



DATE: September 13, 2006
TO: Honorable Mayor and City Councilmembers
FROM: Public Works Department
SUBJECT: **ADOPTION OF FOUR RESOLUTIONS SUPPORTING THE NORTH COUNTY PARKWAY PLAN PROJECTS**

SYNOPSIS

Staff recommends that the City Council adopt four resolutions supporting the City of Oceanside multijurisdictional North County Parkway Plan projects.

BACKGROUND

SANDAG has been working with North San Diego County cities for the past several years to establish a North County Parkway Plan. The intent of the North County Parkway Plan is to develop, identify, reach a consensus, and rank a list of local roadway and interchange projects to guide local funding decisions. The project list is also intended to establish a consensus among the region's agencies in setting priorities for future federal appropriations. This effort will help North County compete more effectively with the rest of San Diego County for future highway funds.

ANALYSIS

For projects crossing multiple jurisdictions, the ranking process favors those from sponsoring agencies that have passed resolutions of support. This can be seen as a way to encourage investment in projects that are coordinated to provide good regional highway links across city boundaries.

Oceanside has submitted six projects for inclusion in the North County Parkway Plan:

<u>Project Description</u>	<u>Estimated Cost</u>
1. El Camino Real and SR 76 Interchange	\$ 45 million
2. College Boulevard (six lanes from Thunder Drive to SR 78)	110 million
3. El Camino Real and SR 78 Interchange	116 million
4. College Boulevard and SR 78 Interchange	97 million
5. Melrose Drive Extension, Spur Avenue to Oceanside Boulevard	8 million
6. Cannon Road (Oceanside segment only)	0 (existing)

The first two projects - the interchange at El Camino Real and SR 76, and the widening of College Boulevard - are not considered to be "multiagency" projects requiring resolutions of support.

The last four projects - the interchange at El Camino Real and SR 78, the interchange at College Boulevard and SR 78, Melrose Drive, and Cannon Road - are considered to be "multiagency" projects. They will receive a higher ranking in the North County Parkway Plan's ranking process if the governing boards or city councils of the sponsoring agencies pass resolutions of support.

The last project - Cannon Road - is already fully improved in the City of Oceanside. However, the future extension of Cannon Road into unincorporated County territory and the City of Vista can receive a higher ranking with Oceanside's expression of support.

The complete list of North County Parkway Plan projects, location map, and the ranking criteria are attached as Attachments 1 through 3.

Including a project in the North County Parkway Plan does not obligate the City to construct the project. Neither environmental findings nor a Project Study Report have been completed for the five City of Oceanside projects in the draft North County Parkway Plan. (San Diego County and the City of Vista are responsible for studying the future segments of Cannon Road in their respective jurisdictions).

The road segments and interchanges identified in the four proposed resolutions appear in the Circulation Element of the City of Oceanside General Plan.

Attached as Exhibits A, B, C, and D are resolutions of support for the four multi-jurisdictional projects.

FISCAL IMPACT

Adoption of the resolutions supporting the projects will make the City and the projects eligible for funding should funding become available.

There is no direct fiscal impact to the City at this time as a result of adopting the resolutions. The FY 2005-06 CIP budget included \$100,000 for a Project Study Report for interchange improvements at El Camino Real and SR 76, and \$520,000 for bridge-widening improvements at El Camino Real and SR 78. No new appropriations are included in the FY 2006-07 CIP budget.

COMMITTEE OR COMMISSION REPORT

The Transportation Commission reviewed the North County Parkway Plan at its July 18, 2006 meeting, and they recommend its support.

CITY ATTORNEY'S ANALYSIS

The referenced documents have been reviewed by the City Attorney and approved as to form.

RECOMMENDATION

Staff recommends that the City Council adopt resolutions supporting the City of Oceanside multijurisdictional North County Parkway Plan projects.

PREPARED BY:



Gary Kellison
Senior Civil Engineer

SUBMITTED BY:



Barry E. Martin
Interim City Manager

REVIEWED BY:

Michelle Skaggs-Lawrence, Assistant to the City Manager

Peter A. Weiss, Public Works Director

Exhibit A
Exhibit B
Exhibit C
Exhibit D
Attachment 1
Attachment 2
Attachment 3

RESOLUTION NO.

