e-mail	Steve Otto	Highway ML/HOV improvements to I-805 (from Palomar through to SR 52) don't occur until 2020 under Reasonably Expected scenario. Why the delay?	Projects are phased by decade in the RTP, based on their priority and the projected revenue stream over the life of the plan. I-805 would be built between 2011 and 2020, most likely in phased segments. The actual construction timing will be refined after the EIR for the project is approved.	Systems Development
148	8/3/07	Letter via e-mail	Steve Otto	The I-5, between SR 905 to I-8 isn't constructed until 2030 under Reasonably Expected scenario. While access improvements occur earlier through the congested National City corridor, given such high (and increasing) demand: why the delay?	In the case of I-5, I-805 has a higher priority since it is a project in the <i>TransNet</i> Early Action Program. I-5 South is shown in a later phase.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
149	8/3/07	Letter via e-mail	Steve Otto	I request that a breakdown be made available encompassing all project categories on a geographical basis (north of I-8 and south of I-8).	Projects are included in the Plan based on their established priority as a <i>TransNet</i> Early Action Project or their objective ranking when compared against other regional projects. This approach avoids subjective decisions pitting one area of the region against another.	Systems Development
150	8/3/07	Letter via e-mail	Steve Otto	Is the proposed \$2,071 per unit DIF fee (4-3 & 4-6), in addition to DIF fees collected by the local jurisdiction? For example, San Ysidro's is proposed to go to \$9036 per unit. Is the SANDAG DIF in addition to the local DIFs? If so, this becomes another barrier for doing Smart Growth in older communities.	The <i>TransNet</i> Extension Ordinance requirement is for a minimum of \$2,071 per dwelling unit to be contributed towards qualifying improvements on the Regional Arterial System. Using the example of San Ysidro, if out of the \$9,036 in fees being collected at least the equivalent of \$2,071 per unit is allocated to Regional Arterial System improvements, then the requirement is fulfilled and no additional fees would be required.	Systems Development, Finance
151	8/3/07	Letter via e-mail	Steve Otto	How will new toll lanes work on both the I-15 and I-5 north? Will there be two separate roadways in tandem, walled off from each other?	The operation of these lanes has not been studied yet. Their inclusion in the RTP as toll lanes acknowledges the need and considers a funding mechanism that could build the additional capacity when volumes reach a threshold versus waiting for public monies to become available.	Systems Development
152	8/6/07	Letter via e-mail	Larry Glavinic	I believe that the SANDAG report is a fair and thorough assessment of the challenges facing the San Diego Region with a real assessment of current trends of declining transportation infrastructure capacity.	Comment noted.	Systems Development
153	8/6/07	Letter via e-mail	Larry Glavinic	I applaud the progressive language found in addressing some new technologies and, in particular, potential new solutions for goods movement, i.e., page 6-45 'Freight Technology Development'. However, I found no financial resources allocated to implementing any of it.	The RTP, especially in the Goods Movement area, discusses positioning the region to develop deployment scenarios for promising new technologies. If and when the technologies complete R&D and are ready for implementation, the region can re-assess the role each technology can play in the next update of the RTP.	Systems Development
154	8/6/07	Letter via e-mail	Larry Glavinic	I found the draft RTP less than compelling in light of an additional 1 million people expected by 2030 in the San Diego region. If I had to rate the draft RTP, (1) bold and compelling, (2) moderately compelling, or (3) weak, I'd rate it (3) weak. In my view, it has not addressed the challenges so well articulated in the assessment.	The region is trying to make a stronger connection between where the next million people will live in the county, and serving them and the other 3 million existing residents with a better transportation system. We are implementing a variety of new technologies to maximize the efficiency of the system, and implementing new approaches on how the new capacity is utilized.	General

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155	8/6/07	Letter via e-mail	Larry Glavinic	In my opinion, the implementation of the proposed RTP will add little transportation capacity needed to accommodate the additional San Diegan's. Mobility will not be the outcome but more gridlock. In sum, I believe that the proposed RTP is leading San Diego into a Box Canyon which will move us down the path to reduced 'quality of life.'	The RTP includes as many lanes as can be afforded in the main travel corridors. The trips using this added capacity will be maximized by controlling the flow and giving priority to carpools and transit before SOVs. Managed Lanes is a new approach that goes beyond traditional highway planning.	General
156	8/6/07	Letter via e-mail	Larry Glavinic	What is needed is an order-of-magnitude improvement in transportation capacity. The plan's basic premise is that public transit will fill the capacity void and for the 1 million new people. However, the RTP lacks any large investment in Park 'n' Ride to make the proposal viable.	The RTP's basic premise is to add capacity and to offer competitive choices for the traveling public. The plan acknowledges that the majority of people still will travel by auto. But by dedicating new lane capacity as HOV/Managed Lanes, the network can accommodate many more person trips in carpools and transit before allowing the SOVs to use the remaining capacity. The RTP also includes funding for additional parking at major transit stations.	General, Systems Development
157	8/6/07	Letter via e-mail	Larry Glavinic	Even with a strong movement to transit, transit is competing for limited Right-Of-Way (ROW). Limited ROW availability is problematic for success. Further, there are not enough new potential transit users within walking distance of existing or future transit hubs.	Traditionally, new transportation projects have looked at available rights-of-way to minimize impacts and costs. Transit mode share, for example, increases by 2030, attracting higher proportions of residents to transit (this and other performance measures are discussed in Chapter 2). With a greater emphasis by local jurisdictions to locate additional density around transit, transit can carry an even higher proportion of these trips.	Systems Development, Land Use
158	8/6/07	Letter via e-mail	Larry Glavinic	After the proposed expenditure of the \$58 billion, the draft RTP shows negligible improvement to commute times of all kinds. The draft RTP emphasis is on 19th century non-scalable fixed segments which are slow, expensive, and have high operational costs. Hence, the outcome is 'diminishing returns'. What is needed is 'increasing returns'.	Commute times improve or keep pace with today's times, and would be much worse under a no project scenario. Limited resources cannot build all the projects in the Unconstrained Needs scenario and therefore relieve all of the congestion. Few of the transit investments are rail, or a fixed segment.	General
159	8/6/07	Letter via e-mail	Larry Glavinic	The RTP needs 21st century solutions with potential. Some of these will give two (2) orders-of-magnitude improvement in transportation capacity, i.e., 10-100 times more capacity within the existing ROW. I would demand the following three criteria before these new technologies are funded: 1. On-Demand functionality; 2. Offer speeds of 10 times the current average commute/transit speeds; 3. Easily scalable for future expansion	Until some new technology can meet the criteria mentioned AND is affordable, the region is maximizing the present capacity of the system. In addition, the corridors with Managed Lanes offers the potential to expand capacity of the lanes through automated vehicles.	Systems Management

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160	8/6/07	Letter via e-mail	Larry Glavinic	Unless and until some portion the RTP is allocated to 21st century solutions and/or allow for private sector participation, San Diego's transportation infrastructure deficits will continue, i.e., long and slow commute times with limited circulation availability. What is at stake is San Diego's quality of life and ability to assimilate the addition population. I urge SANDAG to include significant 21st century new transportation technologies in the RTP!	See responses to comment nos. 153 and 159.	Systems Management
161	8/13/07	E-mail	James Schmidt	Proposes that the reference to SR 11 toll road (page 6-28) be changed from "public/private partnership" to "100% public toll road or a public/private partnership."	Comment noted. Will revise as appropriate.	Systems Development
162	8/13/07	Letter	James Schmidt	<p>Advantages for making SR 11 a 100% toll road include:</p> <ol style="list-style-type: none"> 1. Funding can be quick with 100% of the funds coming from bonds. I understand that SANDAG can issue the bonds which can be tax exempt which means the interest costs would be much lower than borrowing from a bank or another entity. 2. The maintenance and toll collection costs can be paid by the State Highway Fund so the costs to San Diego would be 7% to 8% of the costs off the top like the Bay Area gets for their 6 State toll bridges. Caltrans staff can run the toll road. 3. Since you would not use any State Highway funds it would not interfere with the funding for other highway projects. SR 905 would be completed and the 100% public toll road could be ready to be funded and built quickly when the third border crossing is ready to go. 4. With lower costs the toll charged to users would be much lower and could be set up to help working people as the tolls paid by them would not be tax deductible. Then when the bonds are paid off, make SR 11 a "free" State highway. 	<ol style="list-style-type: none"> 1. A financial feasibility assessment done by SANDAG in 2006 showed that SR 11 would be most feasible under a scenario of both private and public funding. The probability of success of finding private financing increased considerably if public funds, then estimated at \$50 million, would help support the investment. 2. Comment noted. 3. As you note, adding SR 11 as a toll road facility frees up funding for other projects. This is already happening in the Revenue Constrained RTP where additional projects were able to be included since only a small portion of SR 11 is assumed to be paid for with public funds. 4. A concept that was also evaluated in the feasibility study was the value of time for border crossers - in this case, is the payment of a toll worth a guaranteed maximum border crossing time. The level and payment of the toll would then help guarantee appropriate staffing levels that would lead to managed crossing times, in a sense acting as congestion pricing. While the tolls are necessary to pay back any financing, they are also intended to provide a guaranteed max border crossing time alternative to other border crossings. The comment regarding the tax deductibility is noted, however, it has not been evaluated by a tax advisor for its validity. 	Systems Development
163	8/13/07	Letter	James Schmidt	A toll road should be handled in the manner as the San Diego Coronado Bay Bridge and the Vincent Thomas Bridge in the Long Beach-San Pedro area. Both are now free State highways. Thanks to SANDAG's leadership it happened in San Diego!	Comment noted.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
164	8/16/07	Letter	The Endangered Habitats League	The unconstrained map of highway improvements includes the widening of SR 76 east of the I-15 to six conventional lanes to the Pala Reservation, and then to 4 conventional lanes to the La Jolla Reservation. This massive expansion is inconsistent with both the County's adopted general plan circulation element, showing 4 lanes, and the draft circulation element for the GP 2020 update, which shows 4 lanes between I-15 and Couser Canyon, and 2 lanes further east. The GP 2020 scenario has been preliminarily found to be sufficient to accommodate planned land uses through 2030. The 2007 RTP unconstrained highway map should therefore be amended to conform to the draft circulation element in this respect.	SANDAG will revise the unconstrained network map to show only 4 lanes on SR 76 between I-15 and Couser Canyon.	Systems Development
165	8/16/07	Letter	The Endangered Habitats League	This Unconstrained scenario map shows an extension of SR 94 widening to 4 conventional lanes from 2 conventional lanes through the Rancho Jamul Ecological Reserve to Otay Lakes Road. However, both the draft circulation element for GP 2020 (which accounts for land uses through 2030) and the SANDAG Rural Highway 94 Corridor Study (which evaluated long range traffic from the ports of entry) show widening to a more proximal location (approximately Millar Ranch or Lyons Valley Rd.) The 2007 RTP unconstrained highway map should therefore be amended to conform to the draft circulation element and/or the Corridor Study in this respect.	SANDAG will revise the Unconstrained Network map to show only 2 lanes on SR 94 east of Melody Lane.	Systems Development
166	8/16/07	Letter	The Endangered Habitats League	The County has recently experienced unprecedented growth in intensive casino and resort development on tribal reservation and trust lands located primarily in rural areas. In many cases, this growth presents compatibility issues with surrounding land uses and seriously burdens local transportation infrastructure.	Federally recognized tribal governments have land use authority. SANDAG has been working with tribal governments to understand long range plans and collaborate on corresponding transportation planning and improvements on a government-to-government basis.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
167	8/16/07	Letter	The Endangered Habitats League	EHL is aware that the Tribal-State Compact requires the County and the Tribes to negotiate and enter into agreements to address the off-site environmental and infrastructure impacts of tribal development, including on transportation infrastructure. To EHL's knowledge, SANDAG, the regional entity with the ability to plan and implement a multimodal approach, is not at the table in these negotiations. The unfortunate result in the past has been that millions of dollars in traffic mitigation funding from the tribes has been directed solely at highway capacity improvements, while transit and systems improvements have been largely ignored.	Comment noted.	Systems Development
168	8/16/07	Letter	The Endangered Habitats League	The recently negotiated agreement with the Pala Band of Luiseño Mission Indians in connection with a planned casino expansion does not include funds for transit. All funds committed to transportation investment necessitated by the expansion will assist Caltrans and/or the County to build improvements to SR 76 and local interchanges. No funds are committed for bus transit, vanpool, shuttle, park 'n ride, or carpool incentives or other more efficient solutions. This is a major lost opportunity, since the single-destination nature of casino/resort complexes make them particularly suitable for solutions other than single occupant automobiles.	Comment noted. SANDAG facilitates an Interagency Technical Working Group on Tribal Transportation Issues in which transit and TDM initiatives are being discussed and planned.	Systems Development
169	8/16/07	Letter	The Endangered Habitats League	For future tribal development, such as the upcoming Pauma casino expansion, EHL suggests that SANDAG play an active role in the Compact negotiations, and that the traffic mitigation options be integrated into the SANDAG RTP process. SANDAG's active participation in the negotiation process will help ensure that funding commitments and RTP policy goals match.	Comment noted.	Systems Development
170	8/16/07	Letter	The Endangered Habitats League	The RTP should move far beyond the narrow objective of the SANDAG 2007 Tribal Transit Feasibility Study — which was solely transit for tribal members — and directly tackle transit for casino patrons and employees.	The Tribal Transit Feasibility Study was one of a bundle of collaborative planning efforts with tribal nations in the region that are being pursued through the Interagency Technical Working Group on Tribal Transportation Issues. The Reservation Transportation Authority (RTA) and SANDAG recently received an Environmental Justice Context-Sensitive Planning grant from Caltrans to strengthen the RTA's institutional capability to become a tribal transportation management association, serving tribal employment centers in Southern California.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
171	8/16/07	E-mail	Peg Crilly	Adding a few more freeway lanes in addition to planning on population growth makes no sense when we need a better public transit system. SANDAG needs to seriously look at the future, and learn from other cities' better transit systems. Building more freeway and carpool lanes is not smart growth. Oil is on its way out and sustainability is here.	The balanced approach in the RTP focuses on carpool/managed lanes that provide capacity and the ability to for transit to compete with the auto. Autos and buses are already transitioning to new fuels and propulsion systems.	Systems Development
172	8/16/07	E-mail	Peg Crilly	It will be cheaper in the long run to build sustainably, rather than change it all again in a few years. We can not afford not to build a sustainable, fast, safe, efficient, user-friendly transit system. People will take public transit if it is fast, safe, less expensive than driving, and makes sense with other transit connections.	We agree with your points on transit. The capacity improvements in the RTP provide competitive choices for potential transit users.	Systems Development
173	8/16/07	E-mail	Peg Crilly	The region needs better planned train service. There should be trains going into and out of the city in all directions with frequent service: minimum ongoing every 30 minutes, including weekends and evenings. Trains should run 7 days a week about 18 hours a day: 5 a.m. to midnight.	The plan calls for 20 minute morning and afternoon peak service and 60 minute service during other times of the day and evening for the COASTER. Funding also is available for additional weekend or evening service.	Systems Development
174	8/16/07	E-mail	Peg Crilly	Better lighting and safe, ample, secure free parking at train stations and bus stations is needed. Connector buses to for people to get to train stations and affordable fares government/tax subsidized are also needed. Until a better system is planned, add more trains to make the many year wait more tolerable.	The plan calls for improvements such as those noted.	Systems Development
175	8/16/07	E-mail	Peg Crilly	San Diego needs faster transportation than what is available on buses and trolleys perhaps a light rail.	The San Diego Trolley has operated light rail service in the South County area since 1981. In late 2007 or early 2008, the SPRINTER light rail service will begin operation between Oceanside and Escondido. COASTER and Amtrak provide passenger rail service along San Diego's coastal rail corridor.	Systems Development
176	8/16/07	E-mail	Peg Crilly	We need better bus service. There should be more express buses to city centers and San Diego, dependable on-time buses- ones that don't get stuck in freeway traffic, affordable bus fares-government/tax subsidized. Buses in outer cities need to run at least every 15 minutes. Once an hour is not enough. There is also a need for ample, safe, well lit, parking at important bus stations.	The plan calls for a number of Bus Rapid Transit and Rapid Bus routes operating to city and job centers. Frequency during the morning and afternoon peak periods is 15 minutes or better.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
177	8/16/07	E-mail	Peg Crilly	Transit connections should be well planned and provide for a sensible system that is user friendly.	Comment noted.	Systems Development
178	8/16/07	E-mail	Peg Crilly	There should be incentives to take public transit. Some examples include: 5-day free passes for new riders and free transit when air quality reaches a certain level of pollution (SF Bay area does this: Spare the Air.)	RideLink, San Diego's regional rideshare agency operated by SANDAG, as well as NCTD and MTS, conduct regular promotions to encourage solo drivers to take transit, carpool, or vanpool.	Systems Development
179	8/16/07	E-mail	Peg Crilly	There should be a minimum 3 person vehicles for the carpool lanes. There should be incentives for Hybrid/Electric/alternative fuel cars, such as carpool lane access and reserved parking.	As in other cities with HOV lanes, SANDAG and Caltrans would monitor carpool lane capacity for potential policy changes regarding minimum occupancy per vehicle. Carpool lanes access is presently available for hybrids that obtained qualifying stickers from the state.	Systems Development
180	8/16/07	E-mail	Peg Crilly	Amtrak's fares are too expensive to consider. Needs government subsidy for competitive fares with auto/gas fees.	While Amtrak service is not a part of the 2007 RTP, Amtrak fares are subsidized. Pricing reflects that these are for the most part long-distance, intercity passenger rail trips and as such, a designed to compete with the longer-distance auto trips.	Systems Development
181	8/16/07	E-mail	Peg Crilly	Good job in allowing bikes on trains and bike racks on buses. More bike trails that do not involve stopping are needed. More bike racks at transit stations and other locations are also needed.	SANDAG will be developing a comprehensive bikeway network plan in the coming year. RideLink also is working on improving the regional bike locker program that will improve bicycle storage at transit stations and elsewhere.	Systems Development/ Demand Management
182	8/16/07	E-mail	Peg Crilly	Transportation funding needs to improve drastically from current levels. SANDAG should work to extend the tax to fund transit. The toll roads up North are ridiculous. Why should they pay for improvements south of there. Putting toll roads on I-5 and 15 is just paving the way for more toll roads for revenue.	We agree that funding for all major categories of transportation infrastructure is insufficient to meet the mobility needs in the San Diego region, including those of transit systems. One of the considerations in pursuing the additional 1/2 cent sales tax allowed by legislation is to allocate some of those funds for transit operations. The tolled expansions that are included in the Reasonably Expected revenue scenario (I-5 north of Oceanside and I-15 north of SR 78) are assumed to generate the funds that will repay bonds used to advance those particular facilities and not for others elsewhere in the county. Considering toll roads is one way to provide infrastructure in a more opportune timeframe when traffic congestion demands dictate its feasibility instead of waiting for public funds to become available.	Systems Development/ Financial Strategies

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183	8/16/07	E-mail	Peg Crilly	Please read and understand Carolyn Chase's proposal to SANDAG at http://www.movesandiego.org/home.html . Learn from other major cities around the world and their transportation systems.	Comment noted.	General
184	8/20/07	E-mail	Leland Gordon	I have been highly disappointed at SANDAG's approach to end freeway congestion in San Diego County. There has been far too much emphasis on public transportation and HOV lanes, which do not benefit the majority of residents.	HOV/Managed Lanes provide capacity that relieves congestion on the general purpose lanes, can move more people per hour, and provide competitive travel times to appeal to choice transit riders.	Systems Development
185	8/20/07	E-mail	Leland Gordon	You need to refocus your attention to providing more general use freeway lanes. That was the premise you used to win voter approval of the most recent tax extension, and you now need to keep that promise to the general public in the creation of the Regional Transportation Plans. Your long standing broken promise to improve Hwy. 76 in North County is a shining example of your "bait and switch" tactics.	The majority of improvements for each highway corridor included in the <i>TransNet</i> Extension ordinance are clearly listed as HOV/Managed Lanes. Projects not completed in the first <i>TransNet</i> measure (such as SR 76) are shown as the top priority for the sales tax extension.	Systems Development
186	8/21/07	E-mail	Lloy Lokka	Once again you have failed to give priority to what we voted for reduction of freeway congestion by building and adding to freeways with tax dollars you have already received. Example completion of 76 to the 15 - conduct that is almost criminal.	Environmental issues have contributed to the delay in widening SR 76. Also see response no. 185.	Systems Development
187	8/31/07	Letter	City of San Diego	<p>The improvements to SR 56 have been removed from both the Revenue Constrained and Reasonably Expected Scenarios. The previous scenarios included a widening from 4 to 6 lanes and an additional 2 HOV lanes on SR 56 from I-5 to I-15. The Draft 2007 RTP shows failing levels of service throughout the corridor and we feel this project should rank high enough to be included in the Reasonably Expected Scenario.</p> <p>The City of San Diego is collecting developer fees for a portion of the funding but this project cannot be completed without additional state and/or federal funding. In an effort to continue the project through its completion stage and maximize dollars already allocated toward needed regional projects, we are asking that the widening of SR 56 from 4 to 6 lanes be included in Reasonably Expected scenario. The additional HOV lanes can be added as funds become available.</p>	Widening SR 56 to six lanes will be added to the Revenue Constrained and Reasonably Expected Revenue scenarios in the Final 2007 RTP.	Systems Development

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188	8/31/07	Letter	City of San Diego	<p>The I-8/I-5 missing ramps were identified in the previous MOBILITY 2030 Transportation Plan and have been removed from the Draft 2007 RTP as an identified project. We understand that this interchange will be studied as part of the I-8 corridor study as indicated in the Draft RTP to begin in Spring 2009. The I-8 corridor study is an important study for the region and for many communities along the corridor.</p> <p>The I-8 corridor serves existing and planned potential Smart Growth areas and serves a high number of peak period trips along the corridor and at the interchanges. Improvements to the corridor and its interchanges will increase person capacity and person-hours saved, both of which are part of the Highway Corridor Evaluation Criteria. We would like to request that the study for the western portion of the I-8 corridor and the interchanges throughout be conducted in 2008 instead of Spring 2009 as currently scheduled in the RTP.</p>	Assuming an overall funding agreement for the study can be reached between Caltrans, SANDAG and the City of San Diego, the I-8 Corridor Study is scheduled in the SANDAG Overall Work Program to begin in early 2008 and be completed in 2009.	Appendix F
189	8/31/07	Letter	City of San Diego	<p>The Draft 2007 RTP accurately states that there is a need to develop an automated arterial data system as a key area for systems management. The Performance Measure System (PeMS) program is a good tool for collecting freeway data and should be expanded beyond freeways to include freeway on-ramps, conventional highways, principal arterials, and transit, as acknowledged in the RTP.</p> <p>However, the question remains and has not been addressed since the last RTP: Who should be responsible for the data collection and monitoring, and how will we pay for it? If the data is available to the local agencies on regional arterials then the local agencies should be responsible for collecting and monitoring the data. Because this data benefits the regional, state and federal funds should pay for the expansion of the PeMS program. The City of San Diego would like to be part of further discussions regarding the expansion of this program and assist in seeking state and federal dollars to expand the program to regional arterials.</p>	SANDAG will work with our local partners including the City of San Diego for expanding the capabilities of PeMS. In fact as an initial effort, SANDAG has partnered with Caltrans and UC Berkeley to develop a pilot project that will expand the applications of PeMS to include arterial and transit data and is an element in our 2008 Overall Work Program (OWP element 40007). The pilot testing project includes reviewing and assessing available arterial and transit data collection technologies and systems and conducting some initial data collection efforts using such technologies. This effort will provide key input for determining the necessary PeMS interface system requirements and input for an arterial data collection systems evaluation report. The report will provide information on the capabilities, accuracies, deficiencies, and maintainability of possible arterial data collection technologies and systems and will also identify operational and maintenance requirements for possible long-term/and future deployment efforts. Progress, feedback, and recommendation outcomes for this pilot project will be presented to our Regional San Diego Traffic Engineers' Council which include City of San Diego staff members.	Systems Management

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190	8/31/07	Letter	City of San Diego	The SR 905/SR 125 freeway to freeway interchange should be identified as a project in the Reasonably Expected scenario. This interchange will significantly improve regional and local traffic and minimize impacts to the Otay Mesa community.	This interchange is included with the construction of the SR 905 project.	Systems Development
191	9/5/07	Letter via e-mail	Diane Nygaard	"Incentives" for smart growth need to include both the carrot and the stick. SANDAG has started to move this direction by linking some transportation funds to housing element completion. However this doesn't go far enough. Support for the regional transportation plan needs to include a full range of incentives and disincentives. This should also include withholding funds for transportation unless there are real improvements made to land use/transportation planning.	Implementation of smart growth principles in the RCP is based on incentives and collaboration. SANDAG does not have land use authority. Land use authority is maintained by the local jurisdictions. SANDAG's Smart Growth Incentive Program attempts to provide a competitive process to fund the most complete and comprehensive land use plans for smart growth projects in the region. The idea of disincentives was discussed during the development of the RCP; however, the SANDAG Board chose not to include disincentives in the plan at that time. The idea of regional disincentives in either the RCP or the RTP is a policy issue, and would need to be thoroughly discussed by the Board and addressed in state legislation before inclusion in any plan.	2007 RTP Vision
192	9/5/07	Letter via e-mail	Diane Nygaard	Voluntary programs for demand management have had little effect statewide. Yet when these programs were mandatory a few years ago- employers made significant strides. More creative incentives need to be added to the concept of "voluntary" programs. Parking pricing and local zoning related to parking is a key area where SANDAG could put some pressure on local cities- thereby encouraging more "voluntary" programs.	The mandatory Transportation Demand Management (TDM) requirements were rescinded when the region's air quality designation was reclassified from severe to serious in 1995. The main TDM objective is to reduce peak-period congestion. We are focused on informing commuters about TDM choices so that they can self direct their transportation needs. SANDAG supports the concept of "Parking Cash Outs" as part of our TDM program efforts; but it is up to local employers to decide whether these are appropriate for these businesses. SANDAG does not directly subsidize parking cash outs; instead staff works with employers to educate them on its benefits and the alternative options employees have for commuting. The SANDAG TDM program includes outreach with regional employers to share information on the tax benefits associated with these programs and also provides employers with information on SANDAG subsidized programs such as vanpools.	2007 RTP Vision

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193	9/5/07	Letter via e-mail	Diane Nygaard	The transit ridership objective is not real- as it is not carried into program level actions that come any where near to double digit peak hour transit use. The transit plan has been revised to do a better job of capturing mode spilt in core areas. But clearly much more investment in public transit and much better land use planning is needed for this to work. The RTP must put much more emphasis and dollars, into both public transit service and land use planning.	Comment noted.	2007 RTP Vision
194	9/5/07	Letter via e-mail	Diane Nygaard	The objectives to "protect the environment" do not go far enough. The magnitude of growth projected will require much greater density. The direct habitat losses will be relatively small to the indirect impacts of a million more people basically using even less open space. The MHCP, and all of the adopted NCCP's include discussion of the importance of edge effects. Other places have required increased open space set asides to offset density increases- and the open space needs to be reasonably close to where people live. The proposed plan needs much better links between population increases, roadway impacts, and offsetting actions for edge effects. The use of the <i>TransNet</i> EMP funds needs to be expedited, all areas need adopted conservation plans and the long talked about regional funding gap needs to be closed. Until these items are assured there really should be no more road building and no more density increases that cannot be sustained.	All of the NCCP plans evaluated the necessary habitat areas and linkages critical to maintain persistence of a suite of plant and animal species in light of historic and forecasted growth (see section 2.5 of MSCP South and 2.8 of MHCP). The size and configuration of these NCCP Preserves were analyzed by the U.S. Fish and Wildlife Service and California Department of Fish and Game as supported by professional biological consultants. The Plans require the conservation of a critical size and configuration of habitats and linkages and management of those areas for species persistence. These conservation measures are outlined in each of the individual plans. It was recognized that management was a key component to maintain species and habitat in these areas and the development of management directives/management plans are included in the provisions the NCCP plans. The Environmental Mitigation Program will benefit these NCCP Preserves through land acquisition, management and monitoring, while a regional funding source is being developed.	2007 RTP Vision
195	9/5/07	Letter via e-mail	Diane Nygaard	Page 2-7 Table 2.3 Comparison of Regional Performance Measures. The reasonably expected performance for public transit at 7.3% is significantly below the policy objective for "double digit."	MOBILITY 2030, adopted in 2003, achieved a regionwide double digit mode share for transit as directly by the SANDAG Board of Directors. Subsequent work, and in particular with SANDAG's Independent Transit Peer Review, determined that future RTPs should focus on mode shares in key corridors, where transit investments and supportive land uses exist, rather than a regionwide mode share. The corridor approach was used in the 2007 RTP.	2007 RTP Vision

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196	9/5/07	Letter via e-mail	Diane Nygaard	The mode split targets should be set higher- with appropriate programs and funding to achieve them. Bike/walk mode split is worse than current. There needs to be a more serious look at how this can be improved.	When considering all trips, the actual mode splits for bicycles and pedestrians is difficult to determine at this time as most mode split numbers are based on journey to work data from the census which represents an incomplete picture of the total number and benefits of bicycle and pedestrian trips. As part of the overall Bicycle and Pedestrian Program we are working toward developing a program to establish baseline data that will allow us to accurately measure bicycle and pedestrian mode splits.	2007 RTP Vision
197	9/5/07	Letter via e-mail	Diane Nygaard	Page 4-15: Please provide a better explanation for the link between potential projects in the unconstrained plan and the revenue plan. The concern is that increased revenue should result in additional projects that have a real benefit. Also often funding sources have constraints on how the funds can be used. We want to end up with the right projects added as additional funds get developed not just ones convenient for a funding source. Clarify the priority setting process, and when and how this will be reviewed to assure that funded projects will further the ability to meet the policy objectives (as revised).	SANDAG utilized criteria for evaluating and ranking highway, transit, and connectors in the previous RTP, MOBILITY 2030. Revisions to the criteria were intended to support the vision of the Regional Comprehensive Plan and to address the updated goals in the 2007 RTP. The evaluation criteria development process and descriptions are included in Technical Appendix 7. All projects were ranked and the top ranked projects were included in development of network alternatives. Detailed discussion is included in Technical Appendix 3 regarding the network development process for the 2007 RTP.	Financial Strategies
198	9/5/07	Letter via e-mail	Diane Nygaard	Page 4-17: Why is there almost no increase in funding between the revenue constrained and reasonably expected revenue for land use/demand management? It seems like serious support for these items should result in a more substantial increase in funding for the reasonably expected scenario- as well as unconstrained needs. This program area is really under funded.- and it is an area where relative small investments could make a big difference. Cost effectiveness alone should result in higher investment in this category.	This RTP doubles the amount for Transportation Demand Management over what was included in the last RTP in both the Revenue Constrained and Reasonably Expected scenarios.	Financial Strategies

