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(Representing **North County Coastal**)

Jim Madaffer, Vice Chair
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Mickey Cafagna
Mayor, Poway
(Representing **North County Inland**)

Jack Dale
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(Representing **East County**)

Jerry Rindone
Councilmember, Chula Vista
(Representing **South County**)

Ron Roberts
Supervisor, County of San Diego

Bob Emery
Metropolitan Transit System

Jerome Stocks
Chair, North San Diego County
Transit Development Board

Mary Teresa Sessom
San Diego County Regional
Airport Authority

Alternates

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(Representing **North County Coastal**)

Scott Peters
Councilmember, City of San Diego

Vacant
(Representing **City of San Diego**)

Judy Ritter
Councilmember, Vista
(Representing **North County Inland**)

Art Madrid
Mayor, La Mesa
(Representing **East County**)

Phil Monroe
Councilmember, Coronado
(Representing **South County**)

Pam Slater-Price
Chairwoman, County of San Diego

Dianne Jacob
Supervisor, County of San Diego

Leon Williams
Chairman, Metropolitan
Transit System

Judy Ritter
North San Diego County
Transit Development Board

Ed Gallo
North San Diego County
Transit Development Board

Xema Jacobsen
San Diego County Regional
Airport Authority

Advisory Members

Pedro Orso-Delgado
District 11 Director, Caltrans

Sandor Shapery
Regional Planning
Stakeholders Working Group

Gary L. Gallegos
Executive Director, SANDAG



TRANSPORTATION COMMITTEE AGENDA

Friday, September 16, 2005

9 a.m. to noon

SANDAG Board Room

401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

- REGIONAL VANPOOL PROGRAM
- NCTD AND MTS SECURITY PROCEDURES
- NABI BUS RAPID TRANSIT VEHICLE

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MISSION STATEMENT

The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, plans, engineers, and builds public transit, and provides information on a broad range of topics pertinent to the region's quality of life.

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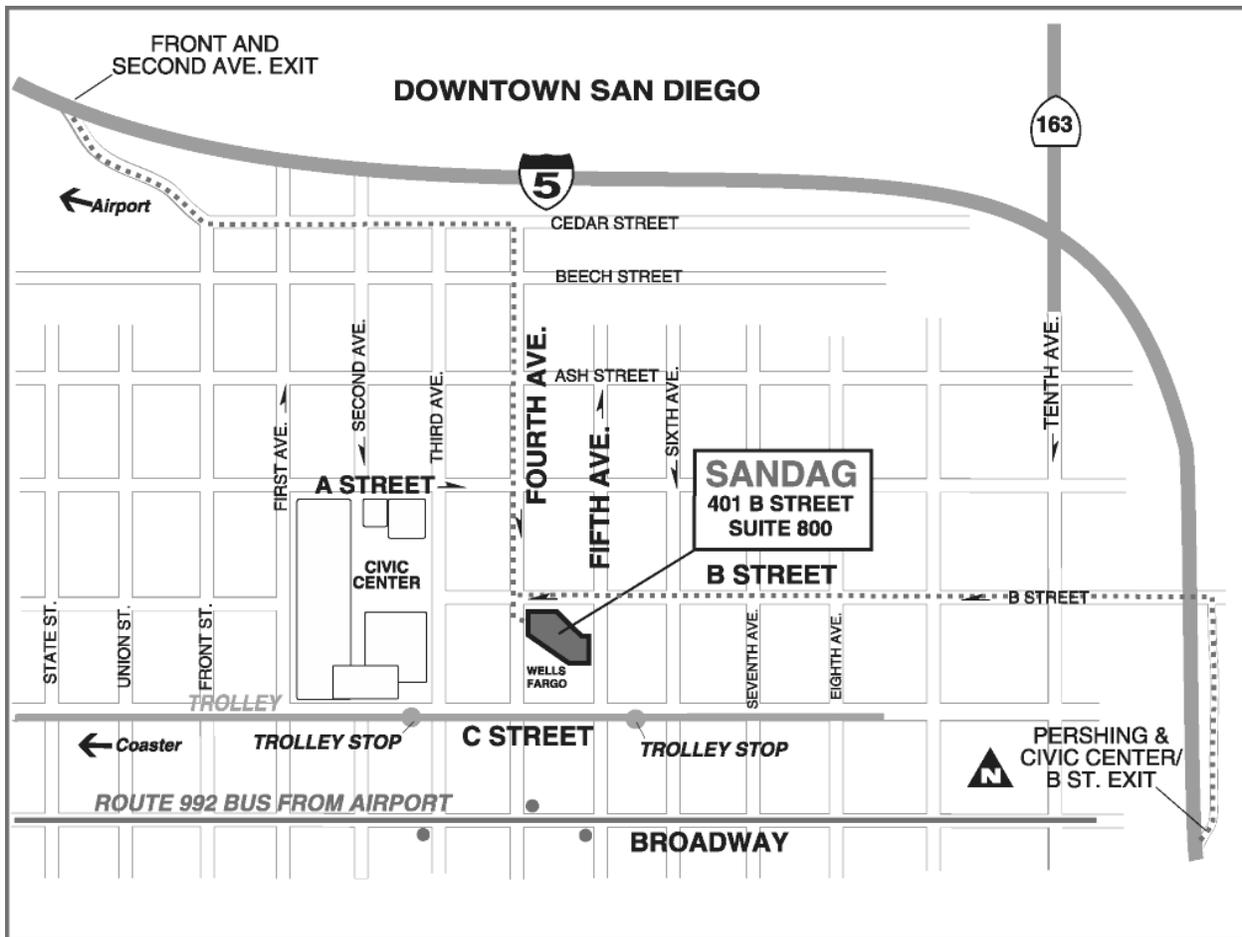