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OCEANSIDE TO SUPPORT THE COMPLETION OF THE NORTH COUNTY PARKWAY PLAN PROJECT, EL CAMINO REAL AND SR 78 INTERCHANGE, IN COORDINATION WITH THE CITY COUNCIL OF THE CITY OF CARLSBAD

WHEREAS, on March 24, 2006, the North County Parkway Plan representatives reviewed and approved the North County Parkway Plan projects and the project screening and evaluation criteria; and

WHEREAS, the Plan was initiated in 2001 to identify roadway and interchange improvements in coordination with the Cities of Carlsbad, Del Mar, Encinitas, Escondido, Oceanside, San Marcos, Solana Beach, Vista; the County of San Diego, SANDAG, Caltrans, and the North County Transit District (NCTD); and

WHEREAS, the participating public agencies have reached a consensus that the improvements enumerated in the North County Parkway Plan are key roadway and interchange improvements that would greatly improve transportation mobility and reduce traffic congestion throughout the North County plan area; and

WHEREAS, the completion of the El Camino Real and SR 78 Interchange project will realign freeway access ramps and adjacent local streets, such as Vista Way, and improve the El Camino Real overcrossing in accordance with the recommendation of a future Project Study Report.

NOW, THEREFORE, the City Council of the City of Oceanside DOES RESOLVE as follows:

That the City of Oceanside will work together with the City of Carlsbad to jointly support the pursuit of completion of El Camino Real and SR 78 Interchange project of the North County Parkway Plan.

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1 PASSED AND ADOPTED by the City Council of the City of Oceanside, California, this
2 _____ day of, _____, 2006, by the following vote:

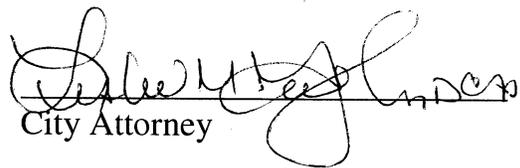
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- 4 AYES:
- 5 NAYS:
- 6 ABSENT:
- 7 ABSTAIN:
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MAYOR OF THE CITY OF OCEANSIDE

11 ATTEST:

APPROVED AS TO FORM:

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13 _____
14 City Clerk


City Attorney

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21 RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OCEANSIDE TO SUPPORT THE COMPLETION OF THE
22 NORTH COUNTY PARKWAY PLAN PROJECT, EL CAMINO REAL AND SR 78 INTERCHANGE, IN COORDINATION
23 WITH THE CITY COUNCIL OF THE CITY OF CARLSBAD
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RESOLUTION NO.

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OCEANSIDE TO SUPPORT THE COMPLETION OF THE NORTH COUNTY PARKWAY PLAN PROJECT CONSISTING OF COLLEGE BOULEVARD AND SR 78 INTERCHANGE IN COORDINATION WITH THE CITY COUNCIL OF THE CITY OF CARLSBAD

WHEREAS, on March 24, 2006, the North County Parkway Plan representatives reviewed and approved the North County Parkway Plan projects and the project screening and evaluation criteria; and

WHEREAS, the Plan was initiated in 2001 to identify roadway and interchange improvements in coordination with the Cities of Carlsbad, Del Mar, Encinitas, Escondido, Oceanside, San Marcos, Solana Beach, Vista; the County of San Diego, SANDAG, Caltrans, and the North County Transit District (NCTD); and

WHEREAS, the participating public agencies have reached a consensus that the improvements enumerated in the North County Parkway Plan are key roadway and interchange improvements that would greatly improve transportation mobility and reduce traffic congestion throughout the North County plan area; and

WHEREAS, the completion of the College Boulevard and SR 78 Interchange project will realign freeway access ramps and adjacent local streets, such as Plaza Drive, and improve the College Boulevard undercrossing in accordance with the recommendation of a future Project Study Report.