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199	9/5/07	Letter via e-mail	Diane Nygaard	<p>Page 5-3: The critical flaw with the smart growth planning is that many of the places marked on the map do not really meet the criteria for effective smart growth- or have other constraints that make them problematic- yet the regional transportation/land use plan treats them all the same. SANDAG needs to evaluate the dots on the map- and limit this to a reasonable number where significant changes make sense. The process talks about "updating" the map- but doesn't provide for easy update of the transportation plan that assumes this map means something. The entire analysis of impacts is flawed if it assumes density is clustered in these areas- but nothing is done to make this happen.</p>	<p>The Smart Growth Concept Map distinguishes between "Existing/Planned" and "Potential" smart growth areas, based on whether the areas meet the land use and transportation targets identified in the RCP. If the areas currently meet the targets, or have plans in place that allow them to meet the targets, they qualify as "Existing/Planned" areas. If they do not meet the targets, they remain as "Potential" areas. Local jurisdictions have identified the areas on the map, and SANDAG has conducted analysis to determine whether they qualify as Existing/Planned or Potential areas. SANDAG will conduct periodic updates of the Smart Growth Concept Map, updating the status of areas based on changes to local land use plans or the Regional Transportation Plan. Upon adoption of the RTP, SANDAG will conduct a technical update of the map to revise the status of areas that might be affected by the transportation networks in the RTP.</p>	Land Use
200	9/5/07	Letter via e-mail	Diane Nygaard	<p>Page 5-3: You really can't have it both ways- either the cities bear full responsibility for the smart growth sites- or SANDAG establishes some meaningful guidelines and controls what goes on the map. In either case the transportation plan needs to be in sync with the smart growth map- and it is not. A prime example of the inconsistencies is the inclusion of the Quarry Creek site in Carlsbad. This site is not served by regional public transit. It is so close to freeway access it will increase congestion, it is in conflict with the habitat conservation plan, and it impacts a designated state of California Heritage Site.</p>	<p>The RCP establishes land use and transportation targets for the smart growth areas. As described above, places qualify as either "Existing/Planned" or "Potential" smart growth areas, depending upon whether they meet the criteria. The Quarry Creek site in Carlsbad is currently designated as a Potential smart growth area because it neither meets the land use nor the transportation criteria. Updates to the Smart Growth Concept Map and the RTP are iterative. The Concept Map is helping to prioritize transportation facilities and transit services in the RTP; once the RTP is approved, the Concept Map will be updated to reflect the new transportation networks. It is up to local jurisdictions to request the addition or deletion of areas on the map, and it is up to SANDAG to determine whether areas qualify as Existing/Planned or Potential. To date, the SANDAG Board has not found it necessary to revise this process.</p>	Land Use

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201	9/5/07	Letter via e-mail	Diane Nygaard	Page 5-16: The inclusion of dots on the map for prioritizing funding for regional projects needs further refinement. The revised public transit plan should result in revising the map as many of the locations cannot receive a reasonable level of public transit and consequently increased density at those locations will only add to roadway congestion.	As mentioned above, the updates of the Smart Growth Concept Map and the RTP are iterative in nature and help inform the updates of the respective documents. Local jurisdictions have land use authority and make final decisions on where densities are increased. The map helps SANDAG and the transit operators coordinate transit services within this larger planning context. To date, the SANDAG Board has not directed staff to provide comments to local jurisdictions on the geographic distribution of their land use decisions based on the ability to provide transit in those areas. A move in this direction would require policy direction from the SANDAG Board.	Land Use
202	9/5/07	Letter via e-mail	Diane Nygaard	Page 5-21: This section greatly overstates the impact of having a "plan." Adopted plans are really just piles of paper unless there is a will to carry them out and the funding to make them real. Only one of the seven cities in North County has adopted a sub-area plan and all are backing away from the funding commitments that were critical to plan success. Further impacts from roads that really support more growth must be combined with getting all of the plans adopted- and fully funded. Furthermore, the adopted plans did not address the density increases now being proposed. Without more open space, and real management of all of the hardline set-aside areas we will continue to see degradation of our natural resources. The RTP needs to make a much stronger link between these issues and to provide incentives/disincentives to encourage 1. Full compliance with basic NCCP plans and 2. Additional set asides/management measures to address the effects of 1 million more residents using what is supposed to be protected open space.	As mentioned on page 5-21, all areas of the County are in one of four NCCP plans. The MSCP South was adopted in 1998, and the MHCP was approved by the SANDAG Board of Directors in 2003. The remaining two plans, the North County and East County MSCP are expected to be adopted in 2008 and 2009, respectively. Individual adoption of implementing ordinances and a jurisdictional strategy for habitat conservation must occur with the local jurisdictions which have land use authority. The six North County cities mentioned in the comment, are working with the state and federal wildlife agencies to discuss implementation of the approved MHCP -- the NCCP plan that covers those jurisdictions. All of the NCCP plans evaluated the necessary habitat areas and linkages critical to maintain persistence of a suite of plant and animal species in light of historic and forecasted growth (see section 2.5 of MSCP South and 2.8 of MHCP). The size and configuration of these NCCP Preserves were analyzed by the U.S. Fish and Wildlife Service and California Department of Fish and Game as supported by prof. The Plans require the conservation of a critical size and configuration of habitats and linkages and management of those areas for species persistence. These conservation measures are outlined in each of the individual plans. It was recognized that management was a key component to maintain species and habitat in these areas and the development of management directives/management plans are included in the provisions the NCCP plans.	Land Use

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203	9/5/07	Letter via e-mail	Diane Nygaard	Pages 5-25 and 5-26: Alternative transportation fuels and vehicles is really more than just the cited programs , which fail to really address the carbon footprint of the energy choices discussed. Long term sustainability requires much reduced reliance on fossil fuels- not just in transportation, but for all uses. This discussion should mention how	The cited passage describes SANDAG's involvement in transportation energy and alternative fuels, not the full spectrum of energy strategies or solutions. The energy section of the RTP addresses transportation energy only; the RTP is not the appropriate place to address the "bigger picture" of energy use in buildings and other sources. Energy	Land Use
204	9/5/07	Letter via e-mail	Diane Nygaard	Page 5-33: Item 2 should go further to require projects to meet key criteria to stay on the map- and to have real actions taken before related funding is approved.	As referenced above, the Smart Growth Concept Map distinguishes between "Existing/Planned" and "Potential" smart growth areas based on whether the areas meet the land use and transportation targets identified in the RCP. Action #1 in this section addresses funding, and calls for SANDAG to use the Concept Map as a basis for allocating	Land Use
205	9/5/07	Letter via e-mail	Diane Nygaard	Page 5-34: Item 10 needs to also require adoption of the plans that have been lagging for years- not just implementation of the adopted plans. No housing plan = no money. Similarly- no approved and funded habitat plan should = no money.	The MSCP South and MHCP have been approved. The North County and East County MSCP Plans are in process of approval. While some jurisdictions have not adopted these plans at the local-level, they still serve as the strategy for regional conservation. Securing and distributing funding to implement this strategy is critical for biological conservation. Acquisition, management and monitoring should still occur while the local jurisdictions complete their planning efforts.	Land Use
206	9/5/07	Letter via e-mail	Diane Nygaard	Page 6-1 and Appendix F: There was supposed to be a corridor study of El Camino Real- which again seems to have dropped out of sight. Several smart growth sites are located along this corridor so this really needs to be resurrected. The scope for this study needs to go beyond the usual traffic study- and really assess opportunities for changing travel patterns in this corridor- and fully integrating smart growth planning into the process.	SANDAG staff worked with the Cities of Carlsbad and Oceanside to develop an initial scope of work for a subregional study. The City of Oceanside requested that work related to this study stop since they are currently updating their Circulation Element.	Systems Development
207	9/5/07	Letter via e-mail	Diane Nygaard	Page 6-2: Meaningful transportation alternatives analysis also needs to include significant changes in land use planning and the transportation/land use interface. It is not enough to just show greater investment of roads vs. transit. The real question is how can we best reduce the roadway congestion. That requires a much broader program.	We agree. The RCP calls for the development of urban design guidelines. These guidelines, which are currently being developed by SANDAG staff with participation by local planning staffs, will provide a resource for local jurisdictions to help develop more walkable, and bicycle- and transit-friendly communities, which can begin to make a difference in the provision of real travel alternatives for daily trips.	Systems Development

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208	9/5/07	Letter via e-mail	Diane Nygaard	<p>Page 6-4: The objective to provide competitive transit travel time to major job centers is certainly a step in the right direction. But it is not clear how this is being implemented. The job center focus in North County is Palomar Airport Road- yet Figure 6.2 -2030 Transit Network shows no transit route serving this corridor, Figure 6.4 -2030 Highway Network shows no roadway improvements, and Figure 1.2 - Smart Growth Concept Map shows no smart growth sites. This is an empty objective if there are no actions to address this area- an area identified as one of the top 4 priorities in the county. A more accurate statement would be even though we know this is a priority- we have chosen to ignore it. Put some planning emphasis on this corridor so that future plans really can make a difference in mode split on the Palomar Airport Road corridor.</p>	<p>We agree that the Palomar Airport Road Corridor is a major job center in North County. And while there is no major transit line shown directly serving this area on Figure 6.2, there are funds available for improvements to local bus and shuttle services. Improvements to the existing COASTER service and the addition of the El Camino Real Rapid Bus service will provide key north-south linkages as well as opportunities to link these major routes with local and shuttle services to go directly to the job centers.</p>	Systems Development
209	9/5/07	Letter via e-mail	Diane Nygaard	<p>Table 6.2: Several of the responses to recommendations in the ITPR are not really responsive. For example the recommendation that "Transit investments can help steer growth into smart growth centers/corridors" and the response that the adoption of the plan has "enabled an integration of land use and transportation planning." The recommendation is to use transit funding to help put more growth into smart growth centers. Overlay the transit plan with the existing smart growth sites and see how well the transit investment is supporting smart growth. Look at how further investment in serving existing smart growth areas could make a difference. The idea is for targeted investment. In some cases this is just providing a higher operating assistance so there can be more frequent level of service.</p>	<p>Staff conducted an overlay of the proposed transit network with the Smart Growth Concept Map for our own information. Of the nearly 200 smart growth areas identified by the jurisdictions, only a handful of potential smart growth areas remain unserved by transit. All Existing/Planned smart growth areas are served by transit in the RTP.</p>	Systems Development

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210	9/5/07	Letter via e-mail	Diane Nygaard	Another critical example- ITPR recommendation "Use of corridor or sub-area transit mode share goals are a more effective strategy than a single regional mode share goal. "The response is "Specific corridor mode share goals tied to the transit investments planned for these corridors are included in the RTP. " Where exactly are those corridor level transit mode share goals? Table 2.2 shows a comparison of travel times by corridor- but that is not a mode split. Table 2.3 shows system level mode split goals- but that is not corridor level. Neither relates the goals back to the transit investment. The RTP says it is responsive to the ITPR recommendation- but in fact it includes no corridor level mode split goals.	Tables 2.2 and 2.3 will be revised to include corridor travel times with mode splits. This mode split data also is included in Technical Appendix Table 4.1.	2007 RTP Vision
211	9/5/07	Letter via e-mail	Diane Nygaard	Page 6-11: Six year old rider surveys- in areas that have had significant population growth and changes in home/work travel patterns is not a sound basis for public transit planning. More current information is needed- plus better assessment of how to impact mode split in the key corridors.	The 2000 market research was the basis for developing the four overall types of services (Yellow, Red, Blue, and Green). However updated demographic and transit ridership data were used in developing the 2007 RTP.	Systems Development
212	9/5/07	Letter via e-mail	Diane Nygaard	Page 6-14: It is stated that transit priorities "are based on project rankings established in collaboration with MTS and NCTD and using project evaluation criteria approved by the SANDAG Board." In the interest of transparency and public involvement, these evaluation criteria and the rankings should at least be included as an appendix. The RTP is the only place where the public has the opportunity to see how all of these elements interface- and to determine if taxpayer funds are really being allocated in a way that makes sense. There is no way to evaluate this if the details are not included.	The project evaluation criteria and project rankings are included in Technical Appendix 7. The project evaluation criteria were presented to various SANDAG working groups and was approved by the Board of Directors in October 2006.	Systems Development

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213	9/5/07	Letter via e-mail	Diane Nygaard	<p>Page 6-30 and Figure 6.6: The arterial network: Text and figure makes no distinction between the existing elements of the regional arterial network and the links/improvements that are needed. There is also a blanket statement that the cost of completing the arterials is up to the cities and county and that there would be contribution from Prop 42 and <i>TransNet</i> funds. Since completing the arterial network is assumed as key to supporting the public transit system, there needs to be better interface planning- and this should not just be up to the local agency. What improvements are needed to the arterial system- and which of those are directly linked to the public transit element? What will it cost to complete the regional arterial network, and what is the projected funding shortfall? What is the plan to integrate progress on the segments that are key to support public transit- for example- withholding transportation funds? If the regional arterial network is a key element of the regional plan it should be treated the same as all of the other regional elements- with much more detailed planning that assesses cost/benefit and priorities based on performance measures and objective evaluation.</p>	<p>The majority of the regional arterial network is already on the ground with mostly widening improvements occurring in the future. Arterial rapid bus services provide higher-speed alternative to local bus services in high volume arterial corridors and utilize a range of lower-capital cost signal priority treatments, short segments of transit-only lanes, and limited station stops to achieve faster travel time. Arterial Rapid services can be upgraded to Bus Rapid Transit (BRT) over time through use of dedicated transit lanes to bypass congested arterial segments. The transit priority measures are included as part of the transit project development. SANDAG will work collaboratively with the local jurisdiction and transit operator to implement these improvements. Additionally, local jurisdictions are allowed to use their local <i>TransNet</i> funds to pay for transit improvements in their jurisdictions, so this is another tool to allow better coordination of funds, between arterials and transit. The total estimated arterial cost is \$1,437 million. A combination of local, regional, and state funds used to fund this effort.</p>	Systems Development
214	9/5/07	Letter via e-mail	Diane Nygaard	<p>Page 6-50 and others: There are no performance goals for bike peak hour mode split, or for increased use of bikes for recreation transportation. Are there target corridors where bikeway investments could reduce peak hour trips? The RTP provides no analysis to support prioritizing bikeways or to evaluate if the investment is or could make a difference in peak hour congestion.</p>	<p>The RTP identifies regional bicycle corridors intended to provide connectivity to key land uses and public transit service. It does not provide performance measures because there is no base line of bicycle usage to measure against, though the Plan does identify the need for this data. The Regional Bicycle Plan, to be completed in 2008, will develop regional criteria for prioritizing projects. Performance measures will need to be developed once base data is available.</p>	Systems Development

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215	9/5/07	Letter via e-mail	Diane Nygaard	<p>Page 6-56 and Table 6.8: There is a very poor relationship between what is called out in the text about regional performance and what is shown on Table 6.8. For example, paragraph two talks about how great the comparison of "No Build" is to the Plan- yet there is no data presented about the "no build" performance. In this case a conclusion is called out in the summary that has no basis in any of the information presented. This is selected, biased use of information. Furthermore, the fourth paragraph makes a huge point about the rate of VMT growth. Again- the data that supports this is not shown on Table 6.8 and several of the statements are not true- based on the information that is shown. In fact calling this out as a conclusion is a huge distortion of what the data actually shows. Table 2.3 shows existing system wide VMT is 27.59. With smart growth this is 27.12 - so it doesn't "grow" as is stated. The rate of growth from current (Shown on Table 2.3) and Reasonably Expected 2030 is 9%- with smart growth there is a reduction of 2%.</p>	<p>The text on page 6-56 and Table 6.8 will be updated to add clarity in the Final RTP.</p>	Land Use/Systems Development
216	9/5/07	Letter via e-mail	Diane Nygaard	<p>The real key issue is how did you determine the changes that would result from smart growth? You would have had to assume a number of units for each project and a mode split. Since some areas have growth limits, the units added to smart growth sites would have to be reduced somewhere else. Furthermore, several of the smart growth sites have no public transit and are in highly congested corridors so they would only worsen travel time and congestion.</p>	<p>It should be noted that Table 6.8 shows regional performance measures, as opposed to localized performance measures. While the transportation system performs better regionally under smart growth assumptions, it is true that some areas would experience greater localized traffic impacts. Text will be added to clarify this point. With regard to the calculations, the "Reasonably Expected (2030)" column included only the Existing/Planned smart growth areas on the Smart Growth Concept Map. Densities assumed in these areas were based on local plans and policies, as included in the 2030 Regional Growth Forecast. The "Smart Growth RE" column reflected the densities assumed in the Existing/Planned areas as shown in the growth forecast, as well as the densities assumed for the Potential smart growth areas, based on the land use targets for each place type in the RCP. Mode splits, VMT, and other indicators were then calculated based on the these scenarios in conjunction with the reasonably-expected transportation network. It is true that many of the Potential smart growth areas are not served. If the transit network were expanded based on the transition of these Potential areas to Existing/Planned areas, as would likely happen if those areas intensified, it is reasonable to assume that the regional transportation performance measures would further improve.</p>	Land Use/Systems Development

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217	9/5/07	Letter via e-mail	Diane Nygaard	I truly believe smart growth can make a significant difference- but not as shown by the 200 spots on your map and the intentional or unintentional faulty manipulation of data shown here. I do not think you can take a concept and turn it into hard data- projected out 23 years. Detailed studies show the reliability of most of your projected transit and highway data drops off dramatically after about 5 years.	We also believe that smart growth will make a difference. Table 6.8 shows the system's overall regional performance under both land use scenarios, not its localized performance. The table will be modified to show the data in a way that is easier to understand, and the text will be clarified to ensure that this point is clear. The data have not been manipulated; they have been generated from our transportation models based on the land use inputs generated from the regional growth forecast and reasonable smart growth assumptions based on RCP targets.	Land Use/Systems Development
218	9/5/07	Letter via e-mail	Diane Nygaard	Page 6-59: I am concerned that the I-15 interregional partnership program strategies called out do not include better local controls on reducing the job/housing imbalance of both San Diego and Riverside counties- instead you propose spending billions on more toll lanes along I-15. This seems completely counterproductive.	The I-15 Interregional Partnership (IRP) also focuses on economic and housing strategies to address the jobs/housing imbalance between San Diego and Riverside counties. More information on I-15 IRP activities can be found at www.i15irp.org .	Systems Development
219	9/5/07	Letter via e-mail	Diane Nygaard	Page 6-60: Binational transportation. How much investment are the other places that benefit from improved binational transportation making- particularly Arizona and Mexico? This kind of major public investment on our part needs to be combined with better management of people movement across the border, guest worker programs, and Federal enforcement of illegal entry. Only when there is a comprehensive approach should we make this huge local investment in the transportation system serving the border.	Border states and federal governments on both sides of the international border make investments in binational transportation infrastructure to accommodate the large volume of U.S.-Mexico trade and people that crosses the international ports of entry.	Systems Development
220	9/5/07	Letter via e-mail	Diane Nygaard	Appendix A, Table A-5: Please clarify the source for this data. According to published information by the City of Carlsbad CB 11, Cannon Road Reach 4 is an unfunded project, that is not scheduled and the cost was \$ 37m and not the \$16m shown here. According to unpublished reports a recent traffic study failed to justify the investment in this roadway and in fact its construction would result in other roadway failures. Are there funds in place to provide all of the revenue constrained projects, what are the funding sources, and what was the system for determining priorities.	The difference in the cost between the RTP and the RTIP is the cycle year. The RTP covers total cost to the year 2030, while the current 2006 RTIP covers FY 2007 to FY 2011. According to City of Carlsbad staff, this project will begin construction in 2011 and open to traffic by 2013. At the time of the RTIP adoption (June 2006) and subsequent requests for updates to include in the 2007 RTP, city staff indicated the same schedule. Local funds have been identified as the source to complete the project. Priorities for implementing regional arterials are determined at the local level.	Appendix A

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221	9/5/07	Letter via e-mail	Diane Nygaard	Appendix A: Comparison of alternatives. This does not show a comparison of regional arterials under each of the scenarios. Can you please clarify how the funding scenarios will affect the regional arterials.	All local arterials that are included in the local jurisdictions' Circulation Elements are included in the RTP. Funding for regionally significant arterials and local interchanges is \$914 and \$1,437 million in the Revenue Constrained and Reasonably Expected funding scenarios, respectively.	Appendix A
222	9/7/07	Letter	United States Marine Corps	Appendix B, Page B-3, Figure B.1: The United States Marine Corps (USMC) is unaware of any proposed high speed rail line east of Interstate 15 and north of State Route 52 on Marine Corps Air Station (MCAS) property. Formal permission has neither been sought nor granted by the USMC, Department of Defense (DoD) or federal government for the construction of a high speed rail line in the area. However, the Goods Movement Action Plan (Figure B.1) clearly shows that a proposed section of an inland high speed rail route would run through the south-central portion of the base (6A on the figure), and the USMC is requesting that this section be removed from this figure and/or redrawn to occur on non-federal property. Until the DoD or federal government grants permission for the construction of a high speed rail line on federal property, it would be ill advised to show a high speed rail route, even if it is labeled "conceptual or potential."	The potential rail route was intended to follow the SR 52 and I-15 rights-of-way. Figure B.1 will be revised accordingly.	Appendix B
223	9/9/07	E-mail	George Crissman	The existing draft of the Regional Transportation Plan (RTP) is flawed because it does not deliver the congestion relief that was promised to the voters when they approved the <i>TransNet</i> Tax (2004) and the Infrastructure Bonds (2006). This is shown by current and projected travel times from the RTP's Technical Addendum #4 (Page TA 4-12).	As indicated by the performance measures in Table 2.3 and TA 4.1, congestion would be much worse without the improvements included in the RTP. Additional data will be included in these tables to show the benefits before 2030 as improvements are implemented in each corridor.	Systems Development

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224	9/9/07	E-mail	George Crissman	An uncongested 39-mile one-way trip from Oceanside to San Diego takes only 42 minutes, yet the current travel time of 76 minutes will only decline to 70 minutes by 2030. The extra 56 minutes for a round-trip commute works out to 242 wasted hours per year. Similarly, an uncongested 25-mile one-way trip from Escondido to Kearny Mesa takes 28 minutes, yet the draft RTP shows the current travel time of 67 minutes actually increases to 76 minutes by 2030. The extra 96 minutes added to the round-trip commute is 416 wasted hours per year. That's over ten workweeks at five 8-hour days per week! This waste of human life isn't the only problem with a plan that preserves freeway congestion. Extended vehicle operating time artificially increases fuel consumption and exhaust emissions. In addition, low-speed stop-and-go driving uses more fuel and causes more pollution than steady vehicle operation at freeway speeds.	See response no. 192. In addition, the region is far short of the identified \$89 billion in unconstrained needs to serve the travel needs of the existing 3 million residents and another one million people by 2030.	2007 RTP Vision
225	9/9/07	E-mail	George Crissman	Clearly the freeways desperately need additional capacity in the form of more regular lanes but the RTP perversely concentrates on building underutilized carpool lanes and bus-only lanes.	Presently, the San Diego region has few carpool lanes and little incentive for drivers to switch. The current trend should change as carpool lanes will expand from 13 miles to 143 miles in this RTP. Improvements in major highway corridors such as I-5, I-15, and I-805 include as many lanes as can be built in constrained rights-of-way and with limited funding.	Systems Development
226	9/9/07	E-mail	George Crissman	The carpool lanes in the center of I-15 are operating at half the capacity of a regular freeway lane, wasting the ability to carry an extra 1,000 vehicles per hour per lane. More importantly, only 60% of those vehicles are actual carpools while the other 40% are solo drivers who buy their way into the lanes. A total of 600 carpools per hour in each lane does not meet the Federal minimum requirement of 700 to be considered a success!	To expand on the previous response, the eight miles of existing carpool lanes on I-15 do not offer opportunities for multiple access points and direct access ramps. The present carpool statistics in the region are not comparable to when a network of HOV/Managed Lanes has been implemented.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
227	9/9/07	E-mail	George Crissman	Bus Rapid Transit, which is buses operating in protected lanes, has been tried using the managed lanes in the center of I-15. Those routes (the 980 and 990) have recently been discontinued due to lack of riders. Bus Rapid Transit is not a solution to congestion.	The Routes 980 and 990 were not BRT services. While they benefited from carpool lanes, they did not have the benefit of Direct Access Ramps, for example, which will provide BRT vehicles with a direct way from the Managed Lanes to major BRT stations. While a particular branding was used, the 980/990 ran with standard buses. BRT services will operate with next-generation vehicles. The region's Compass Card will enable faster boarding onto BRT vehicles. The 980/990 did not have this benefit. The I-15 managed lanes are shared by buses, carpools and FasTrak users.	Systems Development
228	9/9/07	E-mail	George Crissman	An experiment allowing buses to use freeway shoulders as a lane of traffic has not been successful in reducing congestion because the maximum one-way capacity of the buses (which are currently scheduled at 3 per hour during peak commute periods only) is only 120 seated passengers. Allowing drive-alone commuters to use that extra lane would increase the freeway capacity by an additional 2000 people per hour. Limiting the lane to designated transit buses results in a whopping 94% waste of lane capacity!	The demonstration succeeded in determining that buses on freeway shoulder lanes is possible in San Diego, something that places like Minneapolis have known for several years. The danger in allowing cars on the shoulders would be that it would take away the ability for the lane to be used for emergencies. This safety feature is not impeded with allowing buses on these lanes.	Systems Development
229	9/9/07	E-mail	George Crissman	The RTP should concentrate on upgrading the freeways by embarking on projects providing quick results, near-term results, and long-range results.	The Regional Transportation Improvement Program (RTIP) is the document that programs the first five years of the RTP. Results are related to available funds from existing sources and the region's capability to advance projects through bonding.	Systems Development
230	9/9/07	E-mail	George Crissman	Quick-result freeway projects include: 1. Opening the managed lanes to all travelers by eliminating carpool and toll requirements to recover wasted lane capacity. The elimination of carpool requirements was previously accomplished by the state of New Jersey in 1998, making it easy to research and duplicate this task. 2. Designating freeway shoulders as lanes of travel for all vehicles (not just buses).	The first completed Managed Lanes project is not open yet on I-15. SANDAG and Caltrans will monitor the lanes performance after they are completed. Using shoulder lanes for bus service is an interim approach until HOV/Managed Lanes are in place. Caltrans and the CHP do not intend for permanent use of shoulders for buses and/or autos.	Systems Development
231	9/9/07	E-mail	George Crissman	Near-term freeway projects include: 1. Restriping the freeways with narrower lanes to provide extra lane(s) until long-range projects are completed. 2. Adding lanes at "choke points" where the roadway briefly experiences a reduced lane count, then expands again.	Caltrans and FHWA policy require that, where feasible, shoulders be constructed and maintained for public safety reasons. Caltrans avoids reduced lane sections wherever possible.	Systems Development

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232	9/9/07	E-mail	George Crissman	Long-range freeway projects include: 1. Adding additional lanes along the entire length of the various freeways. 2. Proposing and constructing new freeways to relieve the congestion on existing freeways and surface streets as well as accommodate projected population growth.	The RTP includes as many lanes as can be afforded in the main travel corridors. New corridors have been considered in the past but have rejected to date (example, SA 680 in the Mid-County area).	Systems Development
233	9/9/07	E-mail	George Crissman	By failing to plan for free-flowing freeways, the Regional Transportation Plan wastes human life, unnecessarily increases fuel consumption, and is a major reason for unnecessary exhaust emissions. It is better to concentrate on expanding the freeways with regular unrestricted lanes usable by carpools, buses, and solo drivers to deliver on the promises of congestion relief, economic relief, and pollution relief.	The network of HOV/Managed Lanes are usable by paying solo drivers if capacity is available, and the HOV/ML lanes do provide more congestion relief than simply adding unrestricted general lanes.	Systems Development
234	9/10/07	E-mail	Annie Kaskade	Solana Beach is a city that is small enough to get around everywhere by bicycle, and that is what I am trying to do. I am happy to tow over one hundred pounds of children, groceries, etc. all over the place so I don't have to get in my car. I do it when I can, but the most limiting factor to me is the treacherous nature of some of the streets, particularly Lomas Santa Fe. Lomas Santa Fe has narrow, bumpy, and unmaintained bike lanes (often with cars in them making it impossible to pass safely), and a narrow freeway underpass. Yet this is the main connection between the eastern and western sections of the City.	Road maintenance, including bike lane maintenance, is a local responsibility.	Systems Development
235	9/10/07	E-mail	Annie Kaskade	I was greatly encouraged by the City's construction of the Rail Trail along Hwy 101, another formerly treacherous bike route. Can SANDAG provide funding for the construction of a similar rail trail along the south side of Lomas Santa Fe, from Hwy 101 to the Vons shopping center, just east of I-5, about 1.5 miles total, and then up to San Dieguito Park if possible? It would involve some retaining walls and could be expensive in some sections because of this, but it looks technically feasible.	SANDAG provides funding for bikeway development through a competitive grant process. The City of Solana Beach is encouraged to apply for those funds provided it has a current approved bicycle transportation plan.	Systems Development

