

TRANSPORTATION COMMITTEE

September 2, 2005

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF AUGUST 19, 2005

The meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal) at 9:03 a.m. Chair Kellejian asked Councilmember Jerry Rindone (South County) to lead the Pledge of Allegiance. Committee members made self-introductions for the audio coverage on the SANDAG Web site. See the attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Mayor Art Madrid (La Mesa) and a second by Deputy Mayor Bob Emery (Metropolitan Transit System [MTS]), the Transportation Committee approved the minutes from the July 15, 2005, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chuck Lungerhausen, a member of the public, said he missed the Green Line Trolley opening ceremony, but since returning to San Diego on July 8, he has had the opportunity to use the Green Line service. He mentioned that the elevators at the San Diego State University (SDSU) station's eastbound platform were not working. On August 17, he hopped aboard a new low-floor vehicle at Old Town to SDSU and had a problem with opening the door to bring out the flap to ease wheelchair boarding; however, it did work on the second try. He acknowledged that it may take some time to work out the bugs with the new cars. He said he would like to see more low-floor vehicles purchased.

Chair Kellejian said that Mayor Madrid received six letters indicating a request that the trolley system be extended from San Diego to Escondido along the Interstate 15 (I-15) corridor. Mayor Mickey Cafagna (North County Inland) said he received those same letters and responded to them with the status of the I-15 Bus Rapid Transit (BRT) system. Mayor Madrid suggested that SANDAG respond to the letters in a fashion similar to that of Mayor Cafagna.

Toni Bates, Division Director of Transportation, introduced two new transit planners who joined SANDAG this week and briefly described their transit-related experiences: Dan Levy, who will be working on transit service issues with the transit agencies, and Barrow Emerson, who will be working on I-15 and BRT-related activities.

Pedro Orso-Delgado, Caltrans District 11 Director, presented excellence awards to Chair Kellejian and Mayor Cafagna. One award was for the San Ysidro Intermodal Station, and the other was for the State Route (SR) 56 project. Mr. Orso-Delgado said that he would be attending an MTS Board meeting and make a similar award to that agency.

Councilmember Jack Dale (East County) wondered what the transit operators were doing in relation to recent security incidents on public transportation in London, England. Karen King, North County Transit District (NCTD) Executive Director, replied that ever since 9/11 the transit agencies have had ever-increasing security programs at their facilities and with first responder agencies. They have been holding regular emergency drills, have received some limited amount of Homeland Security funding to implement capital projects for security, have deployed additional security personnel on vehicles and at stations, and have an educational program designed to help people report any suspicious packages, people, or incidents.

Councilmember Dale asked if there are cameras at transit stations. Ms. King replied that NCTD does have cameras at each station but that MTS only has cameras at some transit stations.

Chair Kellejian said that NCTD's camera system is state-of-the-art and controlled by a panel in Oceanside with four views of each one of the stations. The stations are also equipped with infrared sensors in the parking lots.

Gary Gallegos, SANDAG Executive Director, said that at a broader agency level, the two transit agencies are being added to the Public Safety Committee to further this necessary collaboration.

Mayor Madrid wondered if there could be a formal presentation of the security measures in place at the transit agencies, within the guidelines of the confidentiality restrictions. He said that La Mesa has had a rash of assaults and robberies at the stations in that community. He expressed concern about telephone calls from constituents indicating they will not ride the trolley system because of security issues. He emphasized the importance on providing security.

Leon Williams, MTS Chairman, said that there is a good deal of camera coverage at almost all of the Trolley stations, and we are moving rapidly to install cameras at all stations and to have a central control area. The cameras have been helpful to law enforcement officials as well. He felt that the public's perception of security issues on the Trolley is different than reality.

Ms. King stated that the transit agencies would be happy to provide a report but agreed there are some confidentiality issues.

Councilmember Jerome Stocks (North County Coastal) suggested that this issue be agendaized to provide a report on current and future security measures.

Chair Kellejian indicated that two letters were included in the agenda package. One from Mr. Gallegos to SDSU President Steven Weber related to parking in the SDSU 2005 Campus

Master Plan Revision, and the other a memo to the Transportation Committee from SANDAG staff providing follow-up to public comments on senior transportation.

REPORTS

3. DOWNTOWN COMMUNITY PLAN UPDATE: SUBMITTAL OF COMMENTS ON DRAFT PLAN (APPROVE)

Dave Schumacher, Principal Transportation Planner, reported that the Centre City Development Corporation (CCDC) has undertaken an update to its Downtown Community Plan. He introduced Alexandra Elias, CCDC Senior Planner, to provide the presentation. Mr. Schumacher said that he would review SANDAG's proposed comments to this plan.