NOW, THEREFORE, the City Council of the City of Oceanside DOES RESOLVE as follows:

That the City of Oceanside will work together with the City of Carlsbad to jointly support the pursuit of completion of College Boulevard and SR 78 Interchange project of the North County Parkway Plan.

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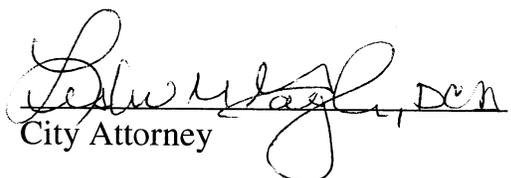
AYES:
NAYS:
ABSENT:
ABSTAIN:

MAYOR OF THE CITY OF OCEANSIDE

ATTEST:

APPROVED AS TO FORM:

City Clerk


City Attorney

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OCEANSIDE TO SUPPORT THE
COMPLETION OF THE NORTH COUNTY PARKWAY PLAN PROJECT CONSISTING OF COLLEGE
BOULEVARD AND SR 78 INTERCHANGE IN COORDINATION WITH THE CITY COUNCIL OF THE
CITY OF CARLSBAD

RESOLUTION NO.

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OCEANSIDE TO SUPPORT THE COMPLETION OF THE NORTH COUNTY PARKWAY PLAN PROJECT CONSISTING OF THE EXTENSION OF MELROSE DRIVE FROM SPUR AVENUE TO OCEANSIDE BOULEVARD IN COORDINATION WITH THE CITY COUNCILS OF THE CITIES OF VISTA AND CARLSBAD

WHEREAS, on March 24, 2006, the North County Parkway Plan representatives reviewed and approved the North County Parkway Plan projects and the project screening and evaluation criteria; and

WHEREAS, the Plan was initiated in 2001 to identify roadway and interchange improvements in coordination with the Cities of Carlsbad, Del Mar, Encinitas, Escondido, Oceanside, San Marcos, Solana Beach, Vista; the County of San Diego, SANDAG, Caltrans and the North County Transit District (NCTD); and

WHEREAS, the participating public agencies have reached a consensus that the improvements enumerated in the North County Parkway Plan are key roadway and interchange improvements that would greatly improve transportation mobility and reduce traffic congestion throughout the North County plan area; and

WHEREAS, the Melrose Drive Extension project would construct Melrose Drive with six lanes between Spur Avenue and Oceanside Boulevard in accordance with the recommendation of a future alignment study and Environmental Impact Report.

NOW, THEREFORE, the City Council of the City of Oceanside DOES RESOLVE as follows:

That the City of Oceanside will work together with the City of Carlsbad and the City of Vista to jointly support the pursuit of completion of the Melrose Drive Extension project of the North County Parkway Plan.

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1 PASSED AND ADOPTED by the City Council of the City of Oceanside, California, this
2 _____ day of _____, 2006, by the following vote:

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4 AYES:

5 NAYS:

6 ABSENT:

7 ABSTAIN:

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MAYOR OF THE CITY OF OCEANSIDE

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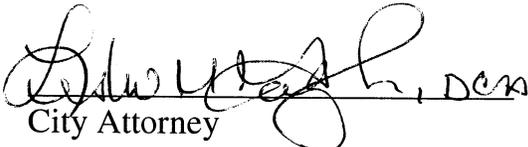
11 ATTEST:

APPROVED AS TO FORM:

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City Clerk


City Attorney

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RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OCEANSIDE TO SUPPORT THE
COMPLETION OF THE NORTH COUNTY PARKWAY PLAN PROJECT CONSISTING OF THE
EXTENSION OF MELROSE DRIVE FROM SPUR AVENUE TO OCEANSIDE BOULEVARD IN
COORDINATION WITH THE CITY COUNCILS OF THE CITIES OF VISTA AND CARLSBAD

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RESOLUTION NO.