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236	9/10/07	E-mail	Annie Kaskade	I truly believe the construction of nice wide shared use walking/bike trails exactly like the Coastal Rail Trail encourages people to get out and do their errands by bike or foot. Along the Lomas Santa Fe route, there are 3 schools that need to be accessed, as well as two useful shopping centers, one of them soon to be expanded, including a large theater. I truly believe "if you build it, they will come" when it comes to a shared use bike/walking path like this because so many people are already using the narrow and scary sidewalks at the I-5 underpass and elsewhere along this corridor despite the treacherous conditions.	Comment noted.	Systems Development
237	9/10/07	E-mail	Annie Kaskade	The second priority bike/ped route in Solana Beach would be Stevens Avenue, from Lomas Santa Fe to Via de la Valle. There are an enormous number of walkers/bikers who use this route to shopping and schools, and it is a wide street but the sidewalks are in poor condition and the cars drive fast here.	See response to comment no. 235.	Systems Development
238	9/10/07	E-mail	Annie Kaskade	Solana Beach is built out, but is still densifying, particularly in its commercial redevelopments which bring much more traffic with them. In my opinion, the only way to deal with this is to get people out of their cars and onto safe shared use walk/bikeways. I believe every penny spent on their construction will be well spent, and congestion will be eased. At least the drivers would have a safe alternative, which they currently do not!	Comment noted.	Systems Development
239	9/10/07	E-mail	Annie Kaskade	Despite the expense, I believe the only efficient regional transportation mode is rail. It has to follow the main transportation corridors, and it has to be built to go fast, like the COASTER, not like the Trolley. SANDAG already knows that when the freeways fill up, and congestion slows the commute enough, people will start taking the train despite a few inconveniences because it will be faster. The problem is right now, there are so few corridors covered. Living in Solana Beach, I could not get to Kearny Mesa when I worked there by any means except driving. So many new businesses have moved there, from downtown and other high-rent areas, but there is next to no public transportation to get there.	As you note, new rail lines are very expensive. The 2007 RTP makes improvements to our existing rail corridors including the COASTER and SPRINTER. For a trip from North County Coastal to Kearny Mesa for example, the plan does not expect that you will be able to make this trip via rail. The plan does provide for additional investments in bus service including a number of Bus Rapid Transit and Rapid Bus corridors. As freeway improvements like the I-5 North Coast Managed Lanes are completed, additional premium bus service would potentially be attractive by competing with the automobile.	Systems Development

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240	9/10/07	E-mail	Annie Kaskade	I would like to see train corridors along I-5, and I-15, straight down the middle of the freeway, just like Bart in San Francisco. It's challenging and expensive, but there really isn't room for more freeways or lanes, and people will have to travel more efficiently as fuel costs go up.	Rail lines along freeways don't always work as curves and alignments have been designed more for cars than trains. The 2007 RTP does discuss work by the California High-Speed Rail Authority to build a high-speed passenger rail system to connect major metropolitan areas. The I-15 corridor is included in that plan.	Systems Development
241	9/10/07	E-mail	Annie Kaskade	SANDAG already has the right idea when it comes to Smart Growth and new developments, but we just have to have efficient transportation to reduce congestion that pollutes our air and lengthens commutes.	The Smart Growth Concept Map identifies approximately 200 existing, planned, and potential smart growth areas in the region. The RTP provides priority to transit services that connect areas with existing or planned smart growth. As the potential smart growth areas transition into existing/planned areas and additional densities support higher transit services, future updates to the RTP will concentrate more transit services to connect these areas.	Land Use/Systems Development
242	9/10/07	E-mail	Ron Hettinger	I write today to offer my significant disappointment in the 2030 RTP as currently drafted. Nothing in your plan addresses the critical needs of commuters for more general purpose lanes. I object to the over reliance on carpool and other HOT-type lanes on our freeways. Carpooling is only at about 3% of total commuters, and that amount is decreasing. Nothing in your plan will change that behavior, as it will first take significant cultural change before we here in Southern California accept it. Our lives are more and more flexible, people change jobs often, and the days of masses of people all going to work at the same factory on the same schedule for years are long over. Please reconsider your plans.	Presently, the San Diego region has few carpool lanes and little incentive for drivers to switch. The current trend should change as carpool lanes will expand from 13 miles to 143 miles, and Managed Lanes are constructed on I-5, I-15, I-805, and SR 52.	Systems Development

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243	9/11/07	Letter	Jim and Darlene Clifford	We are alarmed at how SANDAG plans to spend the billions of dollars the people voted to be used to help with the gridlock on our highways. More general purpose lanes are needed. The TransNet funds should not be used on mass transit and toll roads. The region's freeways need to be widened to accommodate the on-going development and growth.	Both highway and transit projects were included in the <i>TransNet</i> proposition. The majority of highway improvements are HOV/Managed Lanes. HOV/Managed Lanes provide capacity that relieves congestion on the general purpose lanes, can move more people per hour, and provide competitive travel times to appeal to choice transit riders. Toll lanes are assumed on some non- <i>TransNet</i> routes, where tolls collected to use these lanes would repay the cost to advance their construction. Otherwise, they could not be built with public monies until much later.	Systems Development
244	9/11/07	Letter	Jim and Darlene Clifford	Most mass transit does not get people from their homes to their jobs.	Comment noted.	Systems Development
245	9/11/07	Letter	Jim and Darlene Clifford	Highway 76 should be fully widened all the way to I-15.	Projects not completed in the first <i>TransNet</i> measure (such as SR 76) were shown as the top priority for the sales tax extension. The widening is included in the RTP.	Systems Development
246	9/12/07	E-mail	Caltrans Office of Goods Movement	Page 6-35, fourth paragraph, last sentence addresses the need for new facilities to accommodate bicycle/pedestrian traffic. We suggest similar consideration be given to ensuring appropriate access for goods movement projects, and also that facilities should avoid creating access for one mode at the expense of another.	The planning underway for improved access into the Tenth Avenue Marine Terminal emphasizes this point, where direct access ramps from Harbor Drive will separate truck traffic from the neighborhood, the railroad, and the bike lanes along Harbor Drive.	Systems Development
247	9/12/07	E-mail	Caltrans Office of Goods Movement	The Draft recognizes the importance of air cargo to the goods movement transportation system. To strengthen this element, we suggest that SANDAG consider an expanded discussion of air cargo access and infrastructure issues. For example, are there plans or proposals for air cargo facilities located in inland areas (beyond SDIA)?	While Brown Field in Otay Mesa has been studied in the past as a potential air cargo facility, no inland proposals are now under study. Senate Bill 10 requires SANDAG and the SDCRAA to prepare an Airport Multimodal Accessibility Plan, analyzing better ground access to all San Diego airports, and a Regional Aviation Strategic Plan, identifying workable strategies to improve the performance of the San Diego County regional airport system. Air Cargo issues will be a major component of those regional plans.	Systems Development
248	9/12/07	E-mail	Caltrans Office of Goods Movement	We suggest an expanded discussion of how the increasing passenger rail traffic may/will impact the freight rail transportation system.	We note in the Coastal Rail Improvement Program section of Chapter 6 that the corridor is shared between passenger and freight rail services and that critical improvements called for in the 2007 RTP benefit all users. Text will be added in this section to clarify.	Systems Development

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249	9/12/07	E-mail	Caltrans Office of Goods Movement	Page 6-69, Proposed Action 39: "Support efforts to secure State and Federal Rail funding to improve and expand...". In reviewing the "Responsible Parties", the focus appears to be passenger rail. We suggest consideration be given to including the Class I railroads as key stakeholders in this action.	Class I railroads will be added to the Responsible Parties for this action.	Systems Development
250	9/12/07	E-mail	Caltrans Office of Goods Movement	Appendix B/Goods Movement Action Plan: We suggest including a reference to the importance of ITS technologies in improving the goods movement transportation system.	In Table B.2, Freight Project Evaluation Criteria, ITS technologies are included in Criterion 6, Improves Freight System Management/Efficiency. We will add a reference to ITS in the introduction to Appendix B.	Appendix B
251	9/12/07	E-mail	Caltrans Office of Goods Movement	The RTP discusses various regional corridors that are important for goods movement as well as general vehicle traffic. We suggest that SANDAG conduct additional studies to determine if there are corridors (either the ones currently mentioned, or others not yet identified) that should be designated "freight corridors" due to the volume of truck traffic that currently uses the system and will be expected to use the system during the period covered by the RTP. The studies could identify additional infrastructure improvements specific to goods movement that would be needed. (One such potential corridor could be the eastern portions of 94 as Tecate develops its manufacturing base. I understand that the number of trucks using the eastern end of this route has increased steadily, and in fact I observed this myself on a visit to the backcountry a while back.)	SANDAG's fiscal year 2008 work program includes an evaluation of potentially using the Managed Lane network for trucks in the off-peak period. Truck data will be gathered for that effort and SANDAG will work with Caltrans to expand current truck information on the rest of the highway network.	Systems Development
252	9/13/07	E-mail	Dale Hagerty	This attempt to "socially engineer" commuters OUT of their individual cars is NOT SANDAG's job. SANDAG's job is to provide for the transportation needs of the public. The public doesn't need more buses, more trains or more carpool or toll lanes. None of these have overcrowding problems. The overcrowding is on the general purpose freeway lanes. That is what we need more of.	Improvements in major highway corridors such as I-5, I-15, and I-805 include as many lanes as can be built in constrained rights-of-way and with limited funding. HOV/Managed Lanes provide capacity that relieves congestion on the general purpose lanes, can move more people per hour, and provide competitive travel times to appeal to choice transit riders.	Systems Development
253	9/13/07	Letter via fax	Amylin Pharmaceuticals	Amylin Pharmaceuticals has reviewed the Draft 2007 RTP and applauds SANDAG's commitment to further improvement of our regional transportation conditions.	Comment noted.	Systems Development

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254	9/13/07	Letter via fax	Amylin Pharmaceuticals	One specific concern we have is that the UTC Super Loop, while a drastic step forward for the local residents of the UTC/UCSD area, is nearly useless to businesses in the area struggling to find mass transit options for the majority of their employees who live outside the UTC area and across the County.	The Super Loop is designed to be a local area circulator route with connections to major regional services such as the future Mid-Coast light rail line and Bus Rapid Transit services from the I-15, I-805, and I-5 corridors.	Systems Development
255	9/13/07	Letter via fax	Amylin Pharmaceuticals	Amylin has over 1,800 employees at its UTC campus who commute from nearly every zip code in the county (and many beyond). The largest concentration of our employees live in coastal North County. The lack of a firm commitment and timeline for the Nobel Drive COASTER station leaves Amylin employees and other UTC commuters heavily dependent on cars and freeways.	The Nobel Drive COASTER station is currently on hold for a number of reasons including capital funding shortfall and lack of a recurring revenue source for needed operations costs. MTS currently runs COASTER Connection shuttle services to the UTC area and a number of major employers run specific company shuttles from the Sorrento Valley COASTER Station.	Systems Development
256	9/13/07	Letter via fax	Amylin Pharmaceuticals	Amylin, like many other businesses in the UTC area, currently pays for a private, daily shuttle service for employees to and from the Sorrento Valley COASTER station. At this time we see no end to this situation and even this connection is fraught with surface traffic delays and does not experience the utilization in should (average of 30 riders daily- less than 2% participation).	Comment noted.	Systems Development
257	9/13/07	Letter via fax	Amylin Pharmaceuticals	Amylin would like to respectfully request that SANDAG extend its vision for UTC transportation options to include a firm commitment to the Nobel COASTER station immediately.	Comment noted. Please see response to comment no. 255.	Systems Development
258	9/13/07	Letter via fax	Amylin Pharmaceuticals	The lack of realistic transit options for our very highly compensated "knowledge" workers is jeopardizing Amylin's ability to grow and prosper in San Diego and may have long-term consequences for our company and local economy.	Comment noted.	Systems Development
259	9/13/07	E-mail	Eloise Gutierrez	We object to toll charges on car pool/ toll lanes, on any freeway. We are already being taxed to the utmost for freeways. These monies come from gasoline taxes and other means. The taxes on gasoline is already at the extreme for many people, they have to decide whether they pay for gasoline or food or rent. There is more and more traffic that needs to be addressed in the future. We say put a MORATORIUM ON BUILDING MORE HOUSING. This would stop the increase in cars etc.	Tolls collected to use these lanes would repay the cost to advance their construction. Otherwise, they could not be built with public monies until much later.	Systems Development

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260	9/13/07	E-mail	Eloise Gutierrez	Planning on using money you do not have is like living check to check by some people. You never have enough. Save the extra money for improving what we have now.	Comment noted. The Regional Transportation Plan makes assumptions regarding funding levels for many years into the future. From time to time, the assumptions need to be revised to reflect legislative changes. The state is already setting aside funds to provide additional rehabilitation of the existing infrastructure that would otherwise be used to expand the current system.	Finance
261	9/13/07	E-mail	Phyllis Hassinger	Carpool lanes, toll roads, and mass transit – please get a clue. We need new traffic lanes on the freeways. I thought that’s what you were promising when you pushed for the extension of the <i>TransNet</i> tax.	The majority of improvements for each highway corridor included in the <i>TransNet</i> Extension ordinance are clearly listed as HOV/Managed Lanes.	Systems Development
262	9/13/07	E-mail	Pamela Bancells	While I am currently a resident of San Marcos, I have also lived in Europe. I did not have a car while I was there and used both train and bus to get around. Bus connections were easy and fast and it didn’t take long to get from one place to another. I can see that, down the road, we’ll need public transit as we approach build-out and become denser county-wide. As our public transportation system becomes more efficient and our roads become more congested, it will take longer to get to a destination using a car. However, until that happens, people will not get out of their cars. When it takes me 2 to 3 times as long to get where I’m going on a bus, why should I bother?	Current transit services are not competitive for many of our major trips. The 2007 RTP invests in changing this, by implementing a network of fast, frequent bus and rail lines and concentrating these investments mainly in denser areas like the City of San Diego. For several major travel corridors, public transportation is very competitive as a result.	Systems Development
263	9/13/07	E-mail	Pamela Bancells	I disagree with your primary focus being the facilitation of public transit/carpool lanes. I believe that you should be expanding freeway lanes for everyone as well as planning for our future need for public transit/carpool lanes.	The managed lanes network also will accommodate FasTrak commuters, who as solo drivers can pay to use the additional capacity not filled with carpools or buses.	Systems Development
264	9/13/07	E-mail	Pamela Bancells	I’d like to draw a parallel between your job of managing traffic growth and that of a parent. If parents only focused on budgeting dollars for a child’s future need for college, that child would not have his needs met during his growth years. He’d miss out on extracurricular sports, music, possibly family vacations. I think you’re leaving us out as you plan for the future that is decades away.	The additional capacity provided on corridors throughout the region is not just for long-range needs but to relieve existing congestion within the limits of available funding.	Systems Development

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265	9/13/07	E-mail	Pamela Bancells	Certainly, you would not be doing your job if you just put all transportation dollars into 20-lane freeways but you just as assuredly are not doing your job by only looking at public transportation as the expenditure of the majority of your dollars on public transportation would lead me to believe.	Managed lanes serve both public transportation and auto drivers, either in carpools or as paying solo drivers. Managing the amount of solo drivers allowed to enter the lanes will keep them flowing and offer competitive transit travel times.	Systems Development
266	9/13/07	E-mail	Pamela Bancells	Many people that I talk to don't realize that the expansion of I-15 will not bring additional commuter lanes aside from those designated for public transport/carpool. I have not talked to one person that agrees that a sole focus on this is the right thing to do.	The managed lanes on I-15 also accommodate FasTrak commuters, who as solo drivers can pay to use the excess capacity not taken with carpools or buses.	Systems Development
267	9/13/07	E-mail	Pamela Bancells	It should be interesting to see what happens with the ridership on the SPRINTER since there are no parking lots near SPRINTER stations. This leads me to believe that we'll be subsidizing the SPRINTER for the many years it will take us to expand bus routes into those areas that don't have them.	NCTD currently has underway a master plan study at Oceanside and Escondido Transit Centers to address future parking demand, in addition to future land use and smart growth opportunities. Furthermore, preliminary analysis completed by SANDAG for NCTD shows adequate parking at most SPRINTER stations (15 stations will have parking lots when service opens).	Systems Development
268	9/13/07	E-mail	Pamela Bancells	I'd like to urge you to focus on both aspects of planning. Plan for the "here and now" as well as 50 years from now.	Comment noted.	General
269	9/13/07	Letter	Transportation Corridor Agencies	In spring 2007, we provided the latest project information on SR 241 for SANDAG's use in updating the RTP and accompanying RTIP; however this information in not yet fully incorporated into the draft plan. We wish to bring to your attention a project schedule change approved by the TCA Board in June 2007 that affects the build-out year of the facility. Therefore, TCA requests updates to the SR 241 project description and budget in the final draft 2007 RTP. Consistent with the TCA Board of Director's approved budget and schedule for SR 241, the Draft RTP needs to show that the final phase of the project, consisting of one toll lane in each direction, will be completed in 2030. Project information for the first phase remains the same, with delivery of the first phase in 2013. This schedule change must be noted in Appendix A, Table A-2, Phased Highway Project-Revenue Constrained Plan, and Table A-7, Phased Highway Project - Reasonably Expected Revenue Scenario, as well as the final Air Quality Conformity Analysis project list.	The project schedule will be updated in the Final 2007 RTP.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
270	9/13/07	Letter	Transportation Corridor Agencies	The latest project cost information on SR 241 still needs to be fully incorporated into the document. As submitted to SANDAG in March 2007, the total project cost for the first phase of SR 241 (included prior year expenditures) is \$401.9 million, rather than \$386 million. The build-out phase scheduled for 2030 remains \$150 million, for a total project cost of \$551.9 million. The budget update must be reflected in Tables A-2, A-6, A-7, A-10, and A-11 in Appendix A, which detail the project cost assumptions included in the Revenue Constrained, Reasonably Expected, and Unconstrained Revenue scenarios. In addition, the updated costs must be reflected in all toll road funding categories contained in Chapter 4 financial summary tables: Tables 4.1, 4.3, 4.4., 4.5, and 4.6.	Comment noted. We will revise as appropriate.	Finance
271	9/13/07	Letter	Transportation Corridor Agencies	Technical Appendix 9, Table 9.1, Major Capital Improvements - Reasonably Expected Network must be updated to reflect the current project descriptions which was incorporated into the 2006 RTP Update. The project includes 4 toll lanes in the first phase, and 6 total toll lanes in the build-out phase, and should be characterized as 4T+2T in this table.	Table TA 9.1 will be updated to reflect current project description of 4 toll lanes in the first phase and an additional 2 toll lanes in the second phase.	Technical Appendices
272	9/14/07	E-mail	Leon Page	Please do not spend money on transportation modes few people use. Instead, you should spend the public's money in ways that match people's current habits. Stop focusing on public transportation and carpool lanes. Additional investment in these areas has only minor, marginal benefits. Start building freeway lanes. All lanes should be open to all travelers. New freeways should be built to accommodate population growth. Don't waste more money on HOV lanes, trains or buses.	Improvements in major highway corridors such as I-5, I-15, and I-805 include as many lanes as can be built in constrained rights-of-way and with limited funding. HOV/Managed Lanes provide capacity that relieves congestion on the general purpose lanes, can move more people per hour, and provide competitive travel times to appeal to choice transit riders.	Systems Development
273	9/14/07	E-mail	Richard M. Cooke	As someone who drives our highway network knows, we need more regular lanes on Interstates 5 and 15 now. There is no other realistic solution. Spend the money the voters voted for transportation on highways, not on light rail.	The majority of highway projects listed in the <i>TransNet</i> extension are HOV/Managed Lanes, not general purpose lanes. And the Mid-Coast Light Rail Project also was included in the <i>TransNet</i> proposition.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
274	9/14/07	Letter	Pardee Homes	I am concerned about the potential adverse community impacts 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. Most of that planned development along the SR 56 corridor is voter-approved and includes funding for local infrastructure including \$33 million in combined contributions toward the six-lane widening of SR 56. SR 56 currently experiences significant congestion, which will increase in future years.	Widening SR 56 to six lanes will be added to the Revenue Constrained and Reasonably Expected Revenue scenarios in the Final 2007 RTP. The HOV lanes would remain outside of the Reasonably Expected Revenue scenario.	Systems Development
275	9/14/07	Letter	Pardee Homes	Adverse community and environmental impacts of significant delays in the completion of the two SR 56 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 through review of alternative strategies to fully fund the widening of SR 56 and the schedule contemplated in the 2003 RTP.	The EIR for the 2007 RTP evaluates the cumulative impact of all the projects in the plan but does not analyze project-specific impacts. The SR 56 widening will be added to the RC and RE scenarios.	Systems Development
276	9/14/07	E-mail	Marion B. Dodson	We do not need freeways that look like racetracks with numerous lanes!! We need general purpose lanes for up to 4-5 lanes only otherwise it is increasingly difficult to navigate when traveling.	The proposed managed lanes on I-5 will be accessible from direct access ramps as well as the regular freeway lanes.	Systems Development
277	9/14/07	E-mail	Marion B. Dodson	We do need extra lanes for carpools or other multi-passenger uses. Auxiliary lanes can be used between short distance exits to facilitate slower or slowed down traffic.	In addition to the improvements to coastal rail, additional capacity is needed in the I-5 North Coast corridor to alleviate existing and projected congestion. Several auxiliary lanes between interchanges will also improve flow as vehicles enter and exit the freeway.	Systems Development
278	9/14/07	E-mail	Marion B. Dodson	Please don't make freeways any wider than necessary and continue to improve the COASTER, SPRINTER, and SD Trolley - they make a lot of sense and they provide reasonable alternates that we need in San Diego.	Comment noted.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
279	9/14/07	E-mail	Garth Bricker	Make all lanes on I-15 into regular lanes. Build only regular lanes in the future. Add additional regular lanes along the whole freeway. Start adding new regular freeways now for the expected crunch of autos expected in the future.	Improvements in major highway corridors such as I-5, I-15, and I-805 include as many lanes as can be built in constrained rights-of-way and with limited funding. HOV/Managed Lanes provide capacity that relieves congestion on the general purpose lanes, can move more people per hour, and provide competitive travel times to appeal to choice transit riders.	Systems Development
280	9/14/07	E-mail	Garth Bricker	Make shoulders into regular lanes. Discontinue "Bus lanes only."	Using shoulder lanes for bus service is an interim approach until HOV/Managed Lanes are in place. Caltrans and the CHP do not intend for permanent use of shoulders for buses and/or autos.	Systems Development
281	9/14/07	E-mail	Leo Romero	We need fewer carpool lanes and more regular freeway lanes on all of our freeways including I-15.	Improvements in major highway corridors such as I-5, I-15, and I-805 include as many lanes as can be built in constrained rights-of-way and with limited funding. HOV/Managed Lanes provide capacity that relieves congestion on the general purpose lanes, can move more people per hour, and provide competitive travel times to appeal to choice transit riders.	Systems Development
282	9/14/07	E-mail	Jeramie Brown	As a member of the public in the San Diego region, I wish to put my support behind continued and expanded support of transit services including the bus, Bus Rapid Transit, COASTER, SPRINTER, and Trolley.	Comment noted.	Systems Development
283	9/14/07	E-mail	Jeramie Brown	As a consistent user of transit and advocate for low and middle income individuals, a higher quality of life, and environmental and open space protection, I am solidly opposed to spending additional money on freeway expansion.	There are very few freeway expansions included in the 2007 RTP. The investment is concentrated on carpool/managed lanes and public transit.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
284	9/14/07	E-mail	Jeramie Brown	I would like to see investments in transit route expansion, implementation of additional express services, and improvements in service frequency network-wide. I would also like to see funding that would otherwise be used for freeway expansion to be focused on improving planning, increasing density and redevelopment, and establishing growth boundaries.	Comment noted. In 2006, the SANDAG Board accepted the Smart Growth Concept Map, which identifies approximately 200 smart growth areas. A portion of funds from the <i>TransNet</i> Extension Ordinance has been set aside for planning and capital improvement grants for these areas. To date, there has not been political consensus to develop traditional urban growth boundaries. However, the region's habitat conservation plans currently serve as an agreed-upon substitute for growth boundaries in the San Diego region.	Systems Development
285	9/14/07	E-mail	Jeramie Brown	I urge you to curb highway expansion as a practice that is wasteful, unproductive, and only enables bad practices in the forms of unconstrained growth, ultra-commutes, and automobile-centricity.	Comment noted.	Systems Development
286	9/14/07	E-mail	Pete Penseyres	You will undoubtedly receive a large number of comments based on recent editorials in the North County Times that will encourage you to return to the failed plans of the past. Specifically, you will be asked to eliminate carpool lanes, bus rapid transit, and any other innovative approach that would encourage a reduction in the numbers of single occupancy vehicles. You will also be requested to do the impossible. That is: "Construct new freeways to accommodate projected population growth"! Please continue with your efforts to reduce the "demand" side of the equation. Use all available means. Be creative. For example, widely publicize what it would mean to do the impossible in terms of dollar cost and environmental consequences, as well as the quality of life degradation.	Comment noted. The RTP includes a strong emphasis on demand management. And the plan recognizes that as a region we do not always want to build additional lanes that may have adverse environmental impacts in sensitive areas (such as SR 163 through Balboa Park) in order to meet travel demand.	Land Use/Systems Development
287	9/14/07	E-mail	Pete Penseyres	Use CG to show what the San Diego back country would look like if you built Supervisor Bill Horn's "dream" of a 3rd North-South freeway east of I-15. Explain how the entire area east of I-15 would be intensively developed similar to that which has occurred in Los Angeles and Orange Counties. Show rooftops extending from I-15 eastward to the tops of the ridgelines extending from Palomar Mountain to Mt. Laguna. Explain what "If we build it, they will come" really means in terms that ordinary citizens can understand.	SANDAG does not have local land use authority. However, SANDAG coordinates regional planning and transportation investments with the existing general plans of local jurisdictions, including the County of San Diego. The County is currently updating its general plan through the General Plan (GP) 2020 process. GP 2020 supports the concept of concentrating residential and commercial services in the village core areas of the rural unincorporated communities in an attempt to preserve open space and rural areas. SANDAG supports this approach in conjunction with the region's habitat preservation plans.	Land Use/Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
288	9/14/07	E-mail	Pete Penseyres	Your organization was created to give us a vision of what could be if we don't follow the same failed road(s) traveled by our neighbors north of Camp Pendleton. You have done a good job to this point. Please don't compromise your vision.	Comment noted.	2007 RTP Vision
289	9/14/07	E-mail	Barbara Romero	Adding more carpool lanes and bus lanes without increasing the regular lanes on the freeways is only going to worsen traffic congestion and add stress to the lives of people who are already stressed enough. If people are able to carpool they will do it but the reality is most of us don't live near the people we work with. When the TransNet tax was approved the people who voted for it thought they were going to get some relief from the congestion we are currently facing. Doing things that have been proven not to help is a misuse of the funds given - please do the right thing and add more general purpose lanes to help ease commutes.	Improvements in major highway corridors include as many lanes as can be built in constrained rights-of-way and with limited funding. HOV/Managed Lanes provide capacity that relieves congestion on the general purpose lanes, can move more people per hour, and provide competitive travel times to appeal to choice transit riders. Presently, the San Diego region has few carpool lanes and little incentive for drivers to switch. The current trend should change as carpool lanes will expand from 13 miles to 143 miles in this RTP.	Systems Development
290	9/14/07	E-mail	Barbara Romero	The only way to truly stop the endless cycle of needing more lanes for more cars is to stop excess building.	SANDAG is working closely with local jurisdictions to provide incentives for local development to be located in existing or planned transportation corridors, avoiding sprawl.	Land Use
291	9/14/07	E-mail	Walter O'Neil	Tired of transportation tax dollars being used for mass transit, like trains and car pool lanes which are walled off, such as Interstate 15. Tax dollars should be used to build more all purpose lanes and more freeways.	The majority of improvements for each highway corridor included in the <i>TransNet</i> Extension approved by the voters are clearly listed as HOV/Managed Lanes.	Systems Development
292	9/14/07	E-mail	Walter O'Neil	The cities in the North County don't have the traffic lights coordinated so through traffic has the right of way. In cities, like Vista, the side traffic control the traffic signals.	It is the responsibility of local agencies to control, manage, and better coordinate signal timing for their own traffic signals. However, at a regional level, regional signal coordination is a key element under our System Management element discussed in Chapter 7 as a regional strategy for improving regional mobility. Through the implementation of the Arterial Traffic Management System network, SANDAG provides the tool that enables local agencies to better manage and coordinate signal timing across jurisdictional boundaries.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
293	9/14/07	E-mail	Ruth O'Neil	The public comment period should have been more publicized.	The 2007 RTP was released for public comment on June 22, 2007. Public notices were published in the Union-Tribune and North County Times newspapers and display ads were published in community papers advertising the public workshops. Additionally, direct mail postcards were distributed to interested parties. The information was published in the July issue of rEgion – the SANDAG electronic newsletter. The schedule was prominently displayed on the SANDAG Web site and e-mail notification was distributed to SANDAG stakeholders. The Union Tribune, North County Times and other newspapers included announcements and/or articles about the workshops on several occasions.	Appendix C
294	9/14/07	E-mail	Ruth O'Neil	Carpool lanes are underutilized. Please maximize freeway space with more room for the typical driver. SANDAG is trying to encourage carpooling and mass transit. Is it working?	Presently, the San Diego region has few carpool lanes and little incentive for drivers to switch. The current trend should change as carpool lanes will expand from 13 miles to 143 miles in this RTP. Improvements in major highway corridors such as I-5, I-15, and I-805 include as many lanes as can be built in constrained rights-of-way and with limited funding.	Systems Development
295	9/14/07	Letter	Mid-City CAN (Community Advocacy Group)	The current draft 2007 RTP is in conflict with the rapid transit system lane designation stipulated as mitigation for the I-15 project in the 1993 MOU between the City of San Diego and the State of California.	Due to operational safety issues SANDAG, Caltrans, and the City Heights community will be developing a design for bus rapid transit stations in conjunction with community planning for transit oriented development, with a goal of implementation in coordination with the startup of I-15 BRT service in 2012.	Systems Development
296	9/14/07	Letter	Mid-City CAN (Community Advocacy Group)	The RTP and EIR need to address the express mitigations stipulated in the 1985 MOA between the City of San Diego and Caltrans to divert truck traffic to I-805 to the maximum extent feasible and to address noise and air pollution impacts to Central Elementary School. The proposed Goods Movement Action Plan (GMAP) and RTP are in conflict with the mitigations stipulated in the 1985 MOA in that proposing the HOV/ML flexible highway system designation allows for truck use of the HOV/ML.	The final RTP will be revised to remove I-15 through Mid-City as part of the Goods Movement Network. SANDAG will work with the City of San Diego, Caltrans, and the community to further analyze the goods movement issue in this part of the region.	Systems Development/EIR