Ms. Elias displayed a slide that showed the relationship between the Downtown Community Plan and related documents. She reviewed the major phases of the project and the public participation process. She reviewed the following guiding principles: a distinctive world-class downtown; intense yet livable, with a substantial and diverse downtown population; a nucleus of economic activity; a collection of unique, diverse neighborhoods; celebrating climate and waterfront location; and a connected space. On a regional basis, the proposed Downtown Community Plan makes downtown the center of the region, intensifies development downtown following the City of San Diego's strategy framework element, is consistent with and implements elements of the Regional Comprehensive Plan (RCP), exemplifies smart growth, emphasizes walkability and alternative modes of transit, and involves participation by SANDAG staff in technical committees and on the Steering Committee.

Ms. Elias identified downtown structure, neighborhoods, neighborhood centers within a five-minute walk, and development intensity. She reviewed the development intensity bonus for amenities including public parks, plaza, and open space; common open space (beyond the requirement); off-site public improvements; and green building. There is also an affordable housing bonus in addition to these amenities. She described the buildout projections for 2030 that showed a downtown population of 89,000 compared with the existing figure of 27,500 and employment at 165,000 compared with 85,000 today.

Ms. Elias said that the urban design goals are to maintain the downtown's street grid system; create focal nodes for neighborhoods, with a center for local service/amenities, and a distinct identity; and promote walkability by providing amenities in proximity to workers and residents and linking neighborhood centers with green streets. The sustainability goals are to reduce auto dependency and to encourage shared parking, carpools/vanpools, transit usage, bicycling, and walking.

The transportation goals include facilitating the development of mixed-use neighborhoods/land uses that maximize opportunities for walking and transit use; increased use of transit by residents, workers, and visitors; working with other agencies to support planned street improvements to accommodate transit services; develop streets that emphasize connectivity, pedestrian and cyclist comfort, and transit movement; coordinate transit station development with the transit agencies to ensure inviting, enjoyable places, and creating a system of bicycle facilities. Ms. Elias showed a slide depicting the planned

pedestrian priority zones. She described the Transportation Demand Management (TDM) and parking goals: to provide sufficient parking to accommodate future growth, to include minimum parking requirements for residential and office; emphasize shared-use parking; and encourage TDM/SANDAG programs to support carpooling, vanpooling, and transit reimbursement.

Ms. Alias reviewed the schedule which indicated that the Environmental Impact Report (EIR) public review period will end on September 12, 2005, and then public hearings will be held from September through November 2005. She added that project documents are available on the CCDC Web site.

Mr. Schumacher stated that the plan represents a well thought-out vision for downtown San Diego related to the intensity of residential and employment uses, it recommends urban design guidelines that support creation of a pedestrian-friendly environment, and recognizes and accommodates alternative modes. He reviewed the proposed SANDAG comments. The plan supports the inclusion of right-of-way preservation for dedicated lanes for BRT/shuttles along B and C Streets. We recommended this inclusion to preserve right-of-way options for dedicated transit lanes along these streets to accommodate future service improvements. The draft Planned District Ordinance discusses modifications to current parking policies that would establish parking minimums for office development. We suggest that the parking requirement for office development be lowered or, at the least, that TDM measures provide incentives for increased use of public transportation. We also suggest several specific measures to promote the use of bicycling as an alternative mode. Mr. Schumacher stated that staff requests the Transportation Committee's approval of these comments and their submittal to CCDC.

Chair Kellejian clarified that under item No. 3 is a draft letter from Bob Leiter, SANDAG Director of Transportation and Land Use, to CCDC transmitting these comments. Staff is requesting approval of that letter.

Chair Kellejian asked what percentage of the 2030 population will be living downtown. Ms. Elias responded that she didn't know that figure but hoped that current trends would continue. This information will show up in a future census.

Chair Kellejian suggested that CCDC find out who is living downtown, and why they are living there.

Chair Kellejian asked about a projection of the hotel occupancy rate in 2030. Ms. Elias was unsure of that number and noted that the number of projected 2030 hotel rooms were based on demographic land use assessment and an economic model.

Chair Kellejian stated that public transit is going to play an increasingly important role in the mobility of the downtown area.