Welcome to SANDAG. Members of the public may speak to the Transportation Committee on any item at the time the Committee is considering the item. Please complete a Speaker's Slip, which is located in the rear of the room, and then present the slip to Committee staff. Also, members of the public are invited to address the Committee on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Speakers are limited to three minutes. The Transportation Committee may take action on any item appearing on the agenda.

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TRANSPORTATION COMMITTEE

Friday, September 16, 2005

ITEM #	RECOMMENDATION
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+ 1. APPROVAL OF SEPTEMBER 2, 2005, MEETING MINUTES	APPROVE
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2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS	
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Members of the public will have the opportunity to address the Transportation Committee on any issue within the jurisdiction of the Committee. Speakers are limited to three minutes each and shall reserve time by completing a "Request to Speak" form and giving it to the Clerk prior to speaking. Committee members also may provide information and announcements under this agenda item.

CONSENT ITEMS (3 through 4)

+ 3. BUDGET TRANSFER TO IMPLEMENT LIGHT RAIL TRANSIT VEHICLE TRACKING BETWEEN BALTIMORE JUNCTION AND SANTEE TOWNE CENTER (Jay Sender)	APPROVE
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The Transportation Committee is asked to approve a budget transfer in an amount not to exceed \$150,000 from the SD100 Modification Project (Capital Improvement Program [CIP] project number 1140400) to Train Location Project (CIP project number 1140300), to allow construction of a light rail transit (LRT) vehicle tracking system on a portion of the Green Line under the Spring Street Curves Project.

+ 4. BI-ANNUAL TRANSIT DEVELOPMENT REVIEW REPORT (Chris Kluth)	INFORMATION
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The report summarizes of the results of SANDAG's efforts to coordinate transit and land use through the project development review process during January to June 2005. SANDAG staff works closely with local jurisdictions to ensure the integration of transit facilities into development projects and to improve the pedestrian environment wherever possible. During the period, these efforts resulted in the inclusion of \$1.38 million worth of privately funded transit and pedestrian facilities.

CHAIR'S REPORT (Item 5)

5. NABI BUS RAPID TRANSIT VEHICLE ON DISPLAY	INFORMATION
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A Los Angeles Bus Rapid Transit (BRT) vehicle, supplied by North American Bus Industries (NABI), will be on display today following the Transportation Committee meeting. Committee members are invited on a test drive of the vehicle.

REPORTS (6 through 7)

6. NCTD AND MTS SECURITY PROCEDURES (Karen King, NCTD and Paul Jablonski, MTS)

INFORMATION

Karen King, Executive Director of the North County Transit District (NCTD), and Paul Jablonski, CEO of the Metropolitan Transit System (MTS) will present information on their respective transit system's security procedures, programs, and facilities.

- + 7. REGIONAL VANPOOL PROGRAM REPORT (Ray Traynor)

APPROVE

This report provides an update on the Regional Vanpool Program operated by SANDAG, which provides vanpools with a monthly subsidy to encourage vanpooling as an alternative to driving alone. The Vanpool Program is a transportation demand management strategy and a key element in both the adopted 2030 Regional Transportation Plan and the I-15 Interregional Partnership. This report describes the program and discusses growing demand for new vanpools. The Transportation Committee is asked to adopt operating principles and funding priorities to guide the management of the program within the approved FY 2006 budget.

8. UPCOMING MEETINGS

The next two Transportation Committee meetings are scheduled for Friday, October 7, 2005, and Friday, October 21, 2005.