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
297	9/14/07	Letter	Mid-City CAN (Community Advocacy Group)	The final 2007 RTP language must reflect that mitigations for the SR 15 are outstanding and have the highest priority for achievement before any improvement is done in this segment of the SR 15. This project is identified in Table A.6 as the I-15 segment that runs between the SR 94 and SR 163 as part of the Reasonably Expected Revenue Scenario in Appendix A.	Table A.6 refers to the HOV/BRT lanes on I-15 between SR 94 and SR 163, and is not related to any proposed use by trucks in this segment of the corridor.	Systems Development
298	9/14/07	Letter	Mid-City CAN (Community Advocacy Group)	The I-15 segment that runs between the SR 94 and SR 163 should be built in 2012 not in 2020 as described in the RTP. This should be considered a highest priority project.	Table A.7 in Appendix A shows the HOV/BRT lanes in this segment added after 2010 and no later than 2020. SANDAG, Caltrans, and the City Heights community have a goal of startup for the I-15 BRT service in 2012.	Systems Development
299	9/14/07	Letter	Mid-City CAN (Community Advocacy Group)	Bus routes 610 and 210 should be implemented by 2012 and not 2020 and 2030 as indicated in the RTP.	Per the SANDAG-approved I-15 Bus Rapid Transit (BRT) operations plan, Route 610 is scheduled to begin in 2012. The 2007 RTP identifies improvements by particular time periods (for example, a route may be set for implementation in "2020," but this actually means between 2011 and 2020.) The Route 210 currently exists as a period hour-only service and additional service and upgrades are planned after 2020.	Systems Development
300	9/14/07	E-mail	Maryann Templeton	All freeway lanes should be open to all drivers.	HOV/Managed Lanes provide capacity that relieves congestion on the general purpose lanes, can move more people per hour, and provide competitive travel times to appeal to choice transit riders.	Systems Development
301	9/14/07	E-mail	Bernie Brouchoud	Consider adding more regular lanes to I-15, not just carpool lanes.	Much of the I-15 Corridor now under construction will have 10 general purpose lanes and auxiliary lanes in addition to the four new managed lanes.	Systems Development
302	9/14/07	E-mail	W.G. Anderson	The RTP should provide more congestion relief on the freeways.	There is an identified \$89 billion in transportation needs in 2030 but planned revenues of only \$58 billion. The RTP would maintain the existing percentage of overall congestion, but would result in dramatic improvement in the major travel corridors.	Systems Development
303	9/14/07	E-mail	Wally Benson	Against toll roads. Believes that there could be two freeway lanes in each direction for the cost of two managed lanes.	Tolls collected to use these new facilities would repay the cost to advance their construction. Otherwise, they could not be built with public monies until much later.	Systems Development

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304	9/14/07	E-mail	Maurice Wood	No additional developments or improvements should be permitted for any type of development in the area surrounding Hwy 15 & Hwy 76 until after Hwy 76 has been upgraded & completed. Hwy 76 is currently inadequate, & dangerous and is the only major exit from Oceanside to the current Hwy 15. It needs to be given some priority.	SANDAG does not have local land use authority. SANDAG is not a regulatory agency and does not issue permits. The County of San Diego is the responsible land use agency for approving projects and issuing permits for land within its boundaries.	Land Use/Systems Development
305	9/14/07	E-mail	Maurice Wood	Hwy 15 has most of it's problems as it approaches San Diego. Continuing to widen existing freeways can not be the answer. Double decking is the only sensible answer. It has been successfully done in Japan. We should learn how the double decker freeways were done in an earthquake safe manner.	As right-of-way becomes more expensive or unobtainable, solutions such as double-decking to add more capacity may provide potential answers.	Systems Development
306	9/14/07	E-mail	Harry Sisson	People voted for <i>TransNet</i> because there was an indication that the money would be spent on freeway and road expansion. The voters expected general purpose lanes on I-5, I-15, SR 78, and SR 76.	The majority of improvements for each highway corridor included in the <i>TransNet</i> Extension ordinance were clearly listed as HOV/Managed Lanes. On conventional highways like SR 76, the widening is from two to four regular lanes.	Systems Development
307	9/14/07	E-mail	Harry Sisson	<i>TransNet</i> funds should be spent on improving the Interstate and State Routes before any more money is spent on bus or rail projects.	The voter-approved <i>TransNet</i> Extension included both highway and transit projects, and these projects are prioritized and implemented in a coordinated manner in each corridor.	Systems Development
308	9/14/07	E-mail	Agatha Anderson	More general purpose lanes are needed on I-15 now.	Much of the I-15 Corridor now under construction will have 10 general purpose lanes and auxiliary lanes in addition to the four new managed lanes.	Systems Development
309	9/14/07	E-mail	Jack Strumsky	<p>Mass Transit, though a popular and workable idea, is not workable in the Southern Calif. area. Cities and infrastructure are vastly different than San Francisco, New York, and other cities of densely *designed* population centers. So. Calif. was designed as suburban and rural areas. Building ran amuck.</p> <p>Without vast resources, we cannot emulate dense urban areas or condense the areas we have to suit mass transit models. The concept of mass transit like the 'SPRINTER' and managed car lanes (I-15) does not work in lower density communities.</p>	SANDAG recognizes that it takes significant public and private sector resources to intensify existing areas. Our forecasts show, however, that the San Diego region's vacant developable land is decreasing significantly. This is happening in other major metropolitan areas, as well. As a result, there is an increasing interest by the development community to focus on infill and redevelopment projects. SANDAG projects that over time, this trend will help direct development toward areas served by transit, particularly commuter rail transit.	Systems Development

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310	9/14/07	E-mail	Jack Strumsky	Managed Lanes should be opened to all drivers. Maximize the use of the concrete roadways and freeways using proper widening at funnel points.	HOV/Managed Lanes provide capacity that relieves congestion on the general purpose lanes, can move more people per hour, and provide competitive travel times to appeal to choice transit riders. Caltrans freeway design includes the elimination of choke points that often occur during construction or phasing of corridor improvements.	Systems Development
311	9/14/07	E-mail	Mike Preston	Please add more general freeway lanes to the plan.	HOV/Managed Lanes provide capacity that relieves congestion on the general purpose lanes, can move more people per hour, and provide competitive travel times to appeal to choice transit riders.	Systems Development
312	9/14/07	E-mail	Mike Preston	The plan should include some money to research new 21st century transportation solutions not more money on 19th century solutions reincarnated for the 21st century.	While the Managed Lanes on I-15 have been used in the past to test new automated technology, scarce local funds are typically not used for research projects. Private or federal dollars evaluate new technology that may be applicable to many areas.	
313	9/14/07	E-mail	Mike Preston	20 years ago SANDAG convinced us to increase the sales tax and that would reduce traffic congestion. Instead of using the money to add freeway lanes, SANDAG spent vast amounts of it on Trolleys, COASTERS, and SPRINTERS; solutions that less than 5% of the commuters use. Consequently traffic is worse twenty years later.	The list of highway and transit projects that would be funded by the passage of <i>TransNet</i> was included in the original proposition and the extension in 2004.	Systems Development
314	9/14/07	E-mail	Mike Preston	SANDAG should not expect that people will give up their cars for buses and trains.	Comment noted.	Systems Development
315	9/14/07	E-mail	Michael Bullock	SANDAG should incorporate parking "cashout" program information in the RTP. There are ways to reduce automobile use and it is appropriate to take such actions. The regional plan should include this information and tell cities that if they refuse to work with companies that want to implement cashout, they will get no transportation help from the Association of Governments.	SANDAG supports the concept of "Parking Cash Outs" as part of our TDM program efforts. As this financial incentive is an employer-employee negotiation, SANDAG does not directly subsidize, instead staff works with employers to educate them on its benefits and the alternative options employees have for commuting. The SANDAG TDM program includes outreach with regional employers to share information on the tax benefits associated with these programs and also provides employers with information on SANDAG subsidized programs such as vanpools. Through SANDAG's vanpool subsidy, we offer an additional incentive that indirectly supports parking cash outs.	Demand Management

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316	9/14/07	E-mail	Michael Bullock	If programs are implemented to facilitate less driving, there is no reason to waste our money on the further "Los Angelization" of our beautiful area. In light of the dire consequences of not reducing our consumption of hydrocarbons, it is immoral to expand highway capacity. What we are doing now is unsustainable and unacceptable.	We agree that a new approach is warranted. In response, a major focus of the RTP is that most of the added highway capacity is only as HOV/Managed Lanes, serving carpools, transit and FasTrak users if there is unused capacity. By maintaining a good level of service on the facilities, transit can offer a competitive choice for commuters.	Demand Management
317	9/14/07	E-mail	Michael Bullock	Both transit and highways are subsidized. The freeway subsidies are huge and indefensible. There are many good reasons to subsidize trains. We have no good reason to make it artificially cheap to drive on freeways. Our goal should be to develop automated ways to bill drivers for freeway use at a rate so that "we the people" could sell our freeways to private companies, made up of investors that wish to make profit on their investment. If that were done, we could then see if there is any true need for more lanes. Your documentation needs a section devoted to clearing up the confusion about the public subsidy for car use. An option that creates a free market for motorists needs to be developed and described. This new section should state exactly what we get with a new lane, in terms of vehicle capacity. I believe it is around 1,800 cars per hour. The full cost of the project and the land on which it is constructed should be included. We should pay the full cost of driving.	You are correct in that the full costs for using highways or transit are expressed differently, making it appear that transit users require public subsidies when auto users are paying for the vehicle and operation costs themselves. In terms of charging drivers for freeway use, over time there has been consideration of generating transportation revenues based on how much people drive (vehicle miles traveled, or VMT), instead of paying gas tax at the pump. Research is looking at how information can be generated for vehicle mileage over a given period of time, and what facilities are used.	Systems Development
318	9/14/07	E-mail	Michael Bullock	Freeway lanes influence people's decision about where they live, where they work, and how much they will drive to meet their non-work needs and desires. More freeway lanes result in a longer average trip length. Freeway lanes influence government's decision on what developments they will approve. Sprawl and car-oriented developments get approved based on freeway expansion. The congestion never goes away. Los Angeles has more freeway lanes per square mile than any place on earth. It also has the most air pollution and the most congestion. These facts are not a coincidence. If we want more air pollution and congestion, we should keep building more freeway lanes.	Land use and transportation decisions are often made in synchronization with one another and in an iterative fashion. Local jurisdictions possess land use authority. SANDAG's growth forecasts are based in large part on local land use plans, which generate particular transportation demands. As the regional transportation agency, SANDAG is responsible for creating plans that address local and regional transportation needs. Since the 1990's, SANDAG has been encouraging local jurisdictions to support more smart growth and transit oriented development, particularly in proximity to existing or planned transit stations in an effort to reduce sprawl, reduce congestion, and provide more mobility choices. The RTP tries to focus its investments to serve existing development while providing incentives for future smart growth development to locate in transit corridors.	Land Use/Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
319	9/14/07	E-mail	Michael Bullock	Transit oriented development (TOD) is different. Transit capacity can be expanded if the transit is used. It can grow to meet needs. TOD is more compact and so it not only promotes transit use, it also promotes walking and bicycle use. Your documentation's predictions about future traffic do not take into account the way freeways affect development.	Through its Regional Comprehensive Plan and the RTP, SANDAG supports transit oriented development and smart growth. As you state, transit capacity can be improved in areas with high transit usage. Transit oriented development, mixed land uses, good urban design, and higher land use intensities generally result in higher levels of transit usage, more walking, and more biking. SANDAG's transportation models take these, as well as other factors, into consideration when projecting average daily trips, mode share, and trip generation rates.	Land Use/Systems Development
320	9/14/07	Letter	North County Transit District (NCTD)	Overall, the District concurs the broad policy conclusion that, in the future, we must rely more on public transportation and other alternatives to cars if we are to maintain the region's quality of life an maintain reasonable mobility for everyone. The most important comment the District can make now relative to meeting the RTP's goals in the future, is whether San Diego is willing to fund a world class transit network.	Comment noted.	Systems Development
321	9/14/07	Letter	NCTD	With current state funding being reduced for transit services in San Diego, NCTD, like MTS is facing a structural funding deficit where operating and capital costs are growing faster that operating and capital revenues. As the District's partner, SANDAG's assistance an support is crucial in helping the transit agencies weather the current shortfalls in funding so that both agencies can meet the Draft RTP's goals for improving transit services in the future and provide existing services today's without large fare increases which would impede ridership growth.	Comment noted.	Systems Development
322	9/14/07	Letter	NCTD	NCTD's emphasis is to maintain existing services and infrastructure.	Comment noted.	Systems Development
323	9/14/07	Letter	NCTD	NCTD appreciates that the RTP provides additional funding for rehabilitation and miscellaneous capital improvements in the Reasonably Expected funding scenario but there is no additional funding assumed in the Revenue Constrained scenario. If the RC scenario becomes the long-term future, then it is likely NCTD and MTS will play "perennial catch-up" in replacing aging rail and bus infrastructure.	In determining the \$1.8 billion in rehab and capital needs, NCTD's 5-yr and MTS's 10-yr capital improvement plans were consulted for the Revenue Constrained plan. This amount was increased to \$2.5 billion in the Reasonably Expected plan.	Systems Development

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324	9/14/07	Letter	NCTD	<p>Among the conclusions that the ITPR made, there are five that significantly impact implementation of the RTP. How these specific issues are addressed in the RTP is critical to whether the Region can maintain mobility for everyone. These findings are summarized in Technical Appendix 11 and among the ones that the District believes are of particular importance:</p> <ul style="list-style-type: none"> • Behavioral changes, supportive land uses, parking policy, etc. are often greater determinates of transit ridership than building more transportation infrastructure; • Transit investments can help to steer growth into Smart growth centers/corridors. Highway investments should support (not undermine) livability and transit investment goals; • Attention to pedestrian circulation and transit access; • The basis for an effective transit network is local bus service. Successful local routes with frequent headways are candidates for service upgrades; • Managed lanes are primarily a highway solution to mobility not a "transit first" approach. The dramatic increase in freeway capacity that managed lanes will provide will perpetuate auto-oriented development and reduce transit's competitiveness. 	Chapter 6 of the 2007 RTP includes a discussion of the major ITPR recommendations and how each is addressed in the RTP.	Systems Development
325	9/14/07	Letter	NCTD	<p>The RTP acknowledges the comments of the ITPR regarding parking policy but does not propose that SANDAG should develop or establish a regional parking policy or create regional parking standards that promote other alternatives. While SANDAG's smart growth work and the adoption of the RCP are important steps, the lack of detailed discussion and proposals about parking policy in the RTP is disappointing and its absence will make it harder for the RTP to meet its proposed benchmarks for success.</p>	Policy Action #9 at the end of Chapter 6 in the 2007 RTP calls for the development of a regional parking strategy, in conjunction with NCTD and other regional agencies. Policy Action #14 calls for the exploration of potential public/private sector opportunities for station improvements such as parking structures.	Systems Development
326	9/14/07	Letter	NCTD	<p>TDM should receive greater emphasis in the RTP and SANDAG should stress strong support for employer transportation programs. A "self-service" approach is offered instead of mandated trip reduction programs. However, voluntary approaches in seeking employer participation to date have largely proved insufficient.</p>	The mandatory TDM requirements were rescinded when the region's air quality designation was reclassified from severe to serious in 1995. The main Transportation Demand Management objective is to reduce peak-period congestion. We are focused on informing commuters about TDM choices so that they can self direct their transportation needs.	Systems Development

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327	9/14/07	Letter	NCTD	SANDAG should acknowledge that a greater regional emphasis that encourages local jurisdictions as partners will be needed if congestion management strategies, in corridors like Palomar Airport Road and areas like Sorrento Valley are to be successful.	Comment noted.	Systems Development
328	9/14/07	Letter	NCTD	The District request that SANDAG give TDM greater attention. A suggestion would be to add a standing staff committee that could focus on TDM activities.	The RTP doubles the amount of funding for Transportation Demand Management over what was in the last RTP. Your suggestion of a TDM committee will be given to the SANDAG management team.	Systems Development
329	9/14/07	Letter	NCTD	NCTD supports the development of smart growth design guidelines that help development design for effective transit orientation. NCTD supports working with SANDAG and host Cities to develop joint development projects that maximize transit service and ridership, and provide revenues to enhance transit operations.	Comment noted.	Land Use
330	9/14/07	Letter	NCTD	NCTD is pleased to support the Draft RTP's proposed new funds for arterial BRT improvements and appreciates SANDAG's support of Escondido Rapid Bus. The District will work with SANDAG and with its local jurisdictions to develop feasible transit priority measures that will keep transit service running on time while minimizing traffic impacts.	Comment noted.	Systems Development
331	9/14/07	Letter	NCTD	Upgrading bus stops and improving bus stop facilities to meet ADA compliance is a critical on-going task facing both transit agencies. While it is important for smart growth implementation, it is also important generally. As part of the RTP's proposed actions, SANDAG should assist the agencies in developing and funding a program to improve and maintain bus stops, in the region which is identified as Action 23 in the Systems Development.	Comment noted.	Systems Development
332	9/14/07	Letter	NCTD	NCTD, with SANDAG's assistance, provides comments to local jurisdictions in reviewing new developments for transit opportunities and pedestrian access. As one of SANDAG's actions in the RTP, SANDAG should consider the development of a policy guiding development-supported transit service in emerging areas or for new public facilities such as schools or colleges where service is not currently provided.	SANDAG will continue to coordinate comments to local jurisdictions on development review with NCTD. Language will be added to the proposed actions in the Land Use Chapter.	Land Use

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333	9/14/07	Letter	NCTD	The demand for transit service in North County has not been able to keep up with new development in areas such as San Elijo Hills in San Marcos, the northern areas of the County of San Diego where a new community college is being proposed, and in Carlsbad.	Comment noted.	Land Use
334	9/14/07	Letter	NCTD	Since funding in the near-term is very limited according to both funding scenarios proposed in the RTP, NCTD and MTS will be unable to significantly expand transit services which are identified as Action 11 in the System Development Chapter.	Comment noted.	Systems Development
335	9/14/07	Letter	NCTD	NCTD is pleased that the RTP now recognizes the importance of the local bus network in providing connections to regional transit services and in providing local circulation. However, new annual funding for improved service is proposed to total \$2.4 million in the Revenue Constrained Plan (RCP) and \$5.8 million in the Reasonably Expected Scenario (RES) in the first five years of the plan. The amount of funding available significantly grows in future years (Table 1). It should be clarified whether this increased level of funding is to support proposed new regional services or expanded local services.	Yes, this amount is for new regional services, the majority of which are implemented after 2010. Service increases for existing local bus services are included in the line item, "Existing Service" in both the Revenue Constrained and Reasonably Expected tables in Appendix A.	Systems Development
336	9/14/07	Letter	NCTD	NCTD would also note that the Mission Avenue corridor ranked poorly in the evaluation of regional transit alternatives for BRT service. Ridership along this corridor has already reached its 2030 forecast of ridership and the District would request that this corridor be considered as a candidate for arterial rapid improvements.	Comment noted.	Systems Development
337	9/14/07	Letter	NCTD	NCTD notes that by comparing the No Build Scenario with the Reasonably Expected Scenario, auto travel times decrease system-wide compared with transit and carpool travel times which increase. The District understands SANDAG's emphasis on ensuring that everyone benefits from the proposed RTP regardless of mode choice; however NCTD agrees with the ITRP's assessment that the RTP, by reducing auto travel times, will make it more difficult to achieve mode share goals for regional transit services. NCTD hopes that SANDAG will facilitate policy and investments that assist the transit agencies in making transit services as competitive a choice as possible so that as many people as possible will choose transit because it is fast, reliable, predictable and comfortable.	Table 2.3 in the RTP, Comparison of Regional Performance Measures, shows that all modes benefit from shorter travel times and faster travel speeds when comparing the No Build to the Reasonably Expected Revenue scenario. Almost all RTP highway improvements are HOV/Managed Lanes, which directly benefit transit, carpools, and FasTrak users, and indirectly benefits vehicles in the general purpose lanes.	Systems Development

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338	9/14/07	Letter	NCTD	NCTD, working with the Full Access and Coordinated Transportation (FACT), is taking a leadership role in seeking new approaches to providing and funding transportation where traditional fixed-route services are less cost-effective. NCTD supports SANDAG's programs to enhance senior and coordinated human service transportation.	Comment noted.	Systems Development
339	9/14/07	Letter	NCTD	NCTD supports the RTP's emphasis to advance funding for coastal rail improvements in the Reasonably Expected Revenue Scenario. However NCTD understands that the Revenue Constrained Plan assumes no significant investment in double tracking the coastal rail corridor until 2020 at the earliest (Table 3). To accomplish this service objective will require significant and sustained annual investment to enable COASTER frequency improvements to start by 2020.	Both the Reasonably Expected and Revenue Constrained scenarios include \$130 million before 2010 for Coastal Rail Double tracking and other capital improvements. This amount is consistent with the short-term strategies that have been jointly developed between SANDAG and NCTD.	Systems Development
340	9/14/07	Letter	NCTD	Double-tracking both the coastal and SPRINTER rail corridors are NCTD's highest infrastructure priorities to enable service expansion.	Comment noted.	Systems Development
341	9/14/07	Letter	NCTD	Funding for track and bridge maintenance is also crucial to the development of a safe and robust transportation network. NCTD has estimated that it needs an average of \$13 million annually just to maintain railroad infrastructure at its present state, yet currently has less than half that amount available through existing funding sources. The RTP should be specific about how much funding is provided for on-going track and bridge maintenance and replacement.	Comment noted.	Systems Development
342	9/14/07	Letter	NCTD	The funding tables in the RTP should identify a specific time horizon year for when funding will be available to advance projects like coastal double tracking in order to support the improved service frequencies called for in the Plan. It should be noted that the large projects required to support this service will take a decade or more to construct, since rail operations must continue while improvements are made, and projects must be spread out to avoid severe service impacts.	The funding tables show the approximate time frame of when revenues are estimated to flow to the region. From a long-term planning perspective, and given the potential changes in legislation that could impact the actual flow of revenues, any further refinement in the time-frame is not supportable given the long-term uncertainties associated with transportation funds.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
343	9/14/07	Letter	NCTD	Rail freight provides an important congestion mitigation strategy that can remove truck traffic from regional highways. Double-tracking the coastal rail corridor is the Region's highest goods movement priority and received 96 points out of a possible 100 in SANDAG's recently adopted regional Goods Movement Action Plan. NCTD reiterates its support to advance projects and funding now to incrementally improve the Coastal rail corridor to reduce travel times and improve service reliability. Double-tracking also provides other significant regional benefits that the Plan identifies including providing more frequent COASTER service.	The importance of improvements to the Coastal rail corridor is reflected in the Goods Movement Action Plan and its incorporation into the overall RTP.	Systems Development
344	9/14/07	Letter	NCTD	NCTD supports the RTP's emphasis to advance funding for SPINTER double-tracking. The District is concerned that the North County Fair extension has been moved from the Revenue Constrained Plan to the Reasonably Expected Funding Scenario. Given the intention of North County Fair's proposed plans for expansion, the District requests that SANDAG advance its studies of whether this extension is feasible before the expansion makes it much more difficult and more expensive to locate rail service at North County Fair.	SANDAG plans to evaluate and update the SPINTER extension to Westfield in time to have input into the environmental review of the expansion.	
345	9/14/07	Letter	NCTD	Since North County residents will be an important source of ridership for the I-15 BRT service, NCTD continues to look forward to start-up operations by 2014. The demand for I-15 service is also driven by Riverside County residents commuting to job centers in San Diego. The District notes that service starting at Escondido could eventually be extended to Riverside County. The District hopes that SANDAG will continue to work with the Riverside Transit Agency in developing I-15 services and recommends that a future rail link from Riverside County to the City of San Diego is shown as a possible option in the Unconstrained Revenue Scenario.	The I-15 corridor will be served by high-speed passenger rail service operated by the state. This proposed system is discussed in Chapter 6 of the 2007 RTP. SANDAG will continue to work with RTA, and the Riverside County Transportation Commission (RCTC) on future BRT and/or rail service between our regions.	

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346	9/14/07	Letter (submitted at public hearing)	Linda Flournoy, Planning and Engineering for Sustainability, Encinitas	The 7 policy objectives that you chose are laid out in the RTP are: livability, mobility, efficiency, accessibility, reliability, sustainability and equity. Three of these objectives are ignored in your plan: sustainability, accessibility, and at the very bottom, equity.	Table 2.3 in the RTP, Comparison of Regional Performance Measures, shows performance gains in Accessibility and Equity when comparing the No Build to the Reasonably Expected Revenue scenario. Fuel Consumption per capita and overall VMT do go up under Sustainability over existing conditions, but are directly related to adopted land use plans that would accommodate the next one million residents. SANDAG's efforts to provide incentives for Smart Growth are intended to focus development in existing transportation corridors and avoid increases to regional VMT.	2007 RTP Vision
347	9/14/07	Letter (submitted at public hearing)	Linda Flournoy, Planning and Engineering for Sustainability, Encinitas	There is nothing reliable about planning for more petro fueled automobiles to be on the road and encouraging this, when oil will be depleted from the Earth in the next 10-20 years, at most. Reliability means good, dependable, frequent public transportation in trains and express buses from all areas of the county into San Diego. There is nothing sustainable about planning for more highway lanes which will encourage more fuel consuming drivers on the road, adding to poor air quality, pollution, and global warming. Transportation needs to serve a large proportion of the population, to get out of their cars, and use a fast, reliable, frequently running train service.	Vehicles will continue to use the existing infrastructure, and autos and buses are already transitioning to new fuels and propulsion systems. The region is focusing scarce transit operating revenues into areas that show higher transit patronage, such as on urban and suburban routes.	Systems Development
348	9/14/07	Letter (submitted at public hearing)	Linda Flournoy, Planning and Engineering for Sustainability, Encinitas	Smart Growth, as you have it set up here, benefits developers and does not consider the transportation needs of the masses or average person.	From the regional perspective, smart growth enhances the feasibility of providing effective transit opportunities for people within the region. By concentrating higher-intensity and mixed use development in key areas within the region, transit services can be focused toward connecting these areas in a way that maximizes the region's investment in its transportation infrastructure.	Land Use
349	9/14/07	Letter (submitted at public hearing)	Linda Flournoy, Planning and Engineering for Sustainability, Encinitas	There needs to be smaller town centers where people can get their basic needs met, instead of huge shopping centers where people must drive long distances to get their needs met.	SANDAG agrees. The Smart Growth Concept Map provides a regional framework for making this happen.	Land Use

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
350	9/14/07	Letter (submitted at public hearing)	Linda Flournoy, Planning and Engineering for Sustainability, Encinitas	The plan needs to concentrate on existing town centers and transportation to them that does not add more smog to our air.	The Smart Growth Concept Map identifies approximately 200 smart growth areas in the region. Approximately 40% of the areas qualify as Existing/Planned areas, and the remaining 60% qualify as Potential areas. The SANDAG Board has expressed interest in providing priority for transportation services and infrastructure grants toward the Existing/Planned areas.	Land Use
351	9/14/07	Letter (submitted at public hearing)	Linda Flournoy, Planning and Engineering for Sustainability, Encinitas	The sheer resources that will be used to build these new pay-for high speed lanes (Managed Lanes) is extensive, especially only to benefit a few. The RTP builds additional highway lanes that benefits a small group of people: the affluent who can drive, and who pay for exclusive use of high speed lanes. This policy objective of equity is not addressed.	Managed lanes serve both public transportation and auto drivers, either in carpools or as paying solo drivers.	Systems Development
352	9/14/07	Letter (submitted at public hearing)	Linda Flournoy, Planning and Engineering for Sustainability, Encinitas	Equity is, as you defined it, "provide equitable levels of transportation services for low-income, minority, and elderly and disabled people." Middle income people need to be added to this category. An additional point that needs to be considered is, due to the high cost of living in this area, there may be an even higher rate of poverty here.	Comment noted.	Systems Development
353	9/14/07	Letter (submitted at public hearing)	Linda Flournoy, Planning and Engineering for Sustainability, Encinitas	The plan is highly unbalanced and needs to be re-thought and re-designed.	The balanced and diversified expenditures in the 2007 RTP represent the most effective approach in addressing congestion, as reported by the Texas Transportation Institute in their Urban Mobility Report. And the investment in an extensive network of Managed/HOV Lanes works hand-in-hand with improved transit options to provide a strong alternative to SOV travel.	Systems Development
354	9/14/07	Letter (submitted at public hearing)	Linda Flournoy, Planning and Engineering for Sustainability, Encinitas	Building the high speed highway lanes is a short term fix that will not benefit the majority of San Diego County citizens. There is a need to look at the long term ramifications of this plan. This is a grave injustice and is selfish to spend this money for this plan which is a short-term short sighted quick fix to an affluent few, which contributes to the degradation of the environment and quality of life in San Diego County. True transportation will benefit everyone.	HOV/Managed Lanes provide capacity that relieves congestion on the general purpose lanes, can move more people per hour, and provide competitive travel times to appeal to choice transit riders.	Systems Development
355	9/14/07	Letter (submitted at public hearing)	Linda Flournoy, Planning and Engineering for Sustainability, Encinitas	The RTP should be redesigned to make San Diego a more livable, sustainable place where there is adequate transportation for all.	Comment noted.	Systems Development