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OCEANSIDE TO SUPPORT THE COMPLETION OF THE NORTH COUNTY PARKWAY PLAN PROJECT CONSISTING OF THE CONNECTION OF CANNON ROAD AT THE CITY OF OCEANSIDE'S EASTERLY CITY LIMIT WITH THE COUNTY OF SAN DIEGO IN COORDINATION WITH THE CITY COUNCIL OF THE CITY OF VISTA AND COUNTY BOARD OF SUPERVISORS

WHEREAS, on March 24, 2006, the North County Parkway Plan representatives reviewed and approved the North County Parkway Plan projects and the project screening and evaluation criteria; and

WHEREAS, the Plan was initiated in 2001 to identify roadway and interchange improvements in coordination with the Cities of Carlsbad, Del Mar, Encinitas, Escondido, Oceanside, San Marcos, Solana Beach, Vista; the County of San Diego, SANDAG, Caltrans and the North County Transit District (NCTD); and

WHEREAS, the participating public agencies have reached a consensus that the improvements enumerated in the North County Parkway Plan are key roadway and interchange improvements that would greatly improve transportation mobility and reduce traffic congestion throughout the North County plan area; and

WHEREAS, Cannon Road segments of the North County Parkway Plan would provide a future extension of Cannon Road easterly into the County of San Diego and the City of Vista and connect with the existing Cannon Road in the City of Oceanside easterly of Melrose Drive.

NOW, THEREFORE, the City Council of the City of Oceanside DOES RESOLVE as follows:

That the City of Oceanside will work together with the City of Vista and the County of San Diego to jointly support the pursuit of the future extension of Cannon Road easterly of Melrose Drive into the County of San Diego and the City of Vista in accordance with the North County Parkway Plan.

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_____ day of _____, 2006, by the following vote:

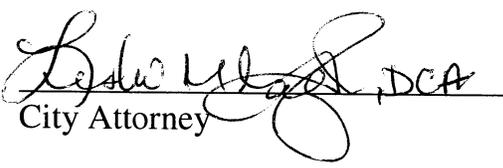
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NAYS:
ABSENT:
ABSTAIN:

MAYOR OF THE CITY OF OCEANSIDE

ATTEST:

APPROVED AS TO FORM:

City Clerk

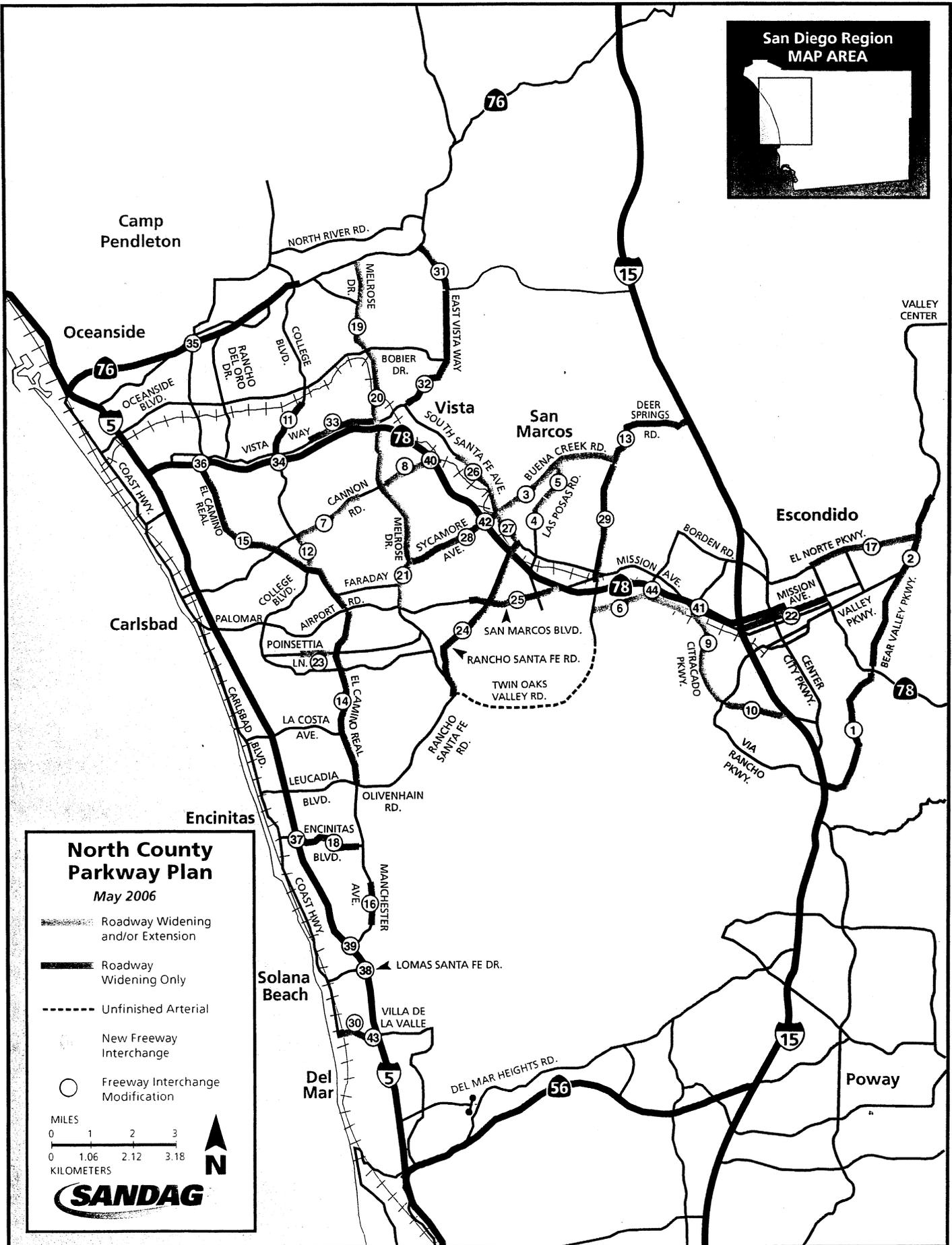
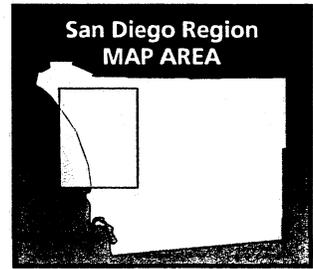


