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April 12, 2018

To: Chairperson Terry Sinnott

CC: Regional Planning Committee Members; Transportation Committee Members, Kim Kawada, Interim Executive Director; Keith Greer, Principal Regional Planner; Rachel Kennedy, Senior Transportation Planner

From: Circulate San Diego

Subject: Development of Efficient People-Moving Transportation Scenarios for the 2019 Regional Plan

Dear Chairperson Sinnott,

On behalf of Circulate San Diego, whose mission is to create excellent mobility choices and vibrant, healthy neighborhoods, I am writing to request that the SANDAG board direct staff to prepare Efficient People-Moving Transportation Network Scenarios that advance transit more effectively than the existing 2015 Regional Plan.

At the February 2nd Transportation Committee meeting, SANDAG staff told Committee members that the SANDAG Board of Directors can direct staff to develop certain Transportation Network Scenarios. Specifically, staff stated that “the discussion on the network scenarios will be coming back to you later this spring, at that time that will be up for all of you to decide as well as the board of directors what different combinations of projects or emphases you want to have in your network scenarios.” Staff would not say if they planned to develop an Efficient People-Moving Transportation Scenario, or any other specific scenario.

- 1. SANDAG board members must ensure that they maintain authority to determine which transportation scenario is adopted.**

For the SANDAG board to make a real choice between different transportation scenarios, any Efficient People-Moving Scenario must be fiscally constrained and cost similar to other scenarios. SANDAG staff should prepare Efficient People-Moving Scenarios that advance transit projects that can be implemented relatively quickly and with current best-estimates of available revenues. This process will allow the SANDAG board to make an apples-to-apples comparison of the scenarios presented by staff.

Any Efficient People-Moving Scenario must also be analyzed as an alternative in the EIR, so that the board will have an option to select it, after seeing the environmental analyses of the various alternatives.

2. SANDAG must prepare at least two Efficient People-Moving Scenarios, one that amends TransNet, and one that does not.

(a) No-Amendment Scenario: The SANDAG board may not be willing to amend TransNet, so at least one People-Moving Scenario should be created that does not require two-thirds vote of the SANDAG board. An Efficient People-Moving Scenario that does not amend TransNet should only advance as much transit as can be accomplished by delaying highways in a manner that is not inconsistent with the text of TransNet.

(b) Amendment Scenario: While amending TransNet may be difficult, it is not impossible. The text of TransNet itself requires that SANDAG periodically examine and potentially alter its list of required projects. As SANDAG prepares network scenarios for the 2019 Regional Plan, it should also develop at least one scenario that advances priority transit through amendments to TransNet to remove or delay projects.

Given the makeup of the SANDAG board, a two-thirds vote to amend TransNet is not likely unless a broad consensus can be found. Therefore, any Efficient People-Moving Scenario that amends TransNet should maintain rough percentages of funding allocated between modes, but may allow amending TransNet to fund different projects within those mode allocations.

3. Preparation of Efficient People-Moving Scenarios should update SANDAG models and assumptions.

SANDAG should develop its Efficient People-Moving Scenarios with the following assumptions, among others:

- (a) Land use models that project more intense uses near transit
- (b) Aggressive adoption of autonomous vehicles that will enhance highway capacity without significant infrastructure costs
- (c) Assumption of a half-cent sales tax passed within the Metropolitan Transit System through that agency's new authority under AB 805

4. Any Efficient People-Moving Scenario should prioritize certain high performing projects.

The SANDAG board should direct staff to prioritize advancing certain high-performing transit projects as a part of any Efficient People-Moving Scenario.

Attachment A contains potential priority projects that SANDAG staff should consider for advancement. From among these projects, SANDAG staff may also want to prioritize advancing transit projects that are a part of TransNet, because of the obligation to voters to complete them, and the availability of dedicated local funding. Circulate San Diego's proposed priority projects include:

(a) Increasing frequency and service enhancements for all three Trolley lines

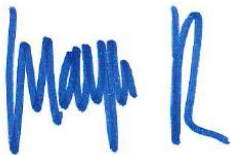
(b) Planning phase for the Purple Trolley line

(c) Upgrading existing successful bus lines into high quality Rapid lines

These and the remaining potential priority projects advance transit in a meaningful way that is feasible with current revenue constraints.

Thank you for your consideration.

Sincerely,



Maya Rosas
Director of Policy
Circulate San Diego

Attachment A: Potential Priority Projects for 2019 RTP

Attachment A

Potential Priority Projects for 2019 RTP

Existing Line?	In TransNet? (Y/N)	Service	Line	Description	Regional Plan Phasing	Capital Cost (millions)	Service Subsidy/ Year (millions)	Source	Jurisdictions Served
Y	Blue Line only.	Trolley	All 3 Lines	Increased Frequencies and Capacity, and Service Enhancements	Blue: 2035 Orange: 2035 Green: 2050	NA	\$5.9 for Blue Line \$3.7 for Orange Line \$3.3 for Green Line	Measure A	El Cajon, La Mesa, Lemon Grove, National City, Chula Vista, Imperial Beach, San Diego
Y	Y	Trolley	510	Blue Line rail grade separation at Palomar St.	2035	\$50	NA	Chula Vista Staff	Imperial Beach, Chula Vista, National City, San Diego
Y	Y	Trolley	510	All Blue Line rail grade separations. Including at 28th St, 32nd St, E St, H St, Palomar St, and Blue/Orange Track Connection at 12th/Imperial	2035	\$205	NA	2015 Regional Plan	Imperial Beach, Chula Vista, National City, San Diego
Y	Y	Coaster	398	COASTER frequency enhancements and Double Tracking	2035	\$445	\$2.6	2015 Regional Plan	Oceanside, Carlsbad, Encinitas, Solana Beach, San Diego
N	Y	Rapid	680	San Ysidro to Sorrento Valley	2035	\$70	\$1.5-\$5 (estimated)	TransNet	San Diego, Chula Vista, National City
N	N	Trolley	562	Planning For Purple Line	2035	\$132	NA	SANDAG Staff	San Diego, Chula Vista, National City
N	N	Transit - Multimodal	NA	San Ysidro ITC	Phase I – 2035 Phase II - 2050	\$120	NA	Measure A	Entire Region
N	N	Transit - Multimodal	NA	Airport ITC	2035	\$343	NA	Measure A	Entire Region
Y	N	Rapid	2	North Park to Downtown	2035	\$20	\$0.7	Measure A	San Diego

Existing Line?	In Transit? (Y/N)	Service	Line	Description	Regional Plan Phasing	Capital Cost (millions)	Service Subsidy/Year (millions)	Source	Jurisdictions Served
Y	N	Rapid	10	La Mesa to Ocean Beach	2035	\$89	\$4.5	Measure A	La Mesa, San Diego
Y	N	Rapid	11	Spring Valley to SDSU via Downtown	2035	\$66	\$3.6	Measure A	San Diego (County), San Diego (City)
Y	N	Rapid	28	Pt Loma to Kearny Mesa via Old Town	2035	\$12	\$1.3	Measure A	San Diego
Y	N	Rapid	30	Old Town to Sorrento Mesa via Beaches	2035	\$54	\$3.6	Measure A	San Diego
Y	N	Rapid	41	Fashion Valley to UTC via Linda Vista	2035	\$56	\$3.3	Measure A	San Diego
Y	N	Rapid	120	Downtown to Kearny Mesa	2035	\$80	\$5.1	Measure A	San Diego
N	N	Rapid	550	SDSU to National City	2035	\$60	\$3.4	Measure A	San Diego, National City
					Totals:	\$1,802	\$42.5-\$46		