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356	9/14/07	Letter (submitted at public hearing)	Dagmar Landel	Supports the freeway expansion outlined in the Draft 2007 RTP. Is concerned about the noise impacts, particularly through Cardiff and Encinitas. Would like 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.	During the project development phase of any capacity increasing project Caltrans must evaluate noise impacts and will provide mitigation when it is reasonable and feasible to do so. The reasonable and feasible analysis is federally (FHWA) mandated.	Systems Development
357	9/14/07	Letter (submitted at public hearing)	Dagmar Landel	Cardiff and Encinitas have several sensitive noise receptors in close proximity to the project segment, including biological resources such as the San Elijo Lagoon, parks, schools, and hospitals, all of which are immediately adjacent to the freeway. This segment of freeway has an incline which transitions the pavement to below grade and then to above grade and further exacerbates the noise problem.	See response to comment no. 356.	Systems Development
358	9/14/07	Letter (submitted at public hearing)	Dagmar Landel	The EIR states that the increase in traffic speeds and volumes will increase traffic noise. Noise abatement should be accomplished by various sound barriers. Rubberized asphalt concrete should be used in this segment as it will resolve this significant noise reduction.	See response to comment no. 356.	Systems Development
359	9/14/07	Letter (submitted at public hearing)	Dagmar Landel	Use of rubberized asphalt concrete should be specified in the RTP. When used for the I-5 segment from Lomas Santa Fe to Leucadia Boulevard it will result in significant and substantial noise reduction, mitigating noise by as much as 85% and reducing the noise level to below the levels set by both local and Caltrans standards; reduce cost due to reduced use of materials and improved wear and maintenance characteristics; and has the potential to bring additional funds to the project through grants administered by the California Integrated Waste Management Board.	See response to comment no. 356.	Systems Development
360	9/14/07	Letter (submitted at public hearing)	Tom Bartley	Acknowledged the recent success of the 511 information network and the Draft RTP. He agreed that San Diego cannot build its way out of current congestion.	Comment noted.	Systems Development
361	9/14/07	Letter (submitted at public hearing)	Tom Bartley	The planned coastal rail projects are commendable for increasing efficient transportation of people and goods.	Comment noted.	Systems Development

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362	9/14/07	Letter (submitted at public hearing)	Tom Bartley	It is not clear why a balanced road and transit plan is the best way to move forward.	Evaluation of initial alternatives in developing the Draft RTP showed that skewing investment dollars toward highway or transit projects resulted in unacceptable transit service or unreasonable amounts of freeway congestion. The balanced and diversified expenditures in the 2007 RTP represent the most effective approach in addressing congestion, as supported by the Texas Transportation Institute in their recent Urban Mobility Report. And the investment in an extensive network of Managed/HOV Lanes works hand-in-hand with improved transit options to provide a strong alternative to SOV travel.	Systems Development
363	9/14/07	Letter (submitted at public hearing)	Tom Bartley	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.	Peak period travel is when the largest demand is placed on the network and when capacity is most needed. With the recent increase of weekend travel, as evidenced by the congestion on I-5, SANDAG will be working with Orange County to analyze that phenomenon and how to address the congestion.	Systems Development
364	9/14/07	Letter (submitted at public hearing)	Tom Bartley	Need a coordinated transportation plan with the Airport Authority around Lindbergh Field and other county airports. A regional link to Orange County and other Los Angeles airports should also be considered.	The San Diego County Regional Airport Authority (SDCRAA) is preparing a new master plan for San Diego International Airport (SDIA). SANDAG is working with the Authority on improved transit service to SDIA as part of this effort. Senate Bill 10 requires SANDAG, working with the SDCRAA, to prepare an Airport Multimodal Accessibility Plan by December 31, 2013, analyzing better ground access to all San Diego airports. SANDAG also will soon begin an air/rail study looking at links between San Diego and other region's airports.	Systems Development
365	9/14/07	Letter (submitted at public hearing)	Tom Bartley	More attention needs to be give to goods movement, more long term choices for rail and heavy-duty vehicles.	The new regional Goods Movement Action Plan addresses this area.	Systems Development
366	9/14/07	Letter (submitted at public hearing)	Tom Bartley	The RTP does not take into account future effects of vehicle exhaust on air quality or global warming.	Air quality and climate change mitigation were among the factors considered in developing the proposed RTP. In depth analysis of air quality and climate change impacts is performed in the RTP EIR, and mitigation measures are proposed to alleviate some of these future effects. SANDAG also is developing a Regional Climate Action Plan that will assess potential effects of climate change and propose mitigation strategies.	Land Use

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
367	9/14/07	Letter (submitted at public hearing)	Tom Bartley	The plan should be more aware of energy conservation.	Energy conservation was among the factors considered in developing the proposed RTP. SANDAG also is under contract with the California Energy Commission to update its Regional Energy Strategy, which is likely to include conservation and efficiency strategies.	Land Use
368	9/14/07	Letter (submitted at public hearing)	Tom Bartley	The border with Mexico needs a transportation strategy for the near and long term needs of moving people and goods. The future Punta Colonet port will easily overload the San Diego region's highways to move goods to the rest of the United States.	The Draft 2007 RTP includes several projects that will facilitate international trade and goods movement and reduce border delays (e.g. I-5 South HOV lanes, I-5/I-805 modifications at San Ysidro Port of Entry (POE) Reconfiguration, I-805 Managed Lanes, SR 905, Otay Mesa Southbound truck route, South Bay Rail, SR 11, and Otay Mesa East POE). These projects and several others are included in the Goods Movement Action Plan. As the proposal for a seaport at Punta Colonet (Mexico) develops, staff will monitor future impacts to the commercial border crossings in the San Diego region.	Systems Development
369	9/14/07	Letter (submitted at public hearing)	Tom Bartley	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.	The Draft 2007 RTP includes several projects that make up the border infrastructure strategy and will facilitate crossborder personal travel and freight movement, such as I-5 South HOV lanes, Blue Line Trolley improvements, new South Bay Bus Rapid Transit Service, I-5/I-805 modifications at San Ysidro Port of Entry (POE) Reconfiguration, I-805 Managed Lanes, completion of SR 905 and Otay Mesa Southbound truck route, improvements to South Bay Rail, and the planned SR 11 to link with a new POE at Otay Mesa East. The Draft RTP also discusses the concept of a crossborder terminal connection between the Otay Mesa area and Tijuana International Airport under study by the San Diego County Regional Airport Authority.	Systems Development
370	9/14/07	Letter (submitted at public hearing)	Tom Bartley	More bicycle and pedestrian friendly transportation needs to be added to the plan.	The plan supports development of bicycle and pedestrian facilities by local agencies, and includes dedicated funding for that purpose. More detailed plans for bicycle transportation will be developed through the regional bike plan.	Systems Development
371	9/14/07	Letter (submitted at public hearing)	Tom Bartley	Many transportation infrastructure projects will pay for themselves by offering faster transportation. Private/public partnerships should be part of the plan.	Comment noted. Public/private partnerships are part of the mix of potential revenues, including SR 11, I-5, and I-15 in the North County as part of the Plan. In addition, part of the Financial Strategies, as outlined in Chapter 4, include working with state and federal legislative bodies to expand the possibilities of public/private partnerships.	Financial Strategies

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
372	9/14/07	Letter (submitted at public hearing)	Tom Bartley	Proposes that 1 percent of annual TransNet expenditures fund other transportation demonstration projects and creative innovations. San Diego cannot use the same approaches to build its way to better transportation.	The RTP, especially in the Goods Movement area, discusses positioning the region to develop deployment scenarios for promising new technologies. If and when the technologies complete R&D and are ready for implementation, the region can re-assess the role each technology can play in the next update of the RTP.	Systems Development
373	9/14/07	Letter (submitted at public hearing)	Tom Bartley	Modern urban planning shows that effective business and housing developments follow behind the development of transportation corridors rather than adding transportation to already developed areas. The RTP needs a long-term component 30-50 years in the future to guide future planning.	In 2004, the SANDAG Board adopted the Regional Comprehensive Plan (RCP) for the San Diego region. In 2006, the SANDAG Board accepted the Smart Growth Concept Map as the long-term planning framework to help implement the RCP. The Smart Growth Concept Map identifies approximately 200 smart growth areas in the San Diego region. These areas are helping guide the region's long-term development efforts.	Land Use/Systems Development
374	9/14/07	Public Hearing	Duncan McFetridge, Save our Forests and Ranchlands (SOFAR)	Asked if the RTP leads us to a sustainable future, we need to think globally and act locally. Is deeply concerned about the end product of this plan.	The proposed RTP seeks to balance the considerations of economy, equity, and environment, which is widely-regarded as a fundamental approach to sustainability. Impacts of the proposed Plan are analyzed thoroughly in the RTP EIR and in the Plan itself.	Land Use
375	9/14/07	Public Hearing	Duncan McFetridge, Save our Forests and Ranchlands (SOFAR)	The RTP has assumptions that result in all of the alternatives being the same. Requested that the Board review these assumptions.	The RTP must be based on adopted land use plans. The RTP does include an analysis of the positive impact if Smart Growth is successful in the region. See Chapter 6, page 6-52.	2007 RTP Vision
376	9/14/07	Public Hearing	Duncan McFetridge, Save our Forests and Ranchlands (SOFAR)	The new RTP is based on an independent transit peer review and smart growth concept. If we had transit-based communities we could get our entire population into 30 square miles. Then we wouldn't have to subdivide our open space and environmental land, and destroy our air and water. Acknowledges that SANDAG does not have land use power.	The 2007 RTP builds upon and incorporates many of the recommendations proposed by the Independent Transit Planning Review Panel and included in the Smart Growth Concept Map, both of which were accepted by the SANDAG Board in 2006 for planning purposes for the 2007 RTP. While much of our existing development consists of traditional suburban development patterns, the region is experiencing a surge in smart growth plans and projects.	Land Use/Systems Development
377	9/14/07	Public Hearing	Sarah Turitto	Mass transit has been a concern of hers since she moved here in 1973. She is a proponent of bus rapid transit (BRT), the 78 interchange expansion.	Comment noted.	Systems Development

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378	9/14/07	Public Hearing	Sarah Turitto	Foresees lawsuits as a result of toll roads as we are already paying through our taxes for expanded freeways. Expecting commuters/taxpayers to pay again is absurd. It is a fraud in terms of <i>TransNet</i> being put forth to the voters to take care of our regional transportation needs on the freeways.	Tolls collected to use these lanes would repay the cost to advance their construction. Otherwise, they could not be built with public monies until much later. These are not facilities that were included in <i>TransNet</i> .	Systems Development
379	9/14/07	Public Hearing	Sarah Turitto	Suggested that these kinds of public meetings be held in the evenings so that more members of the public could attend them.	Five public workshops on the Draft 2007 RTP were held throughout the region in July 2007. Four out of five were held in the evening.	Appendix C
380	9/14/07	Public Hearing	Jay Powell, City Heights Community Development Corporation	Provided comments related to the I-5 Centerline Rapid Transit project in the City Heights area. They are engaged in a process to move forward with this project. They held a Centerline forum to talk about requirements and progress on this portion of the I-15 freeway. He appreciates the fact that we can bring transportation issues to SANDAG.	Due to operational safety issues SANDAG, Caltrans, and the City Heights community will be developing a design for bus rapid transit stations in conjunction with community planning for transit oriented development, with a goal of implementation in coordination with the startup of I-15 BRT service in 2012.	Systems Development
381	9/14/07	Public Hearing	Jay Powell, City Heights Community Development Corporation	City Heights Community Development Corporation had people participate in the scoping for the Draft RTP EIR. The Mid-City and City Heights residents have worked very hard and businesses have made investments and they want that key component of the transit system to be completed.	Comment noted.	Systems Development
382	9/14/07	Public Hearing	Jay Powell, City Heights Community Development Corporation	Concerns were expressed about air quality issues and efforts to divert truck traffic from the I-15 corridor through Mid-City. There is an elementary school there located adjacent to the freeway. Expressed interest in continuing to work in partnership with SANDAG on this issue.	Figures 6.7 and B.1 in the final RTP will be revised to remove I-15 through Mid-City as part of the Goods Movement Network. SANDAG will work with the City of San Diego, Caltrans, and the community to further analyze the goods movement issue in this part of the region.	Systems Development
383	9/14/07	Public Hearing	Jay Powell, City Heights Community Development Corporation	The RTP talks about transit-oriented development and smart growth, and we have made those investments and look forward to complete those unfinished mitigations.	Due to operational safety issues SANDAG, Caltrans, and the City Heights community will be developing a design for bus rapid transit stations in conjunction with community planning for transit oriented development, with a goal of implementation in coordination with the startup of I-15 BRT service in 2012.	Land Use
384	9/14/07	Public Hearing	Dave Nielsen, Pardee Homes	Noted that a letter had been submitted that expressed their concern about the potential adverse community and environmental effects of the new, lower priority assigned to the widening of SR 56 from four to six lanes, and completion of two high-occupancy-vehicle (HOV) lanes. They are looking forward to working with staff on this.	Widening SR 56 to six lanes will be added to the Revenue Constrained and Reasonably Expected Revenue scenarios in the Final 2007 RTP.	Systems Development

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385	9/14/07	Public Hearing	Don Billings	The RTP is a testament that the planning process is broken. It ought to be that only solutions that meet the most stringent cost-benefit test should be pursued.	Comment noted.	General
386	9/14/07	Public Hearing	Don Billings	The plan calls for building a large number of carpool lanes and the Mid-Coast Trolley line when buses will do the job more efficiently and at less cost.	The Mid-Coast alternatives analysis is in progress to determine the best mode to serve the corridor.	Systems Development
387	9/14/07	Public Hearing	Don Billings	The RTP calls for spending to expand the old, failed heavy diesel railroad that goes through coastal areas. It doesn't solve the problem of congestion on I-5. The value is limited to the opportunity to alternatives in which the coastal zone does not have the density to make it pay. Double tracking along the coast will damage environmental areas. There is a growing movement along coastal cities that this will be damaging to those areas. If you must squander money for rail on this project, undertake a serious cost-benefit analysis of all alternatives.	Several comments on the Draft 2007 RTP questioned the ultimate improvements planned for the coastal rail corridor, including double-tracking and the Del Mar tunnel. In 2004, Caltrans and the Federal Railroad Administration (FRA) released a draft program environmental impact report / environmental impact statement (PEIR/EIS) for the cumulative impacts in the entire corridor and plan to finalize the document by late 2007. Alternatives were evaluated in the PEIR/EIS and one that was eliminated was an Interstate 5 alignment. Primary reasons were related to constructability, right-of-way, environmental and visual considerations. It is the intent of SANDAG and other corridor rail agencies to use the PEIR/EIS as the long-range rail plan to conduct project-level studies or make improvements to the rail corridor. Language will be added to the Final 2007 RTP to indicate that in areas where a preferred alignment has not been chosen, detailed project-specific environmental work will be completed. Furthermore, improvement projects that are programmed and will be constructed over the next 5-10 years include the Santa Margarita Bridge Replacement and Second Main Track Project and Del Mar Bluffs Stabilization Project.	Systems Development
388	9/14/07	Public Hearing	Sharon Feierabend	The list of consequences noted in the EIR is not acceptable to the residents of Del Mar. Environmental impacts to the business district in the city of Del Mar will be total and threatens the future of that city.	See response to comment no. 387.	EIR
389	9/14/07	Public Hearing	Sharon Feierabend	Citizens of Del Mar have been working for over 20 years to produce a major environmental enhancement of the San Elijo Lagoon and open space park from Del Mar to Escondido. San Diego beaches and the ocean are severely polluted due to sewage leaks.	Comment noted.	EIR

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390	9/14/07	Public Hearing	Sharon Feierabend	Del Mar residents will not accept a tunnel and disruption of the last six lagoons that run to the ocean. Del Mar residents intend to fight this and are very serious about it. Are written notices of these public hearings sent?	See response to comment no. 387. Any tunnel option will require further study, including an environmental analysis of alternatives, along with noticed public meetings.	EIR
391	9/17/07	E-mail	Philip J. Raphael	I'm a homeowner on the east side of Portofino Dr. in Del Mar. I have serious concerns regarding current noise conditions and future development plans for I-5/SR 56. Future projects that have the possibility to create or increase noise levels above the Federal and/or State standards are said to be incompatible for residential land use.	Environmental studies will be completed to assess the noise impacts of individual projects such as the proposed I-5/SR 56 connectors.	Systems Development
392	9/17/07	E-mail	Philip J. Raphael	When I-5 was initially expanded in the mid nineties, the responsible government agency was required to construct a sound wall on the adjacent residential properties to mitigate the increased noise level. I question the actual effectiveness of this measure. Additionally, it was disturbing to receive a supplemental tax increase as a result of a construction "improvement" to our properties. An additional lane has been added to I-5 since the initial expansion. The result has been an increase in the noise level which currently exist in our area. No mitigation, as a result of this expansion, has occurred as of the present date. I feel that it is imperative that we, as residents, receive information regarding the manner or proposals to rectify these disturbing and unhealthy conditions. Also, we need to know the projected impact of future projects on our properties.	The proposed expansion of I-5 is now undergoing environmental review by Caltrans, which will assess the projected impact of project alternatives on adjacent properties. Your comment has been forwarded to Caltrans.	Systems Development
393	9/17/07	Letter	La Jolla Town Council	The La Jolla Town Council recommends that MTDB study the alternative of splitting the Route 30 and replacing its service to the La Jolla community with a direct La Jolla-to-Downtown express route. The LJTC recommends that such a study consider that at the same time MTDB would increase service on the Route 34 to make-up for the elimination of Route 30 through La Jolla and/or extend the Route 9 into La Jolla.	Comment noted. We will forward your comments to MTS.	

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394	9/17/07	Letter	La Jolla Town Council	In June 2004, the La Jolla Town Council expressed concern that SANDAG's transit plans ignore the needs of the community. Specifically that current transit improvements made no account for efficient connections to and from La Jolla. Integration with the future transit systems is important for La Jolla residents, local businesses and their employees and visitors. The four projects of concern included the Nobel COASTER station, BRT on I-5 from (UCSD/UTC) to Downtown San Diego, the Super Loop, and the Mid-Coast Trolley extension.	The 2007 RTP includes improvements at the existing Sorrento Valley COASTER station, Super Loop, and Mid-Coast LRT corridor. No BRT improvements are included in the UTC to Downtown San Diego corridor, which would be served by Mid-Coast.	Systems Development
395	9/17/07	Letter	La Jolla Town Council	In 2005 the La Jolla Town Council objected to the changes to bus service resulting from the MTS Comprehensive Operational Analysis.	Comment noted. We will forward your comment along to MTS regarding the COA.	Systems Development
396	9/17/07	Letter	La Jolla Town Council	In 2006 the La Jolla Town Council expressed concern that current plans for a northern extension of the trolley would not serve the community. It was requested that SANDAG reconsider the planned extension of the San Diego Trolley from Old Town to UCSD and UTC and review the alternative of a busway along the same I-5 corridor with busses "branching" to serve Pacific Beach, La Jolla, University City, Miramar, Mira Mesa, Sorrento Valley, and Torrey Pines Mesa, as well as the planned destinations of UCSD and UTC.	As a portion of the update to the environmental document for the Mid-Coast Corridor Transit Project, a BRT alternative or alternatives utilizing the I-5 Corridor will be developed and assessed. Through development of the BRT alternative, or alternatives, the concept of "branching" to serve areas such as those mentioned above will be explored and incorporated in to the alternative where efficient and effective.	Systems Development
397	9/17/07	E-mail	Nadine L. Scott	I am categorically opposed to adding toll lanes if they are to be built with taxpayer money. We have already paid, via taxes, for the privilege of driving on the freeways.	Tolls collected to use these lanes would repay the cost to advance their construction. The facilities would be revenue-neutral to the public funds used to build the rest of the transportation network.	Systems Development
398	9/17/07	E-mail	Nadine L. Scott	It is difficult to support any additional lanes of freeway until the full environmental impacts are known, including the costs for the "taking" of homes, public property and habitat areas.	More detailed environmental analysis is conducted for the improvements proposed in each corridor before the project is approved and moves forward.	Systems Development
399	9/17/07	E-mail	Nadine L. Scott	The draft RTP seems heavily weighted on public transportation. Unless until there is a massive change in individuals' attitudes and driving habits, heavily investing in public transportation does not seem calculated for any measurable success. I cannot support this large shift to public transit at this time.	Comment noted.	Systems Development

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400	9/17/07	E-mail	Nadine L. Scott	More time is needed to examine this voluminous document and there should be more public workshops. This is a large, confusing document with many tables and charts. I ask that more workshops and additional time to comment be given in order to fully comment on the draft RTP.	The Draft 2007 RTP was released for public review and comment on June 22, 2007. The public comment period lasted almost 3 months. SANDAG also held 5 public workshops throughout the region. Additionally, staff presented an overview of the Draft 2007 RTP at a number of other local meetings.	Appendix C
401	9/17/07	E-mail	Nadine L. Scott	Any HOV lanes in North County should be reversible. The peak flows of traffic during workdays go south in the a.m. and north in the p.m. Further these lanes should be available on the weekend, peak flow going south on Saturdays and going north on Sundays.	Only the I-15 Managed Lanes will be reversible. In the I-5 corridor, directionality is not strong enough to warrant reversing a lane, and the four managed lanes proposed on that facility would have two in each direction. When the I-5 project is implemented, Caltrans will evaluate the flows and best direction for the lanes in the off-peak and on the weekends.	Systems Development
402	9/17/07	E-mail	Tim Cote	SANDAG diverted a pretty good amount of money to finish the SPRINTER. The SPRINTER will continue to require subsidies from SANDAG. That was a bad use of any amount of money. Now the only projected projects are going to be for the multiple occupancy vehicles or the Lexus Lanes.	Comment noted.	Systems Development
403	9/17/07	E-mail	Gordon Budd	In your request to extend the <i>TransNet</i> tax you indicated that you would split the money - one-third, one-third and one-third, but from additional reading, you didn't have to do that, and of course you are not going to do that. From personal contact and personal conversation with a member of your board it was indicated that you were going to put people in public transportation whether they want it or not. Build more general purpose lanes along I-15, and Hwy. 78.	The list of highway and transit projects that would be funded by the passage of <i>TransNet</i> was included in the original proposition and the extension in 2004, and were clearly listed as HOV/Managed Lanes on I-15 and SR 78. HOV/Managed Lanes provide capacity that relieves congestion on the general purpose lanes, can move more people per hour, and provide competitive travel times to appeal to choice transit riders.	Systems Development
404	9/17/07	Letter via e-mail	San Diego Regional Chamber of Commerce	There was strong support for the four component areas outlined in the RTP as well as the acknowledgement that funding issues such as the gas tax will need to be considered.	Comment noted.	General/ Financial Strategies

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405	9/17/07	Letter via e-mail	San Diego Regional Chamber of Commerce	<p>The committees discussed various elements of the plan and there was strong consensus on the following:</p> <ul style="list-style-type: none"> • Infrastructure is a top priority • Public-private partnerships are critical to the success of the plan • Take a more visionary approach to using new technologies to solve transportation problems; take the lead with demonstration projects • The cross border airport terminal needs to be included in the RTP • Expediting border infrastructure projects is key to regional commerce 	SANDAG continues to seek demonstration projects that illustrate our visionary approach to resolving transportation issues. We agree that border infrastructure is a priority and are working to secure Prop 1B funds from the state for those projects. The RTP acknowledges that the regional Airport Authority is evaluating a potential cross-border terminal, and will incorporate the results in the next update of the RTP.	General
406	9/17/07	Letter via e-mail	San Diego Regional Chamber of Commerce	<p>There was a brief discussion on how to pay for transportation improvements (i.e. toll roads, truck weight fees, parking surcharges, user fees etc.) in light of the business community's general aversion to such increases. Concern was expressed about the economic viability of the region if the projected one million people arrive by 2030 and the county is mired in gridlock.</p>	Comment noted.	Financial Strategies
407	9/17/07	Letter via e-mail	San Diego Regional Chamber of Commerce	<p>The Chamber Transportation RTP Sub-committee reviewed the Draft 2007 RTP and found it to be very comprehensive and well done.</p>	Comment noted.	General
408	9/17/07	Letter via e-mail	San Diego Regional Chamber of Commerce	<p>Importance of Infrastructure Investment</p> <ul style="list-style-type: none"> • Success of <i>TransNet</i>, Prop. 42, State Bond Measures – an excellent start • Make it a higher priority for decision makers - Let's keep the heat on! 	Comment noted.	Financial Strategies
409	9/17/07	Letter via e-mail	San Diego Regional Chamber of Commerce	<p>The Unconstrained Scenario is unrealistic, so let's focus on Reasonably Expected Scenario.</p>	The preferred project or focus of the 2007 RTP is the Reasonably Expected Revenue Scenario.	General
410	9/17/07	Letter via e-mail	San Diego Regional Chamber of Commerce	<p>Local, State, and Federal Funding</p> <ul style="list-style-type: none"> • Should state and federal gas taxes be raised? It was also noted that the Federal Highway Spending Reauthorization and Highway Trust Fund is coming up. 	An increase in revenues would help close the gap between the Revenue Constrained plan and the Reasonably Expected Revenue plan. Among the potential options for this increase in revenues is an increase in the current level collected, both at the state and federal levels. The current re-authorization (SAFETEA-LU) only covers through fiscal year 2009 and therefore, the process to re-authorize needs to begin soon.	Financial Strategies

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411	9/17/07	Letter via e-mail	San Diego Regional Chamber of Commerce	It is critical to have a balanced approach to funding: <ul style="list-style-type: none"> • Capital Improvements • Operations, Maintenance, Rehabilitation • Highways, Local Streets/Roads, Transit • Border Infrastructure, Goods Movement 	The RTP reflects a balanced distribution of expenditures to provide transportation projects and services.	Systems Development
412	9/17/07	Letter via e-mail	San Diego Regional Chamber of Commerce	It is important to consider unknown cost impacts on business for: <ul style="list-style-type: none"> • Storm water Regulations • Off-Road Diesel Emissions Rules • Environmental Mitigation 	SANDAG has included the cost of biological mitigation for the projects identified in the RTP. Funding for this mitigation is provided through the <i>TransNet</i> Environmental Mitigation Program. Consideration of stormwater regulations and off-road diesel emission rules are considered as project costs are estimated and are included in the cost of building projects. The RTP outlines methods SANDAG will utilize to identify funding sources to implement the plan.	Systems Development
413	9/17/07	Letter via e-mail	San Diego Regional Chamber of Commerce	The study of airport to airport connections (i.e. SD-LAX; SD-TIJ) need to continue to be studied.	The region will be conducting an air-rail study that will include the potential of this type of connection.	Systems Development
414	9/17/07	Letter via e-mail	San Diego Regional Chamber of Commerce	Expedite development to facilitate international commerce needs to be expedited. The development of Punto Colonet development needs to be monitored and its future impact on the region considered. An innovative cross-border goods movement demonstration project should be initiated.	The Draft 2007 RTP includes several projects that will facilitate international trade and goods movement and reduce border delays (e.g. I-5 South HOV lanes, I-5/I-805 modifications at San Ysidro Port of Entry (POE) Reconfiguration, I-805 Managed Lanes, SR 905, Otay Mesa Southbound truck route, South Bay Rail, SR 11, and Otay Mesa East POE). These projects and several others are included in the Goods Movement Action Plan. As the proposal for a seaport at Punta Colonet (Mexico) develops, staff will monitor future impacts to the commercial border crossings in the San Diego region.	Systems Development
415	9/17/07	Letter via e-mail	San Diego Regional Chamber of Commerce	Energy Efficiency Criteria should be considered in project evaluation. Siting of alternative fuel infrastructure should be accelerated. SANDAG should seek California Energy Commission for demonstration grants (i.e. Solar). Assistance should be provided to cities in procurement of hybrid vehicles as a pool to leverage buying power.	As suggested, SANDAG is exploring many of these options under a grant with the California Energy Commission. Part of this grant will entail the preparation of an alternative fuel vehicle and infrastructure toolkit for local governments that will address financing of infrastructure and vehicles. In addition, an upcoming update of the Regional Energy Strategy will assess opportunities to improve energy efficiency.	Land Use
416	9/17/07	Letter via e-mail	San Diego Regional Chamber of Commerce	Double tracking of rail is needed ASAP to meet future needs. A demonstration project with overhead rail (i.e. to the beach) should be explored.	Funds are set aside to coastal rail projects in the 2006-2010 time frame. In the past, MTDB and later SANDAG has studied the feasibility of other rail systems, including the North Bay and Beach Guideway in the Old Town to Mission Bay corridor, and maglev along an east-west corridor to a proposed international airport location in Imperial County.	Systems Development