Sandor Shapery, advisory member from the Regional Planning Stakeholders Working Group, responded to the question about the 2030 vacancy number. He said that there will be about 75 to 78 percent vacancy. If the occupancy rate drops below 70 percent no new hotels will be built.

Mr. Shapery expressed interest in finding out the status of the airport overlay zone. He noted that San Diego has a 500-foot height limit., and the Airport is looking for a 50-foot buffer, which would decrease that height limit to 450 feet. Ms. Elias stated that the details of that limit are still being discussed. When finalized, this information will be incorporated into the Community Plan.

Councilmember Rindone supported the draft letter. He thought CCDC should encourage developers to provide transit passes to their employees. He said that many cities provide incentives for utilization of light rail and mass transit in the downtown area to ensure that various businesses are not providing bonuses to employees to pay for parking. That is not addressed in this letter. He asked if we are we looking into that and what legal authority we have.

Mr. Schumacher said that some employers provide a cash benefit that employees can use for either parking or a transit pass. Ms. Elias mentioned that she had worked with RideLink staff and the Downtown San Diego Partnership on a survey of downtown employers. At that time, they discovered there were some employers that were providing transit pass benefits.

Mayor Cafagna asked if there is a special transit pass for employers. Supervisor Ron Roberts (County of San Diego) indicated that these types of transit passes already exist. Ms. Bates added that the region has an ECO pass program for employers.

Councilmember Rindone commented that Washington D.C. is considering legal discourse to discourage employers from offering parking to their employees at all. This is another tool to consider that will have a positive impact on the transit system in Washington, D.C. He urged CCDC and SANDAG staff to pursue this option, determine what other options may be open, and report back with an analysis.

Mr. Gallegos suggested the addition of language to the draft letter to encourage CCDC to consider working with employers to ensure they are not incentivizing employees to drive and park downtown.

Mayor Cafagna thought that we ought to be making a positive recommendation rather than a negative one. We should provide businesses with information about our pass discount program.

Ms. Bates stated that this discussion relates to the comment in the draft letter on parking and parking minimums. There might be a positive way to offset the minimum parking number if the employer uses a transit incentive instead.

Mr. Orso-Delgado commented that included in traffic studies are assumptions of how many transit trips versus single-occupancy-vehicle trips are made and ways to motivate people to use transit. The increase in population in downtown San Diego will put a lot of pressure on the arterial streets in this area.

Chair Kellejian stated that approximately 25 percent of people who work in downtown San Diego use public transit.

Mayor Madrid said he was very impressed with downtown Denver that has a bus circulator system that moves people around. Mr. Gallegos agreed there is a need for a downtown circulator system. The difficulty is how you pay for it. In other locations, the businesses participate in funding that kind of system.

Ms. Elias said that for the first time CCDC has hired a graduate intern specifically for the purpose of evaluating a downtown shuttle. CCDC can bring back a report on what he has learned.

Mayor Madrid suggested that a downtown circulator system be incorporated into CCDC's long-range plans.

Mayor Madrid expressed concern about the height limit and how high-rise buildings affect the livability issue of the downtown area. Ms. Elias stated that the Port of San Diego and CCDC have worked together to ensure that view corridors would remain in the North Embarcadero area.

Mayor Pro Tem Ed Gallo (NCTD) asked about the model used for the 2030 population estimates. Ms. Elias said that CCDC was following the city's policy direction in developing those figures, and there was a whole compilation of factors used in that determination.

Mayor Pro Tem Gallo asked if there is a standard, accepted model for the balance between housing and employment. He also questioned the reduction of park space per person.

Ms. Elias stated that developing parks in the downtown area is a huge challenge because the land is purchased at fair market value. CCDC also has tried to obtain incentives through the zoning ordinance. CCDC did not include Balboa Park in the park calculations. On the employment and commercial side, residential development in downtown is commanding a much higher dollar per square foot than that for business space.

Councilmember Stocks expressed concern about the recommendation to lower the Planned Development Ordinance parking requirement for office parking. He said that people need to come to businesses; businesses will not only cater to people who live in downtown. If you don't provide parking, people will not come. He requested that the letter be modified to encourage CCDC to adopt a policy that will encourage or incentivize public transit.

Supervisor Roberts indicated that CCDC is already proposing to lower the minimum parking requirement. He suggested that if you look at the number, you also need to look at the capacity of the public transit system. We currently don't have a lot of capacity within the system, especially with events. Inherent in light rail is that the vehicles have to have a certain separation for optimum operation. There are a whole series of issues with light rail operating in downtown. Before we tell CCDC to encourage more transit, we need to determine the capacity of the public transit system. We should be supporting what CCDC is doing. He suggested a presentation to the Transportation Committee about the capacity of public transit in the downtown area to handle the population at 2030.