City Attorney

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OCEANSIDE TO SUPPORT THE
COMPLETION OF THE NORTH COUNTY PARKWAY PLAN PROJECT CONSISTING OF THE
CONNECTION OF CANNON ROAD AT THE CITY OF OCEANSIDE'S EASTERLY CITY LIMIT WITH
THE COUNTY OF SAN DIEGO IN COORDINATION WITH THE CITY COUNCIL OF THE CITY OF
VISTA AND COUNTY BOARD OF SUPERVISORS

**Table 1
North County Parkway Plan Projects**

#	Arterial	From	To	Jurisdiction(s)	Estimated Total Cost (2005 \$)
<u>Widening/Extension</u>					
1	Bear/East Valley Pkwy.	I-15	SR 78	Escondido	\$34,317,000
2	Bear/East Valley Pkwy.	SR 78	North City Limits	Escondido	\$35,847,000
3	Buena Creek Rd.	South Santa Fe Ave.	Twin Oaks Valley Rd.	County	\$40,512,889
4	Buena Creek Rd./Las Posas Rd.	Avenida Abega	San Marcos/County Limit	San Marcos	\$3,788,000
5	Buena Creek Rd./Las Posas Rd.	San Marcos/County Limit	Buena Creek Rd.	County	\$32,586,505
6	Barham Dr.	Twin Oaks Dr.	Opper St.	San Marcos	\$11,707,000
7	Cannon Rd.	College Blvd	Mystra Dr	Carlsbad	\$35,636,049
8	Cannon Rd.	Melrose Drive	SR 78	Vista/County	\$19,857,786
9	Citracado Pkwy.	SR 78	W. Valley Parkway	Escondido	\$19,011,000
10	Citracado Pkwy.	W. Valley Parkway	I-15	Escondido	\$13,628,000
11	College Blvd.	Thunder Dr.	SR 78	Oceanside	\$110,160,000
12	College Blvd.	El Camino Real	Cannon Rd	Carsbad	\$11,917,612
13	Deer Springs/Twin Oaks	I-15	Twin Oaks Valley Rd	County	\$21,579,511
14	El Camino Real	Olivenhain Road	Palomar Airport Rd	Carlsbad	\$8,059,600
15	El Camino Real	Palomar Airport Rd	SR-78	Carlsbad	\$12,911,600
16	El Camino Real/Manchester Ave.	Santa Fe Ave.	Manchester Ave.	Encinitas	\$5,410,700
17	El Norte Pkwy.	Ash St	East Valley Pwky	Escondido	\$4,063,000
18	Encinitas Blvd.	Calle Magdalena	Via Cantebria	Encinitas	\$8,082,125
19	Melrose Drive	Spur Ave.	Oceanside Blvd.	Oceanside	\$7,872,800
20	Melrose Drive	Vista/County Limit	SR 78	Vista	\$11,997,502
21	Melrose Drive	SR 78	Vista/Carlsbad Limit	Vista	\$21,000,138
22	Mission Ave.	I-15	Ash St	Escondido	\$25,329,000
23	Poinsettia Lane	Cassia Road	Skimmer Court	Carlsbad	\$14,058,900
24	Rancho Santa Fe Ave	Melrose Drive	South Santa Fe Ave	San Marcos	\$20,976,000
25	San Marcos Blvd	Viewpoint Dr	Twin Oaks Valley Rd.	San Marcos	\$19,904,000
26	South Santa Fe Ave.	Montgomery Dr.	Smilax Rd	County	\$76,600,000
27	South Santa Fe Ave.	Smilax Rd.	Bosstick Blvd.	San Marcos	\$8,032,000
28	Sycamore Ave.	S. Melrose Dr.	SR 78	Vista	\$16,153,284
29	Twin Oaks/Deer Springs	San Marcos Blvd.	Mulberry Dr	San Marcos	\$14,127,000
30	Via De La Valle	Jimmy Durante Blvd	Coast Hwy	Del Mar	\$5,083,726
31	Vista Way	SR 76	Vista City Limits	County	\$15,513,267
32	Vista Way	Santa Fe Ave.	Vista/County Limit	Vista	\$17,434,557
33	Vista Way	Thunder Dr.	N. Melrose Dr.	Vista	\$17,479,070
Subtotal Arterial/Extension					\$720,636,621
<u>Interchange Modifications</u>					
34	College Blvd.	SR 78-Interchange		Oceanside	\$97,080,000
35	El Camino Real	SR 76 - Interchange		Oceanside	\$45,000,000
36	El Camino Real	SR-78 Interchange		Oceanside	\$116,176,000
37	Encinitas Blvd.	I-5 Interchange		Encinitas	\$33,800,000
38	Lomas Sante Fe Ave.	I-5 Interchange		Solana Beach	\$34,600,000
39	Manchester Ave.	I-5 Interchange		Encinitas	\$64,600,000
40	Mar Vista Rd.	SR 78 Interchange		Vista	\$3,485,990
41	Nordahl Rd.	SR 78 Interchange		San Marcos	\$30,432,000
42	Sycamore Ave.	SR 78 Interchange		Vista	\$1,174,602
43	Villa De La Valle	I-5 Interchange		Del Mar	\$80,000,000
44	Woodland Prkwy.	SR 78-Interchange		San Marcos	\$33,657,600
Subtotal Interchange Modifications					\$540,006,192
TOTAL					\$1,260,642,813



NORTH COUNTY PARKWAY PLAN

PROJECT SCREENING AND EVALUATION CRITERIA DESCRIPTIONS

Project Screening Criteria

Projects will be screened against the two key factors, the two screening criteria are as follows:

- a. Only capacity increasing projects will be considered eligible.
- b. Projects must be on the Regional Arterial System (RAS) network.