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417	9/17/07	Letter via e-mail	San Diego Regional Chamber of Commerce	The RTP does not address seasonal traffic at the beaches/visitor traffic impact. Bikes need curbs to make user friendly (i.e. Route 52).	SANDAG will be developing a Regional Bike Plan in the next year that will identify opportunities to provide separated bikeway facilities consistent with state design standards.	Systems Development
418	9/17/07	Letter via e-mail	San Diego Regional Chamber of Commerce	SANDAG should consider using accident data as a criteria in project evaluation and reduce incidents at identified problem areas.	SANDAG's project evaluation criteria for highway and freeway connector projects includes a criterion for areas with high accident rates (Technical Appendix 7).	Technical Appendix 7
419	9/17/07	E-mail	Joe Kirkpatrick	Carpool lanes are underutilized. If the price of \$3 gas does not motivate more people to carpool, it is because they cannot do so for various reasons. Please give us more unrestricted lanes and eliminate the wasted money spent on carpool lanes.	Presently, the San Diego region has few carpool lanes and little incentive for drivers to switch. The current trend should change as carpool lanes will expand from 13 miles to 143 miles in this RTP. Improvements in major highway corridors such as I-5, I-15, and I-805 include as many lanes as can be built in constrained rights-of-way and with limited funding.	Systems Development
420	9/17/07	E-mail	Mark Deakins	I am strongly opposed to adding toll lanes if they are to be built with taxpayer money. We have already paid, via taxes including 1/2 cent sales tax extension, for the privilege of driving on the freeways.	Tolls collected to use these lanes would repay the cost to borrow and advance their construction. Otherwise, if built with public monies they would be free but would not be built until much later.	Systems Development
421	9/17/07	E-mail	Mark Deakins	The intersection of the 5 Fwy. and Hwy. 78 needs some serious improvement.	This project is included in the RTP.	Systems Development

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422	9/17/07	Letter via fax	City of Vista	The City of Vista would like to join the efforts of the SR 78 corridor cities of San Marcos, Escondido, Oceanside, and Carlsbad in requesting that SANDAG re-evaluate the commitments and priorities for improvements in the RTP. While we understand the economic realities of increased construction costs, it is especially discouraging to see no real effort on SR 78 except to include a desperately needed merge solution for SR 78 at I-5. However, to not have included an equally needed merge solution for SR 78 at I-15 is clearly unacceptable. This interchange is impacting SR 78 today. The addition of Managed Lanes to I-15 will do little to relieve this congestion unless the merging capacity to/from SR 78 is increased. We urgently request that SANDAG commit in the RTP to prepare the Project Study Report for the SR 78/I-15 interchange to identify the long-term improvements; and to implement traffic operational improvements to alleviate the near term congestion. Upon completion of the Route Concept Study, the Project Study reports will be completed for the locations that need improvements.	Caltrans and SANDAG are working with the corridor cities to identify projects to provide more immediate relief to the existing SR78/I-15 interchange. In addition, SANDAG will work with the corridor cities to initiate a corridor study to identify the long-term needs and ultimate improvements in the corridor. Language about the future SR 78 corridor study will be added to RTP in Appendix F, Related Studies/Reports.	Systems Development
423	9/17/07	E-mail	Jimmy Knot III	The RTP should contain a section on: Government Access, Accountability and Responsibility. Even though almost all government agencies, including SANDAG, encourage the use of public transit you rarely see their employees, including the elected or appointed representatives, regularly using the public transit systems. Meetings are often held at locations or times where public transit is not available.	Comment noted.	Demand Management
424	9/17/07	E-mail	Jimmy Knot III	Many governing agencies have or are considering cutting transit assistance to their employees as "cost savings."	Comment noted.	Demand Management
425	9/17/07	E-mail	Jimmy Knot III	There are no mandates for government vehicle fleet conversion to low emission, alternate fuel vehicles by certain dates and no accountability and no mandated program to accomplish this. What kind of example does this set for the public? Additionally, there is no accountability for government buildings.	Comment noted. As a clarification, State laws AB 1007 and AB 1493 will require the sale of reduced-carbon fuels and low greenhouse gas emitting vehicles, respectively. While SANDAG does not possess the regulatory authority to mandate fleet conversions, the agency is producing an alternative fuels toolkit for local governments to facilitate the switch to low-emitting fuels.	Land Use

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426	9/17/07	E-mail	Jimmy Knot III	The RTP does not contain metrics to demonstrate where SANDAG and its component agencies have improved in the areas of transit use and clean vehicle and building standards and what their individual plans are for improvements. SANDAG and its member agencies should serve as an example to other agencies as to how transit use and energy conscious plans can be executed easily and cost effectively.	SANDAG metrics are established in the Regional Comprehensive Plan (RCP) and tracked through periodic RCP Performance Monitoring Reports. Transit ridership is tracked through this process. New indicators may be introduced in the next update of the RCP.	Land Use
427	9/17/07	E-mail	Kasey Cinciarelli	I am opposed to a separate freeway lane for rapid transit, pay lanes, and carpooling. Paying tolls on public highways is unconscionable.	HOV/Managed Lanes provide capacity that relieves congestion on the general purpose lanes, can move more people per hour, and provide competitive travel times to appeal to choice transit riders.	Systems Development
428	9/17/07	E-mail	Kasey Cinciarelli	Public transit for the masses has failed in North San Diego County. Years of incentives have failed to significantly increase usage in all but a couple primary corridors. The COASTER at \$142 a month to get from Carlsbad to Sorrento Valley is expensive, it's over \$3 each way and low wage workers don't use it - because they can't afford it. We need to avoid transportation systems that everyone can't afford and everyone can't use.	Comment noted. The COASTER is the region's most premium transit service and commuter rail is expensive in general, relative to bus operations. As transit systems are established and successful in North County, and along with projects such as the I-15 Managed Lanes project, additional service such as Rapid Bus could complement the COASTER service in this corridor.	Systems Development
429	9/17/07	E-mail	Kasey Cinciarelli	The solution for regional traffic is probably staggered work hours, smaller more fuel efficient cars, and incentives that apply to the average Joe.	We agree that these approaches can help, and the RTP doubles the amount of funding for Transportation Demand Management that was in the last RTP.	Systems Development
430	9/17/07	E-mail	Kasey Cinciarelli	Cannon Road should be deleted from your RTP so that surrounding roads and developments do not count on it's existence. It is highly unlikely that the DF & G will approve this road bisecting their property in the Regional Calavera Preserve, when the results of the habitat manager reports start showing up in a year or two. Please take Cannon Road extension 4 off your list for regional connectors.	All local arterials that are included in the local jurisdictions' Circulation Elements are included in the RTP. SANDAG does not have authority to add or delete roads from local Circulation Elements. Cannon Road also has been included in the Regional Arterial System at the request of the local jurisdiction.	Systems Development
431	9/17/07	E-mail	Kasey Cinciarelli	Put money into putting pull-outs for busses along the length of Vista Way in Oceanside, where buses frequently now stall traffic as they pick up and drop off traffic. Why not fund small alternatively fueled buses to replace the large behemoths that we now see.	You might recall that a few years ago, as part of NCTD's Fast Forward program, smaller vehicles were provided in several North County areas. Funds are set aside in the 2007 RTP for bus stop improvements such as those mentioned along Vista Way. We also will pass your comment along to NCTD.	

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
432	9/17/07	E-mail	Kasey Cinciarelli	We must begin to think of regional transportation as something that can actually serve great numbers of people, without sacrificing our precious natural history and the environment. Our waterways and natural lands are what purify our air and water and as such they should be given economic accord for doing so.	Comment noted.	Systems Development
433	9/17/07	E-mail	Chuck and Sue McDonell	Public transportation needs to get the public all the way to their destination. More people would prefer to leave their cars at home when traveling to entertainment and shopping centers but public transportation doesn't permit them from starting at point A and getting to point B so they end up driving. All the transportation hubs need to tie into each other.	The 2007 RTP includes funding for regional, local, and circulator services, each serving a particular need and all working together to get riders from A to B.	Systems Development
434	9/17/07	E-mail	Chuck and Sue McDonell	We'd like to take the COASTER and easily get to the Airport, the Zoo, Balboa Park, Sea World, the San Diego Fair in Del Mar, Horton Plaza, Qualcomm Stadium, etc. Some of these areas can be reached by taking the trolley but others can't. Please look at the many destinations that the public goes to from literally every city and determine where interconnecting transportation hubs could be established. This means bringing air, sea, land, and rail centers together so they can all be easily accessed and complete the links needed to use public transportation.	When developing the vision for regional transit services, major trip patterns were evaluated and form the basis for the 2007 RTP.	Systems Development
435	9/17/07	E-mail	Chuck and Sue McDonell	A transit master plan needs to be developed along with road improvements because we can't continue to lay down more concrete indefinitely to solve our transportation problems.	A regional transit vision was developed as a precursor to developing the 2007 RTP.	Systems Development
436	9/17/07	E-mail	Chuck and Sue McDonell	The London Underground (subways) has convenient transfer hubs which allow users to reach anywhere in the city and many outlying destinations. We need to do something similar here.	Comment noted.	Systems Development
437	9/17/07	E-mail	Chuck and Sue McDonell	Traffic, gasoline, parking, insurance costs, pollution, quality of life, etc. are concerns that will get people out of their cars and into public transportation providing it will get them where they need to go.	Comment noted.	Systems Development
438	9/17/07	E-mail	Chuck and Sue McDonell	Public transportation will probably have to continue to be subsidized because if you don't make using public transportation inexpensive, the public won't use it. But the benefits of not having to add more lanes on the freeways alone should offset such subsidies.	We agree, however, if new services are of premium quality, competitive, frequent, and reliable, the assumption is that riders will pay a high proportion of the operating costs through fares.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
439	9/17/07	E-mail	Richard Rider	Article <i>SPRINTER Threatens Bridge Safety</i> . The money spent on the SPRINTER has taken away funds needed for deteriorating and inadequate roads and bridges. With over 10,000 California bridges declared "structurally deficient," and with our deteriorating roads packed with cars, funds are being squandered on high cost rail projects.	Comment noted. As a general rule, federal transit funds such as those dedicated to the SPRINTER would not be eligible to help fund highway bridge replacements and road improvements.	Systems Development
440	9/17/07	E-mail	Richard Rider	Many of the SPRINTER riders were previously bus riders, and therefore not new transit riders.	Comment noted.	Systems Development
441	9/17/07	E-mail	Richard Rider	As residents don't voluntarily use transit, SANDAG's RTP essentially assures gridlock for cars and trucks. Little or no new money will be spent on "general purpose" highway expansion until at least 2030.	HOV/Managed Lanes provide capacity that relieves congestion on the general purpose lanes, can move more people per hour, and provide competitive travel times to appeal to choice transit riders.	Systems Development
442	9/17/07	Letter via e-mail and fax	City Heights Community Development Corporation	We request that the "CenterLine Rapid Transit" designation be applied to the rapid transit system and station and pedestrian and transit and intermodal access improvements for the Mid-City segment of SR 15. The RTP should include an acknowledgment of the need to complete the objectives of the required SR 15 mitigations and they be accorded the highest priority within the RTP and in those sections discussing environmental and economic justice compliance.	Due to operational safety issues SANDAG, Caltrans, and the City Heights community will be developing a design for bus rapid transit stations in conjunction with community planning for transit oriented development, with a goal of implementation in coordination with the startup of I-15 BRT service in 2012.	Systems Development
443	9/17/07	Letter via e-mail and fax	City Heights Community Development Corporation	As we have noted in previous communications and transmittals to SANDAG, the current draft 2007 RTP is in conflict with the rapid transit system center lane designation stipulated as mitigation for the I-15 project in the 1993 MOU between the City of San Diego and the State of California (at item # 21).	Due to operational safety issues SANDAG, Caltrans, and the City Heights community will be developing a design for bus rapid transit stations in conjunction with community planning for transit oriented development, with a goal of implementation in coordination with the startup of I-15 BRT service in 2012.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
444	9/17/07	Letter via e-mail and fax	City Heights Community Development Corporation	In Table A.6, the SR 94 to SR 163 segment of I-15 identifies improvements to be completed by 2020 to include a final configuration of 8 general purpose lanes and 2 high occupancy vehicle lanes ("8F + 2HOV"). This designation is not feasible unless additional mitigations are incorporated into the RTP and RTIP to fulfill the requirements of the 1993 MOU to provide rapid transit in the SR 15 corridor through Mid-City San Diego. The RTP should expressly state the commitment to complete that required mitigation and set forth the reserved funding to achieve operation of that project by 2012, prior to any designation of funding, or work on HOV lanes or Managed Lanes or lanes allocated to Goods Movement in this segment.	Due to operational safety issues SANDAG, Caltrans, and the City Heights community will be developing a design for bus rapid transit stations in conjunction with community planning for transit oriented development, with a goal of implementation in coordination with the startup of I-15 BRT service in 2012.	Systems Development
445	9/17/07	Letter via e-mail and fax	City Heights Community Development Corporation	In Table A-8 Bus Routes 610, 680 and 210 need to be designated for implementation at the service levels indicated by 2010 versus the 2020 and 2030 respective listings in order to complement the designation of the El Cajon Boulevard to Centre City line and meet the intent of the Mid-City Transit Network system and the designation of the SR 15 Mid-City BRT system and stations as SAN 26 C in RTIP for Early Action Plan projects. The RTP needs to include strategies and commitment to expand service frequency and routes to serve the needs of areas such as Mid-City which are underserved by connections to existing rapid transit facilities and to achieve "choice" rider goals of not less than 10% of commuters by 2015.	Per the SANDAG-approved I-15 Bus Rapid Transit (BRT) operations plan, Route 610 is scheduled to begin in 2012. The 2007 RTP identifies improvements by particular time periods (for example, a route may be set for implementation in "2020," but this actually means between 2011 and 2020.) The Route 210 currently exists as a period hour-only service and additional service and upgrades are planned after 2020. Furthermore, the Mid-City area will benefit from a number of regional BRT and Arterial Rapid Services identified in the 2007 RTP. For example, over the next few years, SANDAG will be designing and implementing the Mid-City BRT service between the community and downtown San Diego.	Systems Development
446	9/17/07	Letter via e-mail and fax	City Heights Community Development Corporation	The RTP and EIR needs to address the express mitigation stipulated in the 1985 MOA between the City of San Diego and Caltrans to divert truck traffic to I-805 to the maximum extent feasible and to address noise and air pollution impacts to Central Elementary School. The proposed Goods Movement Action Plan and RTP are in conflict with the mitigations in the 1985 MOA.	Figures 6.7 and B.1 in the final RTP will be revised to remove I-15 through Mid-City as part of the Goods Movement Network. SANDAG will work with the City of San Diego, Caltrans, and the community to further analyze the goods movement issue in this part of the region.	Systems Development

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447	9/17/07	Letter	City Heights Community Development Corporation	Page 6-39 of the RTP discusses "substantial widening mainly focused on HOV and Managed Lanes (as) planned along the region's primary truck routes. Managed Lanes will be constructed on the primary north-south routes of I-5, I-15, and I-805. The potential use of Managed Lanes in the off-peak for goods movement will be evaluated in the near future." It is our firm belief that this evaluation must be conducted in the context of a rapid transit system serving the Mid-City segment of SR 15 /I-15 freeway and the express intent of the 1985 MOA to reduce (not increase) truck traffic on the Mid-City segment of SR 15 and to protect the health of children at Central Elementary School from air pollution impacts of the freeway.	The RTP does not propose Managed lanes on I-15 through the Mid-City area.	Systems Development
448	9/17/07	Letter	City Heights Community Development Corporation	We appreciate the commitment in the GMAP discussion to "work with the ARB and APCD to seek funding for project-level and ongoing programs to reduce emission, modernize fleets and enable freight agencies to address other goods movement impacts" (p 6-44) but this discussion needs to include that prior mitigation commitments and conditions not yet completed such as those in the 1985 MOA will be honored as a first priority.	Figures 6.7 and B.1 in the final RTP will be revised to remove I-15 through Mid-City as part of the Goods Movement Network. SANDAG will work with the City of San Diego, Caltrans, and the community to further analyze the goods movement issue in this part of the region.	Systems Development
449	9/17/07	Letter	City Heights Community Development Corporation	If the main objective of the GMAP included in the RTP is to move goods from the Port of San Diego and border area Ports of Entry to Riverside California, then all avenues and modes need to be better evaluated in the context of existing project mitigation requirements.	Figures 6.7 and B.1 in the final RTP will be revised to remove I-15 through Mid-City as part of the Goods Movement Network. SANDAG will work with the City of San Diego, Caltrans, and the community to further analyze the goods movement issue in this part of the region.	Appendix B
450	9/17/07	Letter	City Heights Community Development Corporation	Designating the I-15 corridor between SR 94 and SR 163 as a potential Road/Truckway project within Table 6.5 is in conflict with the existing 1985 MOA provision (#9) to extent feasible to sign and direct truck traffic to the I-805 facility.	Figures 6.7 and B.1 in the final RTP will be revised to remove I-15 through Mid-City as part of the Goods Movement Network. SANDAG will work with the City of San Diego, Caltrans, and the community to further analyze the goods movement issue in this part of the region.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
451	9/17/07	Letter	City Heights Community Development Corporation	Assurances were provided that Caltrans and SANDAG staff would investigate the alternative of routing truck traffic along I-805 to SR 163 to I-15 as an alternative to the SR 15 Mid-City segment. This analysis or the commitment to conduct such an analysis should be included in this section of the RTP. The potential to include this diversion route as a part of the designation as an "Intermodal Corridor of Economic Significant (ICES)" needs to be evaluated.	Figures 6.7 and B.1 in the final RTP will be revised to remove I-15 through Mid-City as part of the Goods Movement Network. SANDAG will work with the City of San Diego, Caltrans, and the community to further analyze the goods movement issue in this part of the region.	Systems Development
452	9/17/07	Letter	City Heights Community Development Corporation	In addition we have attached a copy of a "Draft - Summary" of a "Covenant on SR 15 CenterLine" presented to a community forum in City Heights on August 29, 2007. Nearly 100 people in attendance endorsed the primary goals of this covenant by signing a banner calling on elected representatives and agencies officials to work with a Community Oversight Committee to complete required mitigations for the SR 15 freeway to achieve these key objectives: <ul style="list-style-type: none"> - Provide a Quality Rapid Transit System to Get to Jobs - Protect the Health of our Children and Families - Promote Economic Development at the Transit Plazas 	Due to operational safety issues SANDAG, Caltrans, and the City Heights community will be developing a design for bus rapid transit stations in conjunction with community planning for transit oriented development, with a goal of implementation in coordination with the startup of I-15 BRT service in 2012.	Systems Development
453	9/17/07	Letter via e-mail	City of San Marcos	While we understand the economic realities of increased construction costs, it is especially discouraging to see no real effort on SR 78 except to include a desperately needed merge solution for SR 78 at I-5. However, to not have included an equally needed merge solution for SR 78 at I-15 is clearly unacceptable. This interchange causes severe "spill-back" impacts that extend to the City of Vista and impacts our surface streets in San Marcos. The addition of Managed Lanes to I-15 will do little to relieve this congestion unless the merging capacity to/from SR 78 is increased. We request that SANDAG commit in the RTP to prepare the Project Study Report for the SR 78/I-15 interchange to identify the long-term improvements; and to implement traffic operational improvements to alleviate the near term congestion.	Caltrans and SANDAG are working with the corridor cities to identify projects to provide more immediate relief to the existing SR78/I-15 interchange.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
454	9/17/07	Letter via e-mail	City of San Marcos	SANDAG should commit to work with the cities along SR 78 to develop the Route Concept Study for the ultimate improvements along the entire SR 78 corridor. Upon completion of the Route Concept Study, the Project Study Reports will be completed for the locations that need improvements.	SANDAG will work with the corridor cities to initiate a corridor study to identify the long-term needs and ultimate improvements in the corridor. Language about the future SR 78 corridor study will be added to RTP in Appendix F, Related Studies/Reports.	Systems Development
455	9/17/07	Letter via e-mail	City of San Marcos	The RTP should commit to developing the Bus Rapid Transit (BRT) route along San Marcos Boulevard. The City is in the process of developing plans for the widening of San Marcos Boulevard. This is the opportunity for SANDAG to work with us to incorporate the BRT route into the design plans.	An Arterial Rapid route along San Marcos Boulevard is included in the Unconstrained Plan and in fact fell from the 2004 Reasonably Expected RTP transit network through an evaluation of a number of project criteria. SANDAG will work with the City and NCTD on potential design plans as we know them now and will work to identify transit opportunities in this corridor for the next RTP, as smart growth plans become more defined.	Systems Development
456	9/17/07	Letter via e-mail	City of San Marcos	San Marcos has and will continue to contribute more than its fair share towards regional transportation solutions. San Marcos' Public Facilities Fees (PFF), which has been in place since 1991, exceeds the <i>TransNet</i> minimum for residential development and additionally includes fees on commercial/industrial development. Our PFF includes a component for construction of our portions of SANDAG's adopted Regional Arterial System and a component for improvements directly to Highway 78. We are actively constructing these projects.	Comment noted.	Systems Development
457	9/17/07	Letter via e-mail	City of San Marcos	San Marcos is a leader in planning smart growth, transit oriented land development lessening the impacts on Highway 78 and circulation streets.	Comment noted. SANDAG recognizes San Marcos' smart growth planning efforts.	Land Use

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
458	9/17/07	Letter via e-mail	San Diego County Taxpayers Association	The updated plan reflects an estimated shortfall of \$17 billion. How can such a plan be adopted while sources of the required funding to complete the projects remain "unidentified"? Does the estimated figure of \$17 billion include funding for deferred maintenance?	The additional investment for the Reasonably Expected Revenue Plan includes nearly \$4 billion in revenue-neutral public, private or joint public/private toll road partnerships. It also includes another nearly \$2 billion in fees or other mechanisms related to the Goods Movement industry for Goods Movement-specific projects. For the remaining \$10-11 billion, Table 4.2 lists potential local, state and federal funding sources. Regarding deferred maintenance, there is no specific line item in the plan for this expenditure. However, the plan does identify more than \$19 billion, or approximately 33 percent of the total expenditures, for the operating, managing, maintaining and rehabilitating the region's highway, transit, and local street and road networks.	Financial Strategies
459	9/17/07	Letter via e-mail	San Diego County Taxpayers Association	How will the revised RTP meet the statewide greenhouse gas emissions limit that will reduce emissions by 25% by 2020 while enabling an increase in vehicle miles traveled?	Greenhouse gas emissions reduction was among the factors considered in the preparation of the proposed RTP. The emissions reduction target the commenter refers to, established in AB 32, is a target for all emissions in the state. How this target will be met on a region-specific and sector-specific basis is currently a topic of great deliberation among State and Regional agencies such as SANDAG. As part of this deliberation, SANDAG is preparing a Climate Action Plan to develop greenhouse gas reduction strategies in its areas of jurisdiction.	Land Use
460	9/17/07	Letter via e-mail	San Diego County Taxpayers Association	Given the experience of the last three decades in regards to transit ridership, how will a three-fold increase, as outlined in the RTP, be achieved? It would seem that a significant change in service would be required to increase ridership. Where will that additional funding come from? What significant changes to service are being proposed to increase ridership and when are those changes scheduled to take place? Will those changes be a part of a phased plan?	The Reasonably Expected scenario of the 2007 RTP includes 11 new regional Bus Rapid Transit/Arterial Rapid routes, improvements to 13 existing regional transit services such as the San Diego Trolley, substantial increases to the current transit network's operating, maintenance, and capital budgets, and funds to promote walkability to stations and smart growth projects at or near major transit centers. Improvements to these different types of services are designed to work together and form a network structure that is attractive to both captive and choice riders. This network is phased into three basic type periods, with services beginning in each of the three decades.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
461	9/17/07	Letter via e-mail	San Diego County Taxpayers Association	Please identify the sources of funding for transit operations, maintenance and replacement. Is there an operating plan for transit service similar to the capital plan? Is funding allocated for new projects, existing projects, or both?	Traditional sources for transit services include local funds such as <i>TransNet</i> , state sources such as Transportation Development Act (TDA) funds, and federal funds such as Federal Transit Administration (FTA) funds for capital projects. Both capital and operations are included in the 2007 RTP and improvements are made to existing transit services as well as adding new services.	Systems Development
462	9/17/07	Letter via e-mail	San Diego County Taxpayers Association	Which governing body is responsible for life-cycle costing and deferred maintenance? Please provide us with copies of each transit agencies' deferred maintenance funding plans.	The 2007 RTP includes funds for transit operations and maintenance. We have forwarded your request on to NCTD and MTS.	Systems Development
463	9/17/07	Letter via e-mail	San Diego County Taxpayers Association	Bus Rapid Transit (BRT): Since the express services planned (I-805 & I-5) and under construction (I-15) share the Managed Lanes with private vehicles and exit from the roadway to pickup passengers, how will it offer a superior alternative to the automobile in door-to-door commuting? Has the I-15 BRT plans implemented the recommendations of the Independent Transit Peer Review (ITPR)? What disincentives to the use of private cars for the work commute is contemplated?	The I-15, I-805, and El Camino Real BRT services will use the Managed Lanes and will exit and enter the freeway using Direct Access Ramps, ramps in the Managed Lanes (ML) that allows transit vehicles, carpools, and vanpools to directly access the BRT stations and park-and-ride lots instead of the traditional weaving over to an exit from the carpool lane. This will increase transit's time savings and offers an advantage over solo driving. We assume you refer to the ITPR recommendation to convert the I-15 ML to transit only lanes. If so, that scenario was modeled at the beginning of our RTP work and did not prove to offer a significant boost in transit ridership. The 2007 RTP includes an analysis of travel times on major corridors. For example, the transit and carpool trip on the I-15 significant improve by 2030, while savings are not shown for solo drivers in that corridor.	Systems Development
464	9/17/07	Letter via e-mail	San Diego County Taxpayers Association	Is there a long-range pro-forma for regional transit operations demonstrating the sufficiency or insufficiency of the <i>TransNet</i> subsidy? In that pro-forma, what are the assumptions concerning fare structure?	Operating costs used to develop the <i>TransNet</i> ordinance were based on work completed by MTDB as part of their Transit First strategy. An operating cost per revenue hour of service was developed for each type of service - rapid bus, BRT, light rail, and commuter rail. Since the <i>TransNet</i> ordinance provided costs in current dollars, no escalation of these costs was done. In terms of fare structure, once the operating costs per service were known, an anticipated farebox recovery rate was applied to determine the operating subsidy required by <i>TransNet</i> . These rates were based on both current rates and past work by MTDB as referenced and checked by SANDAG staff.	Systems Development

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465	9/17/07	Letter via e-mail	San Diego County Taxpayers Association	Have global best practices been studied to increase farebox recovery? We are aware that globally, especially in Australia, best planning and implementation practices have resulted in transit systems at or near full fare box recovery. How have you considered applying these practices in San Diego? These practices, as noted by the ITPR are to design the network to save people time which means developing a route network that reduces transfers. Where and how are these practices being applied in the transit network?	When SANDAG developed the Regional Transit Vision in 2001, which was evaluated by the ITPR in 2006, an analysis of global best practices was conducted. Central to the RTV was a network of services, all working together to serve different market for transit. Currently, our transit system requires transfers that many times are missed, long in duration, and otherwise inconvenient and can result in choice riders using other means. However, the RTV and the 2007 RTP manages these transfers by offering more frequent and reliable service, and upgraded stations. However, there are some transit trips currently requiring a transfer that will be improved. For example, currently the Riverside Transit Agency provides services from the Temecula area to Oceanside, where a majority of riders transfer to the COASTER to go to Sorrento Valley. By extending the I-15 BRT to southwest Riverside County, these riders will have a one-seat ride to Sorrento Valley and take advantage of the I-15 Managed Lanes facility.	Systems Development
466	9/17/07	Letter via e-mail	San Diego County Taxpayers Association	How have the conclusions and recommendations of the Independent Transit Planning Review panel affected the future of the Mid-Coast light rail line? What is the current estimate of the cost to complete that line including all related facilities? Does this cost estimate include federal transit funding? What course of action is anticipated if federal funding is reduced or eliminated?	Chapter 6 details how ITPR recommendations were addressed in the 2007 RTP. Mid-Coast is a <i>TransNet</i> Early Action Program project and as such, assumes a 50% non-local match. The <i>TransNet</i> Ordinance states that "Absent federal funding, then bus technology may be considered for the high level service planned for this corridor".	Systems Development
467	9/17/07	Letter via e-mail	San Diego County Taxpayers Association	Has a phasing plan for transit projects been developed? In what order and when will each infrastructure project or transit service improvement be implemented?	Appendix A of the 2007 RTP outlines which transit routes are implemented either by 2010, by 2020, or 2030. For example, see Table A.8 For details on the Reasonably Expected transit network and Table A.3 details the Revenue Constrained transit network.	Systems Development
468	9/17/07	Letter via e-mail	San Diego County Taxpayers Association	In order to provide sufficient north/south rail service and ease congestion in the I-5 corridor the existing line must be double tracked. Given the complexity of this undertaking, which includes tunneling and relocating segments of track, what is the current estimated cost? Will there ever be sufficient funds from all sources to accomplish this critical link in overall mobility planning?	The 2007 RTP includes \$2.3 billion in local, state, and federal funds for coastal rail double tracking and other improvements. The result is a fully double-tracked corridor in San Diego County.	Systems Development