INFORMATION

9. ADJOURNMENT

+ next to an agenda item indicates an attachment

TRANSPORTATION COMMITTEE

September 16, 2005

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF SEPTEMBER 2, 2005

The meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal) at 10:34 a.m. See the attached attendance sheet for Transportation Committee member attendance. Chair Kellejian announced that it was Mary Sessom's birthday and everyone wished her a happy birthday.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Mayor Mickey Cafagna (North County Inland) and a second by Councilmember Jerry Rindone (South County), the Transportation Committee approved the minutes from the August 19, 2005, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Councilmember Jack Dale (East County) announced that today he has a special opportunity to introduce a couple of friends of SANDAG. He introduced Nick Pattenson and Nick Arthur from Barratt American. They are developers of the Fanita Ranch project in Santee, and they put a lot of resources into the efforts to pass *TransNet* and for State Route (SR) 52.

Mr. Pattenson said that when they purchased Fanita Ranch they made a commitment to the citizens of Santee to alleviate traffic. He stated that they have shown their commitment by supporting *TransNet* and by promising to contribute \$1 million towards SR 52 improvements. He presented the first installment check in the amount of \$250,000.

Mr. Arthur added that it was a pleasure to say to the citizens of Santee that help is on the way. He said it is his understanding that Mr. Gallegos has found a way to accelerate the completion of the third lane of SR 52 from Santo Road to Interstate 15 (I-15) within the existing right-of-way, and we also may be able to get the third lane of SR 52 completed from I-15 to SR 125 within the existing right-of-way. That will help relieve the traffic congestion on SR 52. He thanked SANDAG for its assistance.

Mayor Art Madrid (East County) mentioned that Barratt American is building a fantastic condominium project in La Mesa. He commended Barratt American for its vision.

Chair Kellejian noted that we received a letter from Chuck Lungerhausen thanking those who donated money for the Multiple Sclerosis (MS) Walk. Mr. Lungerhausen's letter noted that he personally raised over \$4,000.

CONSENT ITEMS

3. 2006 STIP INTERREGIONAL RAIL FUNDING RECOMMENDATIONS (RECOMMEND)

A portion of the State Transportation Improvement Program (STIP) administered by the state is set aside for interregional rail projects. Caltrans Division of Rail has requested the region to recommend projects for funding in the 2006 cycle. This report describes the projects and discusses the amounts proposed for funding.

Action: Upon a motion by Mayor Cafagna and a second by Deputy Mayor Bob Emery (Metropolitan Transit System [MTS]), the Transportation Committee unanimously approved Consent Item 3.

CHAIR'S REPORT

4. MTS GREEN LINE OPERATIONS/RIDERSHIP UPDATE (INFORMATION)

Mr. Paul Jablonski, MTS Chief Executive Officer, reported that the Green Line has been open for less than two months. The 15-minute schedule that was put out this summer appears to be fitting demand. They have changed from two-car train consists to three-car train consists. The public acceptance of the new low-floor cars has been tremendous. Trolley stations along the Green Line have been modified for the new cars. The operation from Santee to Old Town causes a transfer at Old Town. Both the Blue and the Green Lines arrive at the Old Town Transit Center pretty much at the same time and five minutes later they depart. This transfer is happening with a high degree of coordination and is going well. MTS has accepted ten of the 11 new cars. Initially, MTS had some challenges with train reliability, but feel that those challenges have been resolved. MTS has received a positive response from customers and an especially positive response for the San Diego State University (SDSU) Station.

Mr. Jablonski stated that the trolley had record ridership numbers to Qualcomm Stadium for Street Scene. In July it had a record weekday ridership, a record Saturday ridership, and a record average daily ridership. On July 29, the trolley carried about 225,000 on the trolley alone, the third highest day ever. From the Green Line, there have been very positive initial results. The average daily ridership for the month of July was over 19,000. From last year to this year, the Blue Line is continuing to grow. As would be expected with the implementation of the Green Line, there has been a slight decline in Orange Line ridership. There has been a net increase of about 14,000 with the introduction of the Green Line. The original planning ridership estimates for the SDSU Station was 4,000 boardings. On the first day of classes at SDSU, there was a ridership of 6,100 ons and offs. We followed up that day with 6,540 boarding and alighting passengers at that station. The planning estimate of ridership in 2014 was 11,500 daily boardings at the new Mission Valley East stations. Initial estimates are about 8,000 just for those new stations. There have been 700-800 riders at the Grantville Station, over 400 riders from the 70th Station, and 300 riders from the Alvarado Hospital Station. On Wednesday, at Aztec Center where they sell the semester pass, the line was around the building.