Mr. Gallegos noted that there isn't the capacity on the freeways either. There needs to be a balance between transit and roads. SANDAG's goal is to have 50 percent of employees in downtown San Diego using public transit.

Deputy Mayor Emery commented that there needs to be an element of financing discussed when making any kind of transportation improvements. The present system has a finite capacity and the only way to increase that is to increase financing. The Comprehensive Operational Analysis (COA) will attempt to improve the system, but it can't do much without increased financing.

Mr. Gallegos stated that SANDAG has tried to address some of these issues in the *TransNet* measure, including funds for BRT systems that will end up in the downtown area and as freeway improvements.

Ms. Elias said that CCDC worked closely with the transit agencies on the assumptions, and the transit plan assumed the revenue constrained scenario. CCDC recognizes there are operational constraints with operating a four-car light rail vehicle in downtown San Diego.

Councilmember Dale stated that the 2030 figures indicate that some of the people who will be working in the downtown area will be coming in from the suburbs, and the suburbs don't have the parking facilities to encourage people to use public transit to get to the downtown area.

Mayor Cafagna said that we can't make a statement about minimizing parking without a plan of where the cars can go. CCDC could require developers to contribute dollars to a parking garage in another location (at a transit station, for example) to ensure people can use public transit to get to downtown San Diego.

Councilmember Dale thought this plan should respond to the transit system's ability to move people.

Mayor Madrid agreed that if we have a finite capacity to move people, then we should build to that capacity. There needs to be a transportation/land use link.

Mr. Gallegos said that growth is happening so we have to accommodate it someplace and downtown is one of the places that has accommodated a lion's share of the growth within the region. We have struggled with low-income housing, and downtown San Diego has taken a larger share of this as well. We have been working with CCDC and all of the factors that link transportation and land use.

Supervisor Roberts suggested that the Transportation Committee receive a briefing that provides the available options. He noted that we could do a lot better job with downtown circulation. For example, the downtown situation causes constraints on the number of trolley vehicles that can be operated. We need to start thinking differently to resolve the problems.

Public Comment:

Jim Schmidt , a member of the public, offered an idea to add a track by 12th and Imperial to provide a downtown trolley loop. He thought that would be fairly cheap to implement and you could get federal funding for it.

Councilmember Rindone offered a motion to present the letter as drafted, which talks about lowering the minimum parking as an option, and to include language about employers not incentivizing employees. Deputy Mayor Emery seconded the motion.

Mr. Gallegos suggested that on the parking piece, we acknowledge the work CCDC has already done and add the encouragement for incentives to use public transit and to work with employers to look for ways to incentivize employees to use public transit.

Councilmember Rindone amended his motion as suggested by Mr. Gallegos. Deputy Mayor Emery agreed with the amendment.

Action: Upon a motion by Councilmember Rindone and a second by Deputy Mayor Emery, the Transportation Committee approved the SANDAG letter to CCDC providing comments on the Downtown Community Plan Update with the changes noted above. Councilmember Dale voted in opposition.

4. METROPOLITAN TRANSIT SYSTEM COMPREHENSIVE OPERATIONAL ANALYSIS
(INFORMATION/POSSIBLE ACTION)

Mr. Schumacher reported that SANDAG staff has been working with MTS on the Comprehensive Operational Analysis (COA). He introduced Conan Cheung, MTS Director of Transportation, to provide the overview.

Mr. Cheung stated that transit's sustainability, ridership trends, and facilities are misaligned with its markets. He noted that travel patterns have changed substantially within the County. The key steps are to establish service development guidelines that reflect the COA goals, develop an MTS Area Service Concept based on the established guidelines, and evaluate existing conditions and redevelop MTS services based on the Service Concept. He shared the vision for MTS services to develop a customer focused, competitive, integrated, and sustainable system. Two project committees, the Blue Ribbon Committee and the Technical Committee, have been working on efforts to implement this vision.

Mr. Cheung reviewed a three-pronged approach to the MTS Area Service Concept: develop an urban network, commuter services, and Community Based Services. There are four areas to developing the urban network: auto deficiency, poverty, employment, and market segments. There are four steps to the Commute Market Assessment: (1) identify high demand commute patterns, (2) identify market segments, (3) determine travel amenities, and (4) determine if competitive service can be provided cost effectively. In identifying the high density employment locations, a zip code search of employees within major employers was conducted. He presented the results of the search and noted that downtown employees are coming from the South Bay, Southeast San Diego, and East County. For Community

Based Service, we need the buy-in by communities, and we need creative solutions to these challenges.