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469	9/17/07	Letter via e-mail	San Diego County Taxpayers Association	We are told that the number of solo commuters in this county has actually grown from 74% in 2000 to 78% in 2005. (San Diego Union-Tribune 6/14/07). The success of an HOV strategy to mitigate and reduce congestion is still subject to debate among traffic engineering experts. What evidence has SANDAG now acquired that demonstrates the HOV strategy will produce the promised results?	Presently, the San Diego region has few carpool lanes and little incentive for solo drivers to switch. The current trend should change as carpool lanes will expand from 13 miles to 143 miles in this RTP. HOV/Managed Lanes provide capacity that relieves congestion on the general purpose lanes, can move more people per hour, and provide competitive travel times to appeal to choice transit riders. This new approach will be monitored for results and necessary adjustments.	Systems Development
470	9/17/07	Letter via e-mail	San Diego County Taxpayers Association	An underlying assumption of the RTP is a one million person increase in regional population requiring 290,000 additional housing units and one half million new jobs by 2030. Given all we know today about the holding capacity of this region and the limitations on growth imposed by general plans, water resources and terrain where is the support for this fundamental assertion upon which the plan has been predicated?	The projected increase of 290,000 additional housing units is within the capacity of current general plans for the incorporated cities and unincorporated county. With respect to water resources, the San Diego County Water Authority utilizes SANDAG's forecast to project and plan for water demand in the region.	Systems Development
471	9/17/07	Letter via e-mail	San Diego County Taxpayers Association	It does not appear that the updated plan includes significant attention to relieving road and freeway congestion caused by the anticipated future growth of passengers at San Diego International Airport. Why is this not included?	The San Diego County Regional Airport Authority (SDCRAA) is preparing a new master plan for San Diego International Airport (SDIA). SANDAG is working with the Authority on improved transit service to SDIA as part of this effort. Senate Bill 10 requires SANDAG, working with the SDCRAA, to prepare an Airport Multimodal Accessibility Plan by December 31, 2013, analyzing better ground access to all San Diego airports.	Systems Development
472	9/17/07	Letter via e-mail	San Diego County Taxpayers Association	While \$280 million is set aside for Smart Growth incentives what evidence is there that such expenditures have actually produced either mitigation or reduction in congestion? Trolley boardings along high-density segments of the new Green Line do not seem to support that theory.	The Green Line Trolley carries more than 21,000 boardings each weekday. Furthermore, 10 of the 13 stations between Morena and Grossmont Stations are in the top 80 transit stops in terms of ridership (including three stations in the top 30 stops regionwide).	Land Use
473	9/17/07	Letter	City of Chula Vista	Once the Bayfront project is approved and SR 125 is completed, the City of Chula Vista would like to submit for inclusion into the Regional Arterial System (RAS) several roadways that City staff considers meets the criteria established by Caltrans & SANDAG. The Bayfront project area has the following roadway extensions: E Street from Interstate 5 to the west, and H Street from Interstate 5 to Marina Parkway. With the opening of SR 125, we would like to include Eastlake Parkway from Otay Lakes Road to Hunte Pkwy.	The RAS is updated as part of the RTP process. SANDAG worked with local jurisdictions beginning in August 2006 to update the RAS for the 2007 RTP. Chula Vista is welcome to submit proposed additions to the RAS during the next update process.	Systems Development

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474	9/17/07	Letter	City of Chula Vista	We would like to see SANDAG pursue additional funding beyond transit and highway revenues that would also include local roadway improvements since we feel that the majority of the public would support this measure if it incorporates funding for all three, much like the <i>TransNet II</i> extension measure did. In previous meetings held with SANDAG staff, there is consensus that should additional funding sources be approved, that this new funding source will have a local roadways component to it.	Comment noted. The Financial Strategies section in Chapter Four already includes several actions to pursue additional funds, some of which would cover needs in the local roadway network.	Financial Strategies
475	9/17/07	Letter	City of Chula Vista	Project limits on the various SANDAG Committee working groups do not match up in all instances. For example, on the Freight Working Group versus the CTAC, there are I-805 improvements that were studied and ranked by SANDAG staff with different project limits. Clarification on how this issue will be resolved needs to be addressed.	Project descriptions and limits in Tables 6.5 and B.1, San Diego Regional Goods Movement Action Plan, will be reviewed and corrected to avoid any confusion in the final RTP.	Systems Development
476	9/17/07	Letter	City of Chula Vista	Projects should be evaluated similarly for all groups so that the projects move into the RTP and RTIP in appropriate phases corresponding to logical project limits	The 2007 RTP utilizes revised project evaluation criteria. The criteria was updated to contain greater commonality across project categories.	Systems Development
477	9/17/07	Letter	City of Chula Vista	How will private funding be accounted for in the RTP for Toll Road facilities such as SR 125 (South Bay Expressway), SR 241 (to Orange County) and potentially if SR 11 (to East Otay Mesa) is a toll road?	Private funding is accounted for under the Local funds section. The method is to assume that the cost of the facility is equivalent to the amount of revenues being added to the regional total.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
478	9/17/07	Letter	City of Chula Vista	Technical Appendix (TA) pages 3-15 & TA 3-19: The SANDAG Unconstrained Highway Network dated January 2007 and listed as Attachment 2, plans to reduce the planned general purpose lanes from ten to eight between SR 905 to East H Street, but traffic volumes for Year 2030 are expected to increase by 37% from 201,000 ADT in Year 2003 to 276,000 ADT in Year 2030. The I-805 segments between SR 54 and Telegraph Canyon Road will have more vehicular volume than anywhere else on this interstate, except on the approach to SR 94. Therefore, the ten general-purpose lanes should remain from SR 94 south to Telegraph Canyon Road so that the final recommendation should be to reduce the planned general-purpose lanes to eight from Telegraph Canyon Road south to SR 905. Telegraph Canyon Road has 70,000 ADT today, similar to East H Street. In meetings held earlier this year with SANDAG staff, they have already agreed to this revision but it has not been shown in the Draft EIR, Draft RTP, or in the Technical Appendix. The City of Chula Vista requests that based on the traffic volumes that this revision be made.	The tables and figures in Appendix 3 were interim products during the development phase of the RTP and are not final. As described on Page TA 3-1, this appendix lays out the development process of the transportation network for the 2007 RTP, from December 2006 through the draft in June 2007. Table A.11 in the main document lists the Major Capital Improvements in the Unconstrained Needs Network. The change requested by the City of Chula Vista is shown at the top of Page A-30, where I-805 goes to 10F+4ML between Telegraph Canyon Road and I-8.	Systems Development
479	9/17/07	Letter	City of Chula Vista	The Unconstrained Revenue Plan shows that the I-805/SR 54 HOV Connector ramps for the South to East & West to North will be built by Year 2030. More information is needed since the I-805 HOV/DAR project is listed as one of the Early Action Projects for the <i>TransNet</i> Extension.	SR 54 HOV lanes are not included in the Reasonably Expected Revenue scenario. As such, the listed direct HOV connectors from I-805 to SR 54 are not needed. Projects shown in the Unconstrained Needs list are not scheduled as many of the projects are not funded by the RTP horizon year of 2030.	Systems Development
480	9/17/07	Letter	City of Chula Vista	Why is the SR 905 project ranked so low (#43) on the RTP Highway Project Rankings? Was consideration of SR 11 and the Border Master Plan with the East Otay Mesa Port of Entry and the Otay Mesa Community Plan taken into account?	The expansion of SR 905 from a 4F/6F facility to a 8F facility ranks #38. The initial construction of SR 905 is included in the RTP baseline. The ranking of all projects was based on the criteria listed in Technical Appendix 7 and looked at factors such as cost effectiveness, travel time savings, and serving peak period trips.	Technical Appendix 7
481	9/17/07	Letter	City of Chula Vista	TA 3-22: The Revenue Constrained Plan shows that on I-805 several sections would initially only have 2-HOV lanes versus the ultimate four managed lanes, and no HOV lanes would be provided south of (East) Palomar Street in Chula Vista. Staff would like Caltrans & SANDAG to still evaluate the ultimate right-of-way needs south of East Palomar Street.	Figure A.4 on page A-25 shows the ultimate configuration based on travel demand in each corridor. It is 8F+4ML south of Palomar Street. The tables and figures in Appendix 3 were interim products during the development phase of the RTP and are not final.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
482	9/17/07	Letter	City of Chula Vista	TA 3-24: The Reasonably Expected Revenue Scenario mentions that investment in both the existing transit system and the addition of new BRT/Rapid Bus service would be provided with an increase of \$5 billion. This is predicated on also providing necessary freeway connectors and HOV/BRT connectors so that transit improvements provide adequate performance service levels. Due to the City of Chula Vista's General Plan Update and the Region's Smart Growth policies, the H street corridor bus service from the Trolley Station at I-5/H Street through Southwestern College and then to the east, including Otay Mesa should be shown in the Unconstrained Revenue Plan and the Reasonably Expected Plan as Bus Rapid Transit (BRT). This is the only east-west transit corridor in the City and it currently has high ridership. Also, this route should be shown in the Revenue Constrained Plan as a Rapid Bus service, if it cannot be provided as BRT route.	The H Street Corridor is served by Route 709 Rapid Bus project in the Unconstrained Transit Network and ranked 34th out of 43 routes ranked using the transit project evaluation criteria developed for the 2007 RTP. This ranking was not high enough to warrant inclusion in the Reasonably Expected or Revenue Constrained network scenarios. By increasing the budget for existing transit services, there is the possibility of enhancing the existing transit service serving this corridor.	Systems Development
483	9/17/07	Letter	City of Chula Vista	TA 3-35: The Revenue Constrained Scenario shows that on page TA 3-37, the 2007 Revenue Constrained Plan would also provide for improvements to the LRT Blue Line to accommodate low floor vehicles and to provide two South Bay grade crossings that will enable increases in service frequency. Confirmation that the two grade separation locations are at E Street and at H Street needs to be mentioned. City staff would like consideration of SANDAG to evaluate an alternative alignment study for the LRT through the northerly portion of Chula Vista (north of L Street) before the grade separation projects are initiated since there is a demonstrated need for rail freight service to increase along the Blue Line rail corridor	To date, planning work has concluded that the grade separations would be needed at E and H Streets and we can update the text to reflect this. A South I-5 Corridor study will evaluate the future needs for both rail (freight and passenger) as well as the freeway in the confined corridor.	Technical Appendix 3
484	9/17/07	Letter	City of Chula Vista	A comparison of the Blue Line improvements versus the Goods Movement Action Plan needs to be considered so that projects for each type of rail service are shown to be feasible independently so they do not severely impact one or the other user. This rail corridor does have some right-of-way limitations that could be hindrances for additional track/capacity projects.	SANDAG is working with the local jurisdictions and agencies to conduct the I-5 South Corridor Study to address all the transportation needs in this corridor.	Technical Appendix 3

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
485	9/17/07	Letter	City of Chula Vista	TA 3-42: Attachment 1 "Unconstrained Network Improvements Final RTP Highway Project Rankings" shows the following projects that may have incorrect limits on I-805: Project Ranking #5 is "I-805 from H Street to I-8 (\$2,410 Million)" and it should have a revised limit from Telegraph Canyon Road to I-8 as a 10F + 4ML. Also, Project Ranking # 18 is "I-805 from SR 905 to H Street (\$532 million)" and it should have a revised limit of SR 905 to Telegraph Canyon Road as a 8F + 4ML.	The tables and figures in Technical Appendix 3 were interim products during the development phase of the RTP and are not final. Table A.11 lists the Major Capital Improvements in the Unconstrained Network. The change requested by the City of Chula Vista is shown at the top of Page A-30, where I-805 goes to 10F+4ML between Telegraph Canyon Road and I-8.	Technical Appendix 3
486	9/17/07	Letter	City of Chula Vista	TA 3-42: Attachment 1 "Unconstrained Network Improvements Final RTP Highway Project Rankings" shows the following Project #4 to add 2-HOV lanes on I-5 from SR 905 to SR 54 (\$202 million) that the City supports, but should have additional information on what the project scope is due to concerns over existing right-of-way constraints along this corridor.	SANDAG is working with the local jurisdictions and agencies to conduct the I-5 South Corridor Study to address all the transportation needs in this corridor.	Technical Appendix 3
487	9/17/07	Letter	City of Chula Vista	TA 3-50: For the "Reasonably Expected Scenario-Highway Emphasis \$51 Billion Option 2A", there is a \$423 million I-805 from SR 905 to I-5 and under the "Improvements" column heading it states "Adds 2GP lanes from H St. to I-8 and SR 52 La Jolla Village Dr." This should be revised so that H Street is revised to Telegraph Canyon Road.	The tables and figures in Technical Appendix 3 were interim products during the development phase of the RTP and are not final. Table A.11 lists the Major Capital Improvements in the Unconstrained Network. The change requested by the City of Chula Vista is shown at the top of Page A-30, where I-805 goes to 10F+4ML between Telegraph Canyon Road and I-8.	Technical Appendix 3
488	9/17/07	Letter	City of Chula Vista	TA 3-56: Attachment 13, see the same comment for TA 3-50 whereby on I-805, the 10F + 4ML cross-section begins at East H Street and goes to the north to I-8. The southern limit should be moved further south to Telegraph Canyon Road.	The tables and figures in Technical Appendix 3 were interim products during the development phase of the RTP and are not final. Table A.11 lists the Major Capital Improvements in the Unconstrained Network. The change requested by the City of Chula Vista is shown at the top of Page A-30, where I-805 goes to 10F+4ML between Telegraph Canyon Road and I-8.	Technical Appendix 3
489	9/17/07	Letter	County of San Diego	One of the RTP goals is to provide more travel choices (Pg.1-4) and more efficiently move people on buses, trolleys, trains, and cars. Travel mode choices for the residents of the unincorporated area are currently very limited and remain limited even with the implementation of the 2030 RTP. SANDAG should reassess RTP projects to address increasing traffic congestion on freeways and highways that serve the rural unincorporated area whose only feasible travel choice is driving a car.	The low residential densities in most of the unincorporated area make it difficult to serve them with mass transit, given scarce resources. Lower volumes on rural highways also make it difficult for those facilities to compete for funding priority with high volume corridors such as Interstates 5 or 15.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
490	9/17/07	Letter	County of San Diego	The RTP should develop policies and procedures to ensure that County residents in rural areas have opportunities to use transit for longer trips. Providing Park and Ride lots, vanpool and other transit amenities in designated smart growth areas will help increase ridership and provide traffic congestion relief in addition to increasing travel choices.	Many smart growth areas in the unincorporated area of San Diego are served by local transit services. In responding to one of the main recommendations of the ITPR, the 2007 RTP transit network concentrates investments in the denser urban core areas.	Systems Development
491	9/17/07	Letter	County of San Diego	Accommodating bicycle and pedestrian travel is also important as we develop our regional highways and arterials. New highway and arterial facilities, such as freeway interchanges or widened arterial streets, should be designed to encourage bicycling and walking, and should not be a barrier to those transportation modes.	The <i>TransNet</i> policy on accommodating bicycle and pedestrian traffic will improve the design of roadways and freeway interchanges as new projects are built under the plan.	Systems Development
492	9/17/07	Letter	County of San Diego	The RTP revenues and expenditures are phased by decades. The RTP should explain the prioritization process that was used to develop the phasing plan for the highway improvement projects.	Technical Appendix 7, Transportation Evaluation Criteria and Rankings, explains the process used to objectively rank the various categories of transportation projects.	Systems Development
493	9/17/07	Letter	County of San Diego	The Unconstrained needs exceed the \$58 billion budget established for the 2007 RTP by approximately \$31 billion. Additional transit improvements and other highway capital improvements are required to address the remaining congested segments of the region's transportation system that cannot be accommodated within the \$58 billion financial budget. Any additional revenues should be used to help fund proposed toll facilities like SR 11 and I-15 (SR 78 to Riverside County) and restore highway projects that were part of the previous Reasonably Expected scenario such as the SR 94 improvements.	Comment noted.	Systems Development
494	9/17/07	Letter	County of San Diego	In the near future (2008) the County will need to update its Bicycle Master Plan, and will also embark on creating a Pedestrian Master Plan. Funding should be provided to assist in preparing these plans.	SANDAG does provide funding for bicycle and pedestrian plans through the Transportation Development Act and <i>TransNet</i> programs.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
495	9/17/07	Letter	County of San Diego	To improve sustainability (Pg. 6-35), the 2007 RTP focuses major roadway and transit improvements in urban/suburban areas of the region encouraging future growth away from the region's more rural areas. However, the Plan recognizes the need to address the unique transportation issue facing the region's rural communities, particularly those affected by increasing development on the tribal reservations. Therefore, the RTP should seek to provide a more complete revenue scenario that addresses the unmet needs of the unincorporated communities.	SANDAG is working with the County, Caltrans, and the tribal nations to evaluate transportation solutions in rural areas, such as SR 76 east of I-15. Not all areas or stakeholders want wider roads as the answer to relieve traffic congestion.	Systems Development
496	9/17/07	Letter	County of San Diego	SANDAG, the Interagency Technical Working Group, and the Southern California Tribal Chairmen's Association (SCTCA) should continue to work closely with the County of San Diego regarding collaboration with the tribal nations of the San Diego region. That the majority of tribal land and development is within County jurisdiction and requires extra coordination to ensure that development on tribal lands is completed with necessary infrastructure improvements in place.	Comment noted. Coordination among all land use authorities in the region—whether city, county, tribal, or federal—is critical to ensuring the appropriate transportation infrastructure is in place to accommodate the needs and vision of the region's inhabitants.	Appendix D
497	9/17/07	Letter	County of San Diego	The 2007 RTP should address traffic impacts resulting from the development and expansion of tribal casino facilities. SANDAG should coordinate with the unincorporated County communities to develop RTP strategies for addressing the traffic impacts from San Diego County casinos that are affecting traffic along I-15, I-8, SR 76, SR 67, and SR 79.	The best available information was incorporated into the travel forecast modeling process utilized for the 2007 RTP, including that from tribal nations. Through a public process needs/gaps were identified, a list of projects and a system of prioritization was developed. The purpose of the Interagency Technical Working Group on Tribal Transportation Issues is to serve as a forum for discussion on these issues. The County is an advisory member and represents the interests of the unincorporated County communities in this forum.	Appendix D
498	9/17/07	Letter	County of San Diego	The RTP should address traffic impacts resulting from the development and expansion of tribal casino facilities. SANDAG should coordinate with Southern California Association of Governments (SCAG) and Riverside County officials to develop RTP strategies for addressing the traffic impacts from the North San Diego County and Southern Riverside County casinos that are affecting traffic along I-15, SR 76, and SR 79.	As in the case of San Diego, tribal governments in Riverside are invited to participate in the I-15 Interregional Partnership in which transportation agencies and local jurisdictions have been pursuing interregional strategies to reduce congestion on the I-15 and improve mobility for the two regions.	Appendix D

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
499	9/17/07	Letter	County of San Diego	SANDAG and the Tribal Transportation Working Group (with County participation) should continue to address issues of concern, and ensure that the needs and issues of tribal governments are being incorporated into the transportation planning process at the regional level.	SANDAG agrees. The Interagency Technical Working Group on Tribal Transportation Issues is a critical forum for public agencies to discuss transportation issues with the tribal governments in the context of an government-to-government framework.	Appendix D
500	9/17/07	Letter	County of San Diego	Appendix E-3 discusses the SANDAG Transportation Model. The modeling process should be worked in conjunction with other interested agencies. At times SANDAG and County traffic volumes forecasts have differed significantly and have caused points of confusion for potential developments and long range planning tasks. Steps should be taken that ensure that the various traffic models have correct land use/transportation assumptions for County lands especially as the GP 2020 process is finalized.	1) SANDAG always welcomes input to improve our modeling system. We held a national peer review of our transportation model in 2005 and we meet on a regular basis with transportation modeling staff from agencies that run the regional transportation model. We continuously strive to improve the transportation model to provide decision makers with the most accurate information possible. 2) The County's transportation model, developed from the SANDAG regional transportation model, assumes full development of all unincorporated land and 2030 forecasted land use for the incorporated cities, while the regional transportation model uses the 2030 forecasted land uses for the entire region. The main purpose of the County's GP Update model is to synchronize the County's Circulation Element with the proposed General Plan land uses upon the worst case scenario (build out). This intent is different from the development of the Regional Transportation Plan. 3) In every forecast SANDAG works closely with each jurisdiction to ensure that general plans are accurately reflected. During the Series 11 forecast, which serves as the basis for this Regional Transportation Plan, SANDAG worked with planners from the County of San Diego to update, verify, and review all land use information. The information contained in the forecast accurately reflects the draft of County GP 2020 as of June 2006.	Appendix E

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
501	9/17/07	Letter	County of San Diego	The RTP modeling predicts that the mix of projects will result in a decrease in peak period freeway congestion of 25 percent through 2030, simultaneous with considerable population growth. While the County supports a reduction in peak period freeway congestion, it is not clear how this conclusion is drawn or if it is reasonable. For example, if the model is biased toward roadway investments, will transit improvements suffer?	1) Table 2.3 under the "Reliability" category shows that the percent of total travel (measured in vehicle miles traveled) in peak period congested conditions was 31% in 2006 and is anticipated to be 32% in 2030 with the Reasonably Expected Revenue Network. 2) The SANDAG 2030 Regional Growth Forecast Update is based upon current city and county general plans and policies. At this point in time land use development projections are controlled by local plans and policies, not by the transportation plan. Under ideal modeling conditions, the transportation network should impact the land use development pattern. However, local jurisdictions have requested that the SANDAG forecast only contain local plans and policies and not be allowed to deviate from these plans.	Appendix E
502	9/17/07	Letter	County of San Diego	Has the model accounted for the different ways land use development patterns respond to available transportation choices? For example, excellent transit services best support compact development, while auto-oriented transportation encourages resource-intensive, low density development. Urban congestion data from the Texas Transportation Institute (http://mobility.tamu.edu/ums/congestion_data/tables/national/table_4.pdf) show that only Detroit, with the worst urban economy in the nation, has experienced congestion reduction on a similar scale anticipated by the RTP. The County requests that the RTP provide additional discussion and rationale for the chosen project mix and address the concerns raised above about the model assumptions.	See response to comment no. 500.	2007 RTP Vision

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
503	9/17/07	Letter	County of San Diego	The RTP should address inter-regional traffic that is impacting San Diego County freeways and the North County communities. SANDAG should coordinate with the SCAG to develop RTP strategies for addressing intra-regional commuters and their traffic impacts to the I-5 and I-15 corridors. The I-15 corridor especially has experienced a tremendous increase in daily traffic volumes due to commuters that reside in Riverside County and work in San Diego County. SANDAG and SCAG should work together to identify improvement projects and funding sources that would result in freeway improvements that would be mutually beneficial for both regional planning areas.	SANDAG coordinates with SCAG and Riverside County agencies on an ongoing basis. Our work on the I-15 Interregional Partnership has been going on since 2001. SANDAG and its partners have recently completed Phase Two and has received funding for a Phase Three that will evaluate short and mid-term transportation solutions in the I-15 corridor.	Systems Development
504	9/17/07	Letter	County of San Diego	SANDAG and SCAG should also coordinate on transportation issues related to development in Orange and Imperial Counties that impact freeway facilities in the San Diego region.	SANDAG also coordinates with SCAG and Orange County on an ongoing basis. SANDAG participates in the Orange County Transportation Authority's South Orange County Major Investment Study and staff meets regularly to discuss items of joint interest. Additionally, in the FY 2008 Overall Work Program (OWP), SANDAG will participate in the Imperial Valley Association of Governments I-8 Corridor Strategic Plan.	Systems Development
505	9/17/07	Letter	County of San Diego	The RTP discusses the cross border transportation system and the importance of the regional border economies. SANDAG should coordinate with the County and the City of San Diego to develop the Year 2030 land use and roadway network assumptions for the County's East Otay Mesa region. The majority of the lands in the East Otay Mesa region are designated Industrial and Technology Business Park uses, which are currently vacant and developable. The Year 2030 land use and roadway network assumptions for the County's Otay Mesa region are critical for identifying the future border infrastructure needs. County staff believes the development potential of the East Otay Mesa area is greater than what is currently assumed in the SANDAG Year 2030 forecast. The County, the City, and SANDAG should agree to a reasonable future development/Year 2030 assumption for the Otay Mesa region.	In every forecast, SANDAG works closely with each jurisdiction to ensure that general plans are accurately reflected. During the Series 11 forecast, which serves as the basis for the 2007 RTP, SANDAG worked with planners from the County of San Diego to update, verify, and review all land use information. The information contained in the forecast accurately reflects the draft of County GP 2020 as of June 2006. With respect to the Otay Mesa area, SANDAG's forecast reflects approximately 170 acres of existing industrial land, and 686 acres of vacant planned industrial land. Of this vacant land, a projected 42 acres are developed by 2030. While the Series 11 forecast accurately reflects the potential of the East Otay area for development, the forecast does not envision the development occurring during the forecasted period, 2004 – 2030. Rather, the industrial development that occurs in the South Bay area is focused more in the City of San Diego's Otay Mesa and the east Chula Vista locals, where current and planned transportation infrastructure provides better accessibility.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
506	9/17/07	Letter	County of San Diego	The RTP/Table 2.2 should provide current and 2030 travel time data for unincorporated communities to the employment centers located in the San Diego urban region including downtown San Diego and Kearny Mesa. The RTP performance measures should assess commute times, vehicle miles traveled (VMT), and Levels of Service (LOS) operations along the freeways and highways that serve the unincorporated communities.	The seven corridors chosen to document changes in travel times are heavily congested urban corridors with major investments planned in the RTP. The table is intended to detail the changes in travel times given the large investment in those corridors. Figure 2.1 indicates the projected level of service on the rural highways in 2030.	2007 RTP Vision
507	9/17/07	Letter	County of San Diego	Although the Draft RTP mentions that the San Diego region is served by two commercial air carriers, San Diego International Airport (SDIA) and McClellan Palomar Airport, the report does not discuss the current and future importance of Palomar Airport. Palomar Airport, located in the City of Carlsbad, will be a key factor in the future integration and optimization of the regional commercial transportation system. The County of San Diego is currently investing approximately \$24 million dollars directly into revitalizing and modernizing Palomar Airport including a complete renovation and modernization of Palomar Airport's main terminal. Additional upgrades include: new relocated auto parking areas, improved taxiway, improved commuter aircraft maneuver areas, improved airport vehicle access (to included bus, taxi, shuttle services and passenger drop-off areas). In addition, the County is currently negotiating to locate international customs services within the future terminal facility.	Additional language will be added to the RTP on the importance of Palomar Airport.	Systems Development
508	9/17/07	Letter	County of San Diego	With respect to navigational aids (NAVAIDS), Palomar Airport and SDIA are the only public airports within San Diego County equipped with an Instrument Landing System (ILS). An ILS system can be a key factor during low visibility approach conditions.	Comment noted.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
509	9/17/07	Letter	County of San Diego	Gillespie Field is one of the County's largest general aviation airports. A future project at Gillespie Field, planned for 2008, will include the addition of a general aviation transient ramp capable of accommodating not only light general aviation aircraft, but also large corporate jets. This particular project has been specifically designed to accommodate a future inter-modal connection between general aviation aircraft users and the San Diego Metropolitan Transit System. For example, transient corporate aircraft and its passengers will soon have the capability of parking at Gillespie Field and easily utilizing the trolley system to access any or all areas of the county serviced by the trolley system.	Senate Bill 10 requires SANDAG, working with the SDCRAA, to prepare an Airport Multimodal Accessibility Plan by December 31, 2013, analyzing better ground access to all San Diego airports. The County will be an important participant in this effort.	Systems Development
510	9/17/07	Letter	County of San Diego	The County of San Diego currently operates one of the largest integrated airport systems in the country, which includes eight (8) integrated County of San Diego Airports. The County of San Diego Airports staff has specialized knowledge and significant aviation related foresight with respect to the future of regional aviation strategic planning and should be included in SANDAG's process of integration and optimization of the regional commercial transportation system.	Senate Bill 10 also requires SDCRAA to prepare a Regional Aviation Strategic Plan by June 30, 2011. The County will be an important participant in this effort.	Systems Development
511	9/17/07	Letter	County of San Diego	GP2020 staff compared the draft 2007 RTP revenue scenarios [Constrained (CR), Reasonably Expected (RER), and Unconstrained (UR)] and the planned improvements to the GP2020 Circulation Element. Our primary concern is that several improvements that GP2020 identified are not included in the RER scenario, and further that some of these improvements are not included in the UR scenario, which should include all deficiencies. Concerns for specific roadway segments are identified in the following comments.	The County's transportation model, developed from the SANDAG regional transportation model, assumes full development of all unincorporated land and 2030 forecasted land use for the incorporated cities, while the regional transportation model uses the 2030 forecasted land uses for the entire region.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
512	9/17/07	Letter	County of San Diego	<p>Interstate 15 — Both the UR and RER scenarios utilize optional toll lanes to widen I-15 north of SR 78 by 4 lanes. Unless a region-wide solution is implemented for increasing housing capacity near employment centers, the four additional toll lanes will be necessary to resolve major traffic congestion on I-15 in northern San Diego County.</p> <p>According to information provided by SANDAG for the GP2020 traffic model, 246K average daily trips (ADTs) are forecast to travel to and from Riverside County by 2030. Should that forecast be realized, the need for an additional four lanes on the I-15 north of SR 78 will be critical. Even with the addition of the four lanes, the GP2020 traffic model forecasts a level of service (LOS) E or F for much of I-15 north of SR 78. If the additional four lanes are not built, the regional traffic will divert to local County roads causing unacceptable levels of congestion on the local road network.</p>	Comment noted.	Systems Development
513	9/17/07	Letter	County of San Diego	<p>Interstate 8 — Both the 2007 RTP UR and RER scenarios retain 4 lanes on I-8 west of Dunbar Lane. The GP2020 traffic model forecasts LOS E on several segments of I-8 east of Dunbar Lane. Neither the SANDAG 2007 RTP nor the GP2020 model took into account the recently announced expansion plans for the Viejas tribe. The 2007 RTP model should be modified to consider these expansion plans, which are considerable. In addition, a separate interchange serving the tribal gaming, commercial, and resort facilities planned by the Viejas and Ewiiaapaayp tribes should be included in the 2007 RTP UR scenario. In addition, for the I-8 east of Dunbar Lane, SANDAG should reconsider the forecast of trips generated from Imperial County and the associated timing of improvements. Now is a good time to plan ahead for an emerging issue.</p>	<p>The County's transportation model, developed from the SANDAG regional transportation model, assumes full development of all unincorporated land and 2030 forecasted land use for the incorporated cities, while the regional transportation model uses the 2030 forecasted land uses for the entire region. The best available information was incorporated into the travel forecast modeling process utilized for the 2007 RTP, including that from tribal nations. As land use changes during the development of the 2007 RTP or after it is approved, they can be incorporated into the data base for the next RTP update, since needs outside of the Reasonably Expected Revenue scenario would not be funded before 2011. Potential local interchanges are not included in the RTP network until they are adopted in the local general plan. The assumed 2030 interregional trips from Imperial Valley reflect the most recent trend models.</p>	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
514	9/17/07	Letter	County of San Diego	State Route 54 — The 2007 RTP shows 2 conventional lanes for SR 54 from SR 94 to I-8. This road does not currently exist in the unincorporated County. The deletion of this road from the GP2020 Circulation Element was coordinated with SANDAG, Caltrans, and the Spring Valley and Valle de Oro communities. Therefore, the road should not be shown as existing or included under the RER and RC scenarios.	The County is correct in that SR 54 from SR 94 to I-8 is not included in either the Revenue Constrained or the Reasonably Expected Revenue scenario. It is still shown in the Unconstrained Needs network at the request of the City of El Cajon and pending the results of their Jamacha Road/SR 54 study. While too late to be incorporated into this RTP, if all of the stakeholders agree, the facility can be deleted from future RTP updates.	Systems Development
515	9/17/07	Letter	County of San Diego	State Route 67 — None of the 2007 RTP revenue scenarios include widening the 4-lane sections of SR 67 to 6-lanes between I-8 and Maplevue Road, although the GP2020 traffic model forecasts up to 68K trips for this segment of roadway. Furthermore, the 2007 RTP UR and RER scenarios limit SR 67 to 4 lanes from Maplevue Road to Scripps Poway Parkway, while the GP2020 traffic model forecasts range from 41 to 46K ADTs showing the need for 6 lanes on portions of this segment.	The County's transportation model, developed from the SANDAG regional transportation model, assumes full development of all unincorporated land and 2030 forecasted land use for the incorporated cities, while the regional transportation model uses the 2030 forecasted land uses for the entire region.	Systems Development
516	9/17/07	Letter	County of San Diego	State Route 76 — The 2007 RTP RER scenario does not include widening SR 76 between Melrose Drive and Mission Road to 6 conventional lanes. The GP2020 traffic model forecast up to 72K ADTs on this segment of roadway, which would result in serious congestion on a 4-lane road. Much of this future traffic will be traveling to/from Riverside County and job centers in San Diego. On the east side of I-15, the RTP UR scenario shows 4 lanes to the La Jolla Reservation. In recognition of physical constraints such as steep topography and environmentally sensitive resources, GP2020 retained the segment of SR 76 east of Couser Canyon Road to 2 lanes with sufficient right-of-way to provide operational improvements such as turn and passing lanes. The County requests that the 2007 RTP UR scenario be revised to match GP2020 for SR 76 from Couser Canyon Road to the La Jolla Reservation.	The County's transportation model, developed from the SANDAG regional transportation model, assumes full development of all unincorporated land and 2030 forecasted land use for the incorporated cities, while the regional transportation model uses the 2030 forecasted land uses for the entire region. For the segment of SR 76 east of I-15, the RTP Unconstrained Network will be revised to show only two lanes east of Couser Canyon Road	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
517	9/17/07	Letter	County of San Diego	State Route 94 — GP2020 forecasts up to 90K ADTs on SR 94 between Avocado and Jamacha Road, yet only 4 lanes are included in the RER scenario. Six lanes are essential for this segment of roadway, especially when considering the deletion of the SR 54 expressway from regional plans. In addition, Caltrans staff agreed with County staff that a previously planned parallel expressway route for SR 94 is not feasible due to environmental constraints. Although GP2020 forecasts nearly 40K ADTs on SR 94 southeast of Jamacha Road, the RER scenario includes only 2 conventional lanes for this segment of the road. GP2020 plans for SR 94 are 6 lanes between Jamacha Road and Steele Canyon High School and 4 lanes between Steele Canyon High School and Melody Lane. In addition, the UR scenario should be revised to reflect 6 lanes from Jamacha Road to Steele Canyon High School.	Improvements in this corridor that are shown in the Unconstrained Needs ranked poorly against other projects and are not funded in the Reasonably Expected Revenue scenario. The County's transportation model shows higher volumes in this corridor as it assumes full development of all unincorporated land and 2030 forecasted land use for the incorporated cities. SANDAG's regional transportation model uses the 2030 forecasted land uses for the entire region and does not include development after 2030.	Systems Development
518	9/17/07	Letter	County of San Diego	State Route 188 — All RTP revenue scenarios retain 2 lanes on this road, which only accommodates external trips to and from Mexico. The RTP should also accommodate trips generated by land use in Tecate, U.S.A. by widening SR 188 from 2 to 4 lanes.	Land use inputs come from the County but are limited to the 2030 timeframe, and the need for four lanes is not demonstrated by the forecast numbers.	Systems Development
519	9/17/07	Letter	County of San Diego	The County supports the goals of the associated Environmental Mitigation Program (EMP) established by <i>TransNet</i> to assist in the implementation of the Multiple Species Conservation Program (MSCP) and the Multiple Habitat Conservation Program (MHCP).	Comment noted.	Land Use
520	9/17/07	E-mail	Jeremy Pearl	I would like to congratulate SANDAG on a very comprehensive plan. However, as a Rancho Penasquitos resident, I do have some concerns regarding State Route 56, and I question whether it will receive timely and adequate focus under the RTP.	Widening SR 56 to six lanes will be added to the Revenue Constrained and Reasonably Expected Revenue scenarios in the Final 2007 RTP.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
521	9/17/07	E-mail	Jeremy Pearl	Like many local residents, I was extremely happy to see SR 56 completed. However, it is really a shame to see it already heavily congested in peak hours. During the morning rush hour, traffic is regularly congested westbound from Black Mountain Road west to Camino Del Sur, and again from before Carmel Valley Road through Carmel Valley. Speeds generally vary from 10 to 35mph, with fairly frequent stops. Minor accidents are not infrequent, especially around Black Mountain Road and Carmel Valley Road on-ramps. The same patterns are repeated eastbound during the evening rush, but with heavy congestion confined generally to Carmel Valley, from I-5 to Carmel Country Road.	Widening SR 56 to six lanes will be added to the Revenue Constrained and Reasonably Expected Revenue scenarios in the Final 2007 RTP.	Systems Development
522	9/17/07	E-mail	Jeremy Pearl	In previous studies, SANDAG planners have acknowledged that intermediate widening of SR 56 from 4/5 general lanes to 6 general lanes would have a very positive effect on congestion for a relatively low cost (I believe in the \$45-50 million range, from one estimate). Although it is gratifying to see SANDAG include the full build-out of SR 56 to 6 general lanes plus 2 HOV in the RTP, it seems apparent that the congestion on this highway would demand much earlier attention. After the heavy focus to get this freeway built, it would seem counterproductive not to plan a reasonable increase in capacity.	Widening SR 56 to six lanes will be added to the Revenue Constrained and Reasonably Expected Revenue scenarios in the Final 2007 RTP.	Systems Development
523	9/17/07	E-mail	Jeremy Pearl	Ironically, Caltrans is currently constructing paved shoulders in both directions on SR 56 through Carmel Valley. Could funds have been allocated to push that tarmac out and construct auxiliary lanes as an even more temporary solution, in tandem with this project for maximum cost effectiveness? If not, I would imagine that many taxpayers would happily vote for a 50 percent increase in lane capacity in exchange for giving up the paved emergency lane for now. If it can be done on Route 163 in Balboa Park (where crash barriers were recently installed with no shoulder) it can be done on SR 56.	Caltrans and FHWA policies require that, where feasible, shoulders be constructed and maintained for public safety reasons.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
524	9/17/07	E-mail	Jeremy Pearl	Although I support the effective political pressure on Caltrans to design and build the "missing connectors" with I-5, I question why there appears to be almost no focus on an equal design deficiency on the eastern terminus at I-15. Indeed, it might be argued that this is a more inexcusable omission, since the massive I-15 managed lanes project provided an ideal but missed design and funding opportunity for a connector from I-15 north to SR 56 west, and to construct a "real" freeway-to freeway transition from SR 56 east to I-15 south to replace a terrible, one lane sharp right turn. I hope I am misinterpreting something in the current reconstruction of the I-15/SR 56 interchange, but it also seems very strange that northbound I-15 traffic will traverse two stop lights to connect to SR 56 west (one at the intersection where northbound managed lane traffic will also exit and another at the future I-15 southbound off ramp to Ted Williams Parkway?). I note with some bewilderment that Balboa Avenue, for example, received far superior design and build treatment for its intersection with lighter traffic and far less congestion potential.	Space and financial constraints dictate the level of interchange improvements that can be delivered during freeway construction projects. There are future plans to provide direct freeway connectors to the I-15/SR 56 interchange. However, funding for these improvements has not been identified.	Systems Development
525	9/17/07	Letter via e-mail	Caltrans District 11	The draft 2007 SANDAG RTP does not contain a completed RTP Checklist as required in the 2003 Supplement to the 1999 RTP Guidelines by the CTC. This checklist should be included with the draft RTP.	A RTP checklist will be included in the Final RTP.	General