Project Evaluation Criteria

1. Congestion Relief

Each project requested for evaluation will be evaluated for its congestion relief value by using the six criteria defined below. Each arterial will be given a "3" for meets or supports the criteria (full credit), a "2" for partially meets or supports the criteria (partial credit), or a "1" for does not meet or support the criteria. Exhibits developed by the Cities/County Transportation Advisory Committee (CTAC) and SANDAG staff depicting employment density, population density, employment/population density with activity centers, Regional Transit Vision, and average daily traffic volumes will be used to evaluate the arterial. The six criteria and methodology for applying the criteria are as follows:

- a. **Existing Traffic:** Generally accommodate high traffic volumes. Arterials with over 20,000 average daily trips (ADT) in 2005 will receive partial credit. Arterials with over 40,000 ADT will receive full credit. On-ramp volumes are used for local freeway interchange projects.
- b. **Critical Link:** Provide congestion relief in high volume corridors. Arterials parallel to other congested arterials will receive partial credit. Arterials parallel to congested freeways will receive full credit.
- c. **Population:** Located in areas with high concentrations of existing and future populations. Arterials located in areas with a population density of 1,500 persons per quarter square mile in 2030 will receive partial credit. Arterials located in areas with a population density greater than 3,000 persons per quarter square mile in 2030 will receive full credit.
- d. **Employment:** Linking areas with high concentrations of existing or future employment. Arterials serving areas with employment densities of 1,500 employees per quarter square mile in 2030 will receive partial credit. Arterials serving areas with employment densities of greater than 3,000 employees per quarter square mile in 2030 will receive full credit.
- e. **Activity Centers:** Activity centers are defined as hospitals, retail centers over 75,000 square feet, major entertainment centers, major hotels, colleges and universities, civic centers, and fairground locations. Arterials linking at least one activity center per two miles will receive partial credit. Arterials linking at least one activity center per one mile will receive full credit.

f. **Intermodal:** Provide access to intermodal facilities. Arterials serving a major freight, port, rail, military or airport facility will receive partial credit. Arterials serving multiple freight, port, rail, military or airport facilities will receive full credit.

2. **Cost Effectiveness**

Cost effectiveness measures the cost of the project divided by the 2030 average daily traffic (ADT) that will travel on the arterial. The on-ramp ADTs are used for local freeway interchange projects. The 2030 Cities/County forecast is used as the common base for the analysis. The ADTs are obtained for each project assuming all projects are in place. This provides a long-term, system-wide measure of cost effectiveness. Higher ranking projects have a lower cost per ADT.

3. **Project Readiness**

Project readiness measures the deliverability of the project. Deliverability is defined as 1) the percentage of the total project funding that has been secured and in terms of four major milestones including 2) feasibility study, 3) federal environmental document, 4) right of way acquired, 5) design plans. Higher ranking projects have a higher measure of deliverability.

4. **Environmental Compatibility**

This item measures the potential for unplanned environmental impacts resulting from the project. Projects whose impacts are not shown in habitat plan mapping do not receive credit.

5. **Transit Vision Supportiveness**

This item measures the potential for supporting the region's transit vision. Projects on a designated regional or corridor service route in the 2030 Regional Transportation Plan – Mobility Network receive credit.

6. **Bonus Points**

Bonus points will be awarded to projects that involve the coordination and cooperation of multi-agencies for completing a project. Neighboring agencies will need to show proof and agreement of working together through adopted resolution. Partial credit will be provided to projects involving the participation of at least two agencies, and full credit to projects with three or more agencies.

North County Parkway Plan Evaluation Criteria and Weight Factors

EVALUATION CRITERIA	MEASURES	WEIGHT FACTOR
1. Congestion Relief	Existing Traffic, Critical Linkages, Population and Employment Density, Activity Center Proximity, Intermodalism	30%
2. Cost Effectiveness	Project Cost and Future Travel (2030)	30%
3. Project Readiness	Percent of Funding Secured	10%
	Project Status	
	<ul style="list-style-type: none"> • Feasibility Study Complete • Federal Environmental Clearance • Right of Way Acquired • Design Plans Complete 	2.5% 2.5% 2.5% 2.5%
	Subtotal:	20%
4. Environmental Compatibility	Habitat plan compatibility	10%
5. Transit Vision Supportiveness	Supports Regional Transit Vision	10%
	Total:	100%
6. Bonus Points	Multi-Agency Projects Maximum Credit	10%
	<ul style="list-style-type: none"> • Two Agencies • Three or More Agencies 	5% 10%
	Possible Total:	110%