Mr. Schumacher reviewed the coordination between the COA and the Independent Transit Planning Review (ITPR). There has been MTS/SANDAG/NCTD staff participation on working groups for both projects. SANDAG's mid- to long-range plans and 2007 Regional Transportation Plan (RTP) updates will incorporate the results of the COA. TransNet transit projects have been considered in the COA planning. The COA study schedule is ahead of the ITPR, and the COA results will provide input to the ITPR study. MTS and SANDAG will jointly manage a number of planning and operations studies to coordinate our transit planning efforts. The COA will be completed by the end of this calendar year, and the changes will be implemented by the end of next year. A final report will be available early next year.

Mayor Madrid asked the Transportation Committee to consider consolidating both transit agencies into one. There are certain segments of the population that are not being served because they fall in the cusp of the jurisdiction of one or the other transit agencies.

Councilmember Monroe said that the bottom line is a sustainable transit system and in order to get to that point some really tough decisions will need to be made. We cannot continue to support a \$50 per trip subsidy.

Action: Upon a motion by Councilmember Rindone and a second by Deputy Mayor Emery, the Transportation Committee unanimously received this report.

5. TRANSPORTATION PROGRAMS FUNDING UPDATE (INFORMATION)

Jose Nuncio, Senior Engineer/Programming Manager, reported that over the past couple of months, three significant milestones for transportation program funding have occurred: the state budget was passed and included the Proposition 42 funds for transportation projects, the California Transportation Commission (CTC) released its draft fund estimate of revenues and expenditures for the next five years, and the Federal Government recently approved the six-year transportation bill which will govern our federal allocations for FY 2006-2009.

The significance of including Proposition 42 monies is that for the first time in the last two years, the CTC can allocate monies for the State Transportation Improvement Program (STIP) and the State Highway Operations and Preservation Program (SHOPP). Mr. Nuncio reviewed the CTC-adopted allocation criteria and noted that all projects programmed in five categories will receive allocations as they are submitted. The categories are: (1) SHOPP; (2) projects funded from dedicated sources such as Transportation Enhancement (TE) and the PTA (Public Transportation Account); (3) Planning, Programming and Monitoring (PPM); (4) required STIP mitigation for construction projects already allocated; and (5) projects to match federal bridge funds. The CTC will review the strategies for prioritizing projects.

On the TCRP side, there is approximately \$1.6 billion in needs and \$678 million available. The CTC adopted criteria for the allocation of TCRP funds in FY 05/06 as follows: ensure TCRP projects that are allocated continue to receive reimbursements, reimburse TCRP projects that have completed an approved Assembly Bill (AB) Letter of No Prejudice, Project TCRP funding "match" for projects that will receive STIP construction allocation in FY 05/06

and supports a prior STIP construction action (e.g., GARVEE approval), allocate construction or procurement funding at the July or August 2005 CTC meeting for those TCRP projects that can have a construction or procurement contract executed by the end of the current calendar year (December 31, 2005), and allocate construction or procurement funding for those TCRP projects that can have a construction or procurement contract executed by the end of the current fiscal year (June 30, 2006).

Mr. Nuncio reported that the CTC developed two scenarios for the 2006 fund estimate: one is based on existing law, and the other is a conservative estimate. He reviewed the impacts to the STIP from these two scenarios. However, it appears that CTC is not considering the conservative estimate, because the funds available for the 2006 STIP for the five-year cycle total about \$2 billion over and above the currently programmed levels in the 2004 STIP and would be available for new programming. However, over half of the new funds available will need to be programmed on PTA-eligible projects, which include transit and other public transportation projects. Also the vast majority of these new funds are in the latter years of the five-year cycle in FY 2009-10. The CTC has not released targets for specific regions.

Mr. Gallegos noted that the importance between A and B is that Proposition 42 funds continue to flow to transportation as the voters approved. If the Governor and the Legislature in the future take Proposition 42 funds, Scenario B is what will occur. We need to keep vigilant on this.