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
526	9/17/07	Letter via e-mail	Caltrans District 11	Part of the vision for a convenient and integrated transportation system in the Regional Transportation Plan includes a link between ground and air transportation ".....to the international airport, ensuring effective access to world markets." While San Diego's international airport does handle much of the aviation business for the region it is also true that several of the general aviation and the region's other primary commercial service airport in Carlsbad do their part to ensure access to world markets. Whether the region's main commercial service airport stays put or is relocated, the other airports in San Diego's airport system will play an important role in allowing access to your region and to other regions. Broadening the scope of the vision statement in the future to include airports in general will go a long way in expressing the importance of all the region's airports as part of the whole transportation system.	Senate Bill 10 requires SANDAG and the SDCRAA, working with all the region's stakeholders, to prepare an Airport Multimodal Accessibility Plan, analyzing better ground access to all San Diego airports, and a Regional Aviation Strategic Plan, identifying workable strategies to improve the performance of the San Diego County regional airport system.	Systems Development
527	9/17/07	Letter via e-mail	Caltrans District 11	SANDAG may want to incorporate Native Americans as a separate component into their demographic section (Figure 3.2).	SANDAG does produce population projections for the Native American and Alaska Native population. These estimates and projections are reported through SANDAG's Profile Warehouse and Data Warehouse. However, these figures are not reported separately in the RTP chart because the population (estimated at 15,561 in 2004 and projected to be 18,254 in 2030) is less than one percent of the region total population and therefore cannot be displayed clearly in Figure 3.2	Appendix D
528	9/17/07	Letter via e-mail	Caltrans District 11	Based upon federal programming requirements please indicate, discuss, and document activities on whether or not funding has been allocated to any Tribes or projects that were identified by the Tribes to meet their community needs. (23 CFR, Sections 134 and 135)	See Appendix D (page D-4) for documentation of the tribal consultation process required by federal programming (23 CFR, Sections 134 and 135). SANDAG has gone beyond tribal consultation, to include the Southern California Tribal Chairmen's Association (SCTCA) as an advisory member on its Board and Policy Advisory Committees, including Transportation. The Interagency Technical Working Group on Tribal Transportation Issues, an ongoing SANDAG Working Group consisting of representatives from the 17 federally-recognized tribes in San Diego, advises the SANDAG Board on projects, programs, and concerns affecting the their communities.	Appendix D

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
529	9/17/07	Letter via e-mail	Caltrans District 11	Since much of the Draft RTP addresses mobility and its relationship to population growth, land use and the environment we would like to mention a nearly complete report titled "Applying Smart Growth Principles and Strategies to Resolving Land Use Conflicts Around Airports". Caltrans' Division of Aeronautics sponsored the report in partnership with the Mineta Transportation Institute. The report contains valuable information about airport land use compatibility planning and how its process can be improved to better achieve compatible land uses near airports. It bridges the gap between smart growth and airports, terms not normally used together. A copy of the final report may be found at http://www.transweb.sjsu.edu/mtiportal/research/ .	SANDAG appreciates the reference to this document and applauds Caltrans' work in this area. This report will be provided to the Regional Planning Technical Working Group (the region's planning and development directors) in conjunction with other smart growth resources.	Land Use
530	9/17/07	Letter via e-mail	Caltrans District 11	Please revisit the second sentence - "Most air cargo in the San Diego region is handled through SDIA." During the most recent Site Selection Program between 2003 and 2006, the San Diego County Regional Airport Authority argued that most of the region's air cargo is actually leaked to airports in Los Angeles County and the Inland Empire representing a lost economic opportunity for the region that could be helped by an improved airport facility. It is our understanding that the SDIA's constraints limit its ability to handle fully loaded air cargo flights to international destinations.	Language will be added to clarify the movement of air cargo in the region.	Systems Development
531	9/17/07	Letter via e-mail	Caltrans District 11	SANDAG may want to conduct more public outreach efforts in Tribal communities to individual citizens within Reservations who are restricted to public transit use or unable to attend scheduled public meetings and workshops. SANDAG can coordinate these efforts through their Tribal government-to-government relationships. These efforts should be documented. (SAFETEA-LU 3005 and 3006; 23 CFR 450.316 and 450.322; Environmental Justice; and Title VI)	Comment noted. SANDAG coordinates its tribal outreach efforts through both the Southern California Tribal Chairmen's Association (SCTCA) and the Interagency Technical Working Group on Tribal Transportation Issues, as well as direct communication with each of the 17 tribal offices in the region. All meetings with the tribal nations have taken place on reservations, as requested by the tribal governments.	Appendix D
532	9/17/07	Letter via e-mail	Caltrans District 11	We commend SANDAG for your ongoing successful Tribal government-to-government efforts and relationships especially through the Tribal Working Group. SANDAG's Regional Government-to-Government Framework is one example for other agencies to consider.	Comment noted.	Appendix D

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
533	9/17/07	Letter via e-mail	Caltrans District 11	The document states that SHOPP funds “were assumed to meet Caltrans’ identified needs for highway operations and maintenance needs.” The SHOPP is used for project funding and does not fund ongoing operational and maintenance needs post project completion.	Comment noted. Will revise as appropriate.	Financial Strategies
534	9/17/07	Letter via e-mail	Caltrans District 11	The major expenditures for operations and maintenance may be too low in the RTP as proposed, with the increased use of Managed Lanes (ML) and Moveable Barriers (MB).	Comment noted.	Financial Strategies
535	9/17/07	Letter via e-mail	Caltrans District 11	The RTP mentions New Technologies (also known as ITS elements/systems) for improved system management. These elements within the state highway network are operated and maintained by Caltrans. As the state budget for the Maintenance and Operations Program has been reduced over the last 5 years, the ability to keep these elements running at a high level of service has been greatly reduced. Additional revenues may need to be considered in the future to continue operations of ITS infrastructure at a high level of service.	Staff recognizes the financial and operational challenges that arise from an increased focus on actively managing our transportation network. While ITS technologies do provide a very high rate of investment return, there is an ongoing cost of ownership that must be addressed to ensure that the return and efficiencies are realized. Staff will work with Caltrans and the other modal operators to adequately identify these costs and develop strategies to address them. As part of the new ITS Strategic Plan, that will be an addendum appendix to the RTP, the ongoing ownership costs for existing and future technologies and services will be documented along with innovative strategies which could be implemented to offset the cost burden.	Systems Management
536	9/17/07	Letter via e-mail	Caltrans District 11	The RTP has a heavy emphasis on ML’s and MB’s for many freeway segments. Operations and Maintenance costs will be greatly increased with this strategy. Project alternatives need to be evaluated with this in mind. For example SR 52 is proposed as a 3 ML/MB project. This application will be extremely labor intensive for Caltrans and should be carefully evaluated as a fixed lane project.	Moveable barriers are included in two corridors in the RTP, on I-15 and SR 52. SR 52 is proposed as a 3 ML/MB in the Unconstrained only. In both the Revenue Constrained and Reasonably Expected scenarios, SR 52 from I-805 to SR 125 is included as a 2ML (Reversible). The facility would be similar to the existing I-15 Express Lanes.	Systems Development
537	9/17/07	Letter via e-mail	Caltrans District 11	The RTP includes plans for “HOT” lanes and ramps, ML’s, fees for parking at transit stations, and variable pricing strategies for FasTrak on a major portion of the state highway system. This strategy could create significant Environmental Justice issues in many communities. In addition, the document has very minimal discussion on how revenues generated from these systems will be utilized.	Value pricing studies have included Environmental Justice issues on a corridor by corridor basis. The studies have shown that selling off excess capacity in the managed lanes to single occupant vehicles are supported across all minority and income groups. Studies were completed for I-15 and I-5 North Coast. A value pricing study is underway for the SR 52 Managed Lanes. Excess revenues from the managed lanes will be used for transit service in the corridor and is discussed on page 7-15 of the Draft 2007 RTP.	Systems Management/ Technical Appendix 5

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
538	9/17/07	E-mail	James Justus	Has the number of undocumented immigrants been considered when estimating population growth in the region?	<p>SANDAG uses U.S. Census Bureau data when estimating or forecasting population within the region. The Census Bureau does not distinguish residential status (legal or unauthorized) when conducting a census. However, it is generally thought that many unauthorized residents are counted. One incentive for being counted during a census reflects past amnesty programs; unauthorized residents have used the fact that they were enumerated in the census to prove that they were in the U.S. on a certain date.</p> <p>Given the fact that there are unauthorized residents who are counted in the census, they are included when estimating or forecasting population. However, because the U.S. Census does not report residents by legal status, we can not determine through the census how many unauthorized residents are in the region.</p>	Regional Trends Through 2030
539	9/17/07	E-mail	James Justus	Community planning groups can play an important role in implementing some of the ideas in the RTP. Would it be possible to distribute copies of the RTP to the planning group members? By having this information available to them, they may be more likely to make recommendations that support the RTP.	<p>In July, SANDAG distributed information countywide to community planning groups, Planning Directors, and other stakeholders announcing the comment period for the Draft 2007 Regional Transportation Plan and the public workshop schedule. Notices also were posted in the San Diego Union Tribune, North County Times, and community newspapers. Public workshops were held in five county locations. SANDAG received comments from a number of stakeholders including community planning groups. Information also available at www.sandag.org/2007rtp.</p>	Appendix C
540	9/17/07	E-mail	James Justus	Has SANDAG estimated the potential amount of greenhouse emission reduction available through implementing the RTP and what effect this would have on the region?	<p>Greenhouse gas emissions reduction was among the factors considered in the preparation of the proposed RTP. The emissions reduction target the commenter refers to, established in AB 32, is a target for all emissions in the State. How this target will be met on a region-specific and sector-specific basis is currently a topic of great deliberation among State and Regional agencies such as SANDAG. As part of this deliberation, SANDAG is preparing a Climate Action Plan to develop greenhouse gas reduction strategies in its areas of jurisdiction.</p>	EIR

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
541	9/17/07	E-mail	James Justus	More alternative fueling stations are needed in the region to improve air quality and reduce our dependence on fossil fuels.	In association with the California Energy Commission, SANDAG is currently developing an alternative fuels toolkit for local governments that will stimulate broader adoption of alternative fuel vehicles and installation of alternative fuel infrastructure.	EIR
542	9/17/07	E-mail	James Justus	Outreach to the communities of Logan Heights, Sherman Heights, and Barrio Logan could be improved. These communities are typically under represented in the planning process.	SANDAG implemented an innovative program to secure participation from communities and individuals typically not involved in the regional transportation planning process. SANDAG awarded grant funding to community based organizations through a competitive-bid process. The selected organizations conducted outreach activities to secure public involvement from stakeholders in their communities, to engage community-based participation in setting regional transportation priorities, and to generate feedback on the RTP. One of the mini-grant recipients was All Congregations Together (ACT), which includes communities from the southeastern part of the City of San Diego.	Appendix C
543	9/17/07	E-mail	James Justus	Special consideration is needed to ensure that existing and future transportation scenarios do not adversely effect the low-income populations and neighborhoods of the region.	Various equity performance measures were used to ensure that transportation scenarios did not adversely impact low-income and minority populations. These performance measures are shown in Chapter 2. More detail on performance measures and Environmental Justice issues can be found in Technical Appendices 4 and 5, respectively.	2007 RTP Vision/ Technical Appendix 5
544	9/17/07	E-mail	James Justus	I support the Goods Movement Action Plan and hope that funding can be secured to implement this program. The GMAP projects should be planned so that minority and low income areas are not adversely affected.	One of the important principles in the GMAP is to avoid/mitigate the impacts of goods movement on adjacent land uses, as stated on page 6-44.	Systems Development
545	9/17/07	E-mail	James Justus	Direct freeway access to the Port of San Diego and to Lindberg Field is needed for cargo transporters.	Plans are underway to achieve direct access at 32nd Street to Port facilities. SANDAG will work with the Airport Authority to address better ground access for cargo shippers as the Authority prepares its Airport Master Plan for San Diego International Airport.	Systems Development
Comments received after the September 17, 2007 deadline						
546	9/18/07	E-mail	Bryn Anderson	We are trying to decrease the amount of global warming. We need public transportation and all of the plants that would have to be removed to widen and add roads.	Comment noted.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
547	9/18/07	E-mail	Bryn Anderson	More bike paths/trails would be wonderful.	Comment noted.	Systems Development
548	9/18/07	E-mail	Friends of Batiquitos Lagoon	We fully support the emphasis upon public transportation. All regional planning needs to revise itself from sprawl to planning for pedestrian and public transportation use.	Comment noted.	Systems Development
549	9/18/07	E-mail	Friends of Batiquitos Lagoon	The public workshops were not adequate to fully educate citizens about this plan. We request further workshops and community discussions be held for the public before this plan is adopted.	SANDAG held 5 public workshops throughout the region. SANDAG staff provided an overview of the major components of the Draft 2007 RTP. Additionally SANDAG, Caltrans, and transit operators staff were available throughout each workshop to answer specific questions from members of the public. SANDAG staff also provided additional presentations on the Draft 2007 RTP at a number of other local meetings.	Appendix C
550	9/18/07	E-mail	Friends of Batiquitos Lagoon	We incorporate in this letter all comments made regarding this environmental document and add our voice to the need for a comprehensive environmental study. The plan encroaches upon valuable natural resources.	Comment noted.	EIR
551	9/18/07	Letter	Price Charities	Concerned with mobility and transportation issues in City Heights, especially as they relate to job security.	Comment noted.	Systems Development
552	9/18/07	Letter	Price Charities	Almost 20% of families in City Heights don't own a car, making transit critical to the community.	Comment noted.	Systems Development
553	9/18/07	Letter	Price Charities	The current Draft 2007 RTP is in conflict with the rapid transit system lane designation stipulated as mitigation for the I-15 project in the 1993 MOU between the City of San Diego and the State of California.	Due to operational safety issues SANDAG, Caltrans, and the City Heights community will be developing a design for bus rapid transit stations in conjunction with community planning for transit oriented development, with a goal of implementation in coordination with the startup of I-15 BRT service in 2012.	Systems Development
554	9/18/07	Letter	Price Charities	The RTP and EIR need to address the express mitigations stipulated in the 1985 MOA between the City of San Diego and Caltrans to divert truck traffic to I-805 to the maximum extent feasible and to address noise and air pollution impacts to Central Element	Figures 6.7 and B.1 in the final RTP will be revised to remove I-15 through Mid-City as part of the Goods Movement Network. SANDAG will work with the City of San Diego, Caltrans, and the community to further analyze the goods movement issue in this part of the region.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
555	9/18/07	Letter	Price Charities	The proposed Goods Movement Action Plan (GMAP) and RTP are in conflict with the mitigations stipulated in the 1985 MOA in that proposing the HOV/ML flexible highway system designation allows for truck use of the HOV/ML. The City Heights community made concessions in the MOA, now the obligations to be fulfilled are due.	Figures 6.7 and B.1 in the final RTP will be revised to remove I-15 through Mid-City as part of the Goods Movement Network. SANDAG will work with the City of San Diego, Caltrans, and the community to further analyze the goods movement issue in this part of the region.	Systems Development
556	9/18/07	Letter	Price Charities	The final 2007 RTP language must reflect that mitigations for the SR 15 are outstanding and have the highest priority for achievement before any improvement is done in this segment of the SR 15. This project is identified in Table A.6 as the I-15 segment. We insist that this project be built by 2012 and not by 2020 as listed in the RTP. Otherwise, earlier promises remain unfilled. Delay is not an alternative.	Due to operational safety issues SANDAG, Caltrans, and the City Heights community will be developing a design for bus rapid transit stations in conjunction with community planning for transit oriented development, with a goal of implementation in coordination with the startup of I-15 BRT service in 2012.	Systems Development
557	9/18/07	Letter	Price Charities	Bus routes 610 and 210 should be implemented by 2012 and not 2020 and 2030 as indicated in the RTP.	Route 610 is scheduled for implementation in 2012 and the Route 210 improvements are schedule for sometime after 2020. For more information, please see response to comment no. 299.	Systems Development
558	9/20/07	Letter via e-mail	El Cajon Boulevard Business Improvement Association	We, as a Pilot Village applicant, are most interested in seeing our freeway interchange at Route 15 become a major transit oriented development node, and are concerned that the issue of goods movement is not only affecting the proposed transit service along Route 15, but is threatening our adjacent communities with excessive truck movement. This situation is not only a danger to the traveling public, it is potentially an impact upon the health of our local residents.	Figures 6.7 and B.1 in the final RTP will be revised to remove I-15 through Mid-City as part of the Goods Movement Network. SANDAG will work with the City of San Diego, Caltrans, and the community to further analyze the goods movement issue in this part of the region.	Systems Development

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
559	9/20/07	Letter via e-mail	El Cajon Boulevard Business Improvement Association	The RTP references the need to embrace Environmental Justice, something that is mandated in Federal transportation legislation. This approach is based on the assumption that low and moderate income communities are sometimes victimized by transportation decisions, and requires extensive community outreach in those areas. The air quality impact of the Route 15 freeway through the Mid-City is an example of this circumstance. The City Heights Community Development Corporation has been a participant in that outreach aspect of the RTP. The CDC has heard from local residents that asthma in children is prevalent, and seems to be getting worse. To date it is not apparent that measurable solutions are in place, or are forthcoming. In fact, Goods Movement strategies might well be in conflict with the principles of Environmental Justice.	Figures 6.7 and B.1 in the final RTP will be revised to remove I-15 through Mid-City as part of the Goods Movement Network. SANDAG will work with the City of San Diego, Caltrans, and the community to further analyze the goods movement issue in this part of the region.	Systems Development/Land Use
560	9/20/07	Letter via e-mail	El Cajon Boulevard Business Improvement Association	The Centerline Bus Rapid Transit is a <i>Transnet</i> Early Action project, partially in response to Environmental Justice issues but is not expected to be fully operational until 2020.	Due to operational safety issues SANDAG, Caltrans, and the City Heights community will be developing a design for bus rapid transit stations in conjunction with community planning for transit oriented development, with a goal of implementation in coordination with the startup of I-15 BRT service in 2012.	Systems Development/Land Use
561	9/20/07	Letter via e-mail	El Cajon Boulevard Business Improvement Association	Goods Movement anticipates building High Occupancy Vehicle (HOV) lanes along Route 15 through the Mid-City for truck usage. This is an environmental justice concern.	The upcoming regional analysis of potential use of Managed Lanes for off-peak truck use does not apply to I-15 in Mid-City. I-15 in this area is not planned for Managed Lanes; only the two HOV lanes are planned in Mid-City. The Managed Lanes on I-15 begin at SR 163 and extend north to SR 78.	Systems Development/Land Use
562	9/20/07	Letter via e-mail	El Cajon Boulevard Business Improvement Association	A new inland freight rail line is mentioned in the RTP as an alternative for goods movement but given a low priority ranking. It should be seriously evaluated. Congested freeways that will impede on-time delivery of goods will certainly impact the trucking industry.	The potential inland rail line is a long-range consideration for freight movement in the region. A major increase in freight, and in the type of freight that would use rail versus trucks, would be necessary to substantiate the expense of such a project. SANDAG intends to monitor trends, developments, and needs in regional goods movement.	Systems Development
563	9/20/07	Letter via e-mail	El Cajon Boulevard Business Improvement Association	The RTP mentions impacts on health, yet I-15 (and Route 15 through the Mid-City) is suggested for major goods movement.	Figures 6.7 and B.1 in the final RTP will be revised to remove I-15 through Mid-City as part of the Goods Movement Network. SANDAG will work with the City of San Diego, Caltrans, and the community to further analyze the goods movement issue in this part of the region.	Systems Development/Land Use

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No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
564	10/1/07	E-mail	Diane Nygaard	<p>As you are aware, SANDAG staff recently informed me that although the highly controversial RDO/SR 78 interchange in Oceanside appears nowhere in the 2007 Update, it is in fact an included project. I am hard pressed to understand the rationale for lumping such projects under a single line item "Regional Arterials and Local Access Freeway Interchanges" for the following reasons: (1) these projects have regional impacts; (2) other projects that cost significantly less are detailed out, and (3) this is not consistent with SANDAG objectives to provide full and complete public information. People care very much about where freeway interchanges and major arterial roadways are planned. Local Circulation elements often are not updated in a timely manner. For this particular project Caltrans was notified some time ago that the EIR was cancelled. Presumably the update to the city of Oceanside Circulation Element will address this at some point in the future. It seems a reasonable assumption that if a project does not show on any project lists that it is not included. Furthermore failure to provide this information reduces the ability of the public to make informed comments and to express their concerns about allocation of their tax dollars. I request you include a detailed list of the projects and associated costs included as part of the line item for Regional Arterials and Local Access Freeway Interchanges, show these projects on Figure 6.1 and re-circulate the RTP with this additional information.</p>	<p>Future local interchanges that are included in city circulation elements are not listed specifically in the RTP document itself. We do group improvements to regional arterials and local interchanges in a line item in tables in Chapter 6 (Table 6.4) and again in Appendix A but it doesn't break them out. Given it is a local interchange, SANDAG does not include it in the total expenditures side of the ledger, as it would be locally funded and revenue neutral to the plan. This is the same for many other local interchanges that are assumed to be built someday. If the City of Oceanside removes the interchange from their circulation element, SANDAG will remove it from the regional network. The RTP is updated every four years. When the City of Oceanside completes their circulation element update, we will incorporate any changes in the transportation network for future RTP updates.</p>	Systems Development