Mr. Nuncio stated that the federal transportation bill has been approved; it is called the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and it identifies \$286.45 billion for 2006-2009. He reviewed the difference between SAFETEA-LU and TEA-21. The most significant change is the number of earmarks included. San Diego County has 39 projects. Total highway and transit project earmarks is \$85 million. He reviewed other highlights of this bill and said that the details and specific funding amounts derived from the formula-based programs relative to the San Diego region's share are still unknown. Interpretation of the new rules is also pending and will be brought forward as it becomes available.

Ms. King stated that on August 18, 2005, the CTC approved the \$80 million in TCRP that had been pledged to the Sprinter and liquidated the Letter of No Prejudice for the passing track. Transportation projects have been in a holding pattern from the last couple of years.

Mr. Gallegos said that the key is to spend the \$80 million from the state first.

Councilmember Rindone asked if the Airport Authority was in agreement with the SAFETEA-LU highway project H25 related to funding for a MAGLEV project between San Diego and a proposed regional international airport in Imperial County. Mayor Mary Sessom (Airport Authority) said that this will be discussed at the next Airport Authority board meeting on September 8, however, she has met with Congressman Bob Filner and discussed the challenges and opportunities of this grant. The Airport Authority took a motion in support of SANDAG applying for this money. We have challenges because of the funding time constraints. Mr. Gallegos added that Congressman Filner has met with two SANDAG Board members, and he has been in contact with the Congressman trying to find out when the money is available for this project. This funding will require a 20 percent

match. He has asked Imperial County if it is interested in providing any part of that match. The biggest concern is timing with the Airport Authority's decision for an airport location in April 2006. He was hoping to put this item on the agenda for the next Transportation Committee meeting. SANDAG staff has been collaborating with Thella Bowen at the Airport Authority.

Chair Kellejian stated that there has been a lot of discussion among SANDAG Board members with regard to the Coronado tunnel money. We were surprised to see \$5 million going towards this tunnel project, the cost of which has now elevated to \$9 million. This will come through the RTP process when we will have more of an update. We may differ on what our perception is with regard to that project.

Councilmember Monroe noted that he had lunch with Congressman Filner on August 18 and said that the Congressman wants maglev for the new airport. If it doesn't happen in that time, he would be interested in linking airports up the coast. Congressman Filner was open to the idea of going north-south if the voters didn't accept Imperial County as an airport location.

Chair Kellejian stated that we have supported the study of maglev going north-south and east-west.

Mr. Gallegos said that SAFETEA-LU passed by Congress is a law, and it's pretty specific. If you want to use those funds for something other than currently specified then you have to go back and change the law.

Action: This item was presented for information.

6. UPCOMING MEETINGS

The next two Transportation Committee meetings are scheduled for Friday, September 2, 2005, and Friday, September 16, 2005. The September 2 meeting will start at 10:30 a.m. and the joint portion of the meeting with the Regional Planning Committee will be at 11 a.m.

7. ADJOURNMENT

Chair Kellejian adjourned the meeting at 11:19 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
AUGUST 19, 2005**

GEOGRAPHICAL AREA/ ORGANIZATION	JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING	COMMENTS
North County Coastal	City of Solana Beach	Joe Kellejian (Chair)	Member	Yes	
	City of		Alternate		
North County Inland	City of Poway	Mickey Cafagna	Member	Yes	
	City of Vista	Judy Ritter	Alternate	Yes	
East County	City of Santee	Jack Dale	Member	Yes	
	City of La Mesa	Art Madrid	Alternate	Yes	
South County	City of Chula Vista	Jerry Rindone	Member	Yes	
	City of Coronado	Phil Monroe	Alternate	Yes	
City of San Diego	----	Jim Madaffer	Member	No	
	----	Scott Peters	Alternate	No	
County of San Diego	----	Ron Roberts	Member	Yes	
	----	Pam Slater-Price	Alternate	No	
	----	Dianne Jacob	Alternate	No	
Metropolitan Transit Development Board	City of Poway	Bob Emery	Member	Yes	
	MTS	Leon Williams	Alternate	Yes	
North County Transit Development Board	City of Encinitas	Jerome Stocks	Member	Yes	
	City of Vista	Judy Ritter	Alternate	No	
	City of Escondido	Ed Gallo	Alternate	Yes	
San Diego County Regional Airport Authority	City of Lemon Grove	Mary Sessom	Member	Yes	
	Governor's Appointee	Xema Jacobson	Alternate	No	
ADVISORY/LIAISON Caltrans	----	Pedro Orso-Delgado	Member	Yes	
	—	Bill Figge	Alternate	No	
Regional Planning Stakeholders Working Group	—	Sandor Shapery	Member	Yes	