Chair Kellejian stated that if any Committee members have not been to these new stations, they are second to none, especially the SDSU station.

Deputy Mayor Emery relayed a positive recent experience he and his wife had on the Green Line. He echoed Chair Kellejian's words in encouraging Committee members to ride this line.

REPORTS

5. A FEASIBILITY STUDY FOR A DEDICATED INTERMODAL RIGHT-OF-WAY LINK BETWEEN SAN DIEGO AND A POTENTIAL REGIONAL AIRPORT IN IMPERIAL VALLEY (APPROVE)

Ellen Roundtree, Director of Government Relations, reported that in July 2005 the Committee requested staff to search for funding for a maglev study. Congressman Bob Filner sponsored an \$800,000 earmark for this project in the new federal transportation bill, the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users (SAFETEA-LU). Congressman Filner has expressed a desire for SANDAG to take the lead on this study. The San Diego County Regional Airport Authority (Authority) has identified several airport sites. Staff believes contract work for this initial study will be \$400,000. Ms. Roundtree reviewed four actions being requested of the Transportation Committee:

1. Process all administrative actions required to utilize the \$800,000 federal funding earmark included in the multi-year federal transportation bill including processing Amendment No. 11 to the 2004 Regional Transportation Improvement Program (RTIP) as authorized in a SANDAG Resolution, pending the close of the required 30-day public comment period;
2. Take steps to identify \$200,000 in total matching funds to the federal funding, with an immediate need for \$80,000 in matching funds during FY 2006;
3. Add a project for up to \$400,000 to the Overall Work Program (OWP) and Program Budget when matching funds are identified; and
4. Award a future contract to conduct a feasibility study for a dedicated intermodal right-of-way link between the San Diego region and a potential regional airport in Imperial Valley.

Congressman Filner thanked SANDAG and its Transportation Committee for being a trendsetter in planning for the county. He said that people look to SANDAG to make the important decisions about transportation. Very few agencies could move as quickly as it has on this item. If there is going to be a site for an airport that is over 100 miles away, there needs to be rapid transportation to get there. He didn't know if the Authority will recommend an airport in the Imperial Valley area, but hoped that that it will consider that site. There will be an advisory referendum vote on an airport site in Imperial County next November. He noted that some Transportation Committee members have ridden on maglev trains. It is an incredible piece of technology. The federal government is interested in getting maglev projects up and running. This project is the perfect one to demonstrate the attributes

of the maglev technology; it can achieve over 300 mph, and has no problem going over the mountains as it can handle 10 percent grades. The problem is the political will to use this technology. There is considerable money in the Airport Trust Fund and it has not been touched. We could get to Imperial County in 20 minutes on a maglev train. There could be security check-in at Lindbergh Field and then passengers could board a maglev train to an airport in Imperial County.

Congressman Filner said this advanced technology has greater ramifications. It serves a purpose for the airport, but what about a line along our border through the southern United States? A tri-county advisory committee has been formed to discuss this alignment. He noted that San Diego could serve as Yuma's port with a maglev system, and tourism could be heightened without the use of cars on the road. The San Diego Regional Chamber of Commerce is also interested in this technology as it relates to housing. The housing problems we face here can be resolved with a high-speed rail system connecting to housing in Imperial Valley.

Congressman Filner stated that maglev has a lot of advantages: environmental impacts would be minimal; since we could put this down the median of Interstate 8 (I-8), right-of-way issues can be solved; and there are no noise problems. The issues are all favorable with such a line. He thought there would be federal funding for a maglev airport project.

Congressman Filner clarified that this earmark is for an east-west maglev study within his district. He knows there is interest in trying to get a maglev study for other areas. He thinks this is possible for broader linkages. A major project like this will help both counties. He appreciated SANDAG's efforts for taking this up so quickly.

Gary Gallegos, SANDAG Executive Director, commented that in July 2005 the Transportation Committee authorized staff to apply for funding to study the feasibility of maglev along I-8 for the east-west corridor and along I-5 for the north-south connection.

Councilmember Madaffer thanked Congressman Filner for his funding assistance for this project. He agreed that looking at Imperial Valley makes a lot of sense. He asked the Congressman if the priority for this earmark is strictly for the I-8 corridor or will it allow us to continue with a maglev study for the I-5 corridor. Congressman Filner responded that according to the earmark language it is for the east-west corridor. In order for the Authority to have a fair evaluation of the Imperial Valley site we have to complete this study quickly. If the total earmark is not used for this study, it can be used for other corridors. However, we will need to add language in a cleanup bill to allow that to occur.

Councilmember Madaffer asked when we will have an idea about the cost of this study. Mr. Gallegos said that today's action would authorize staff to get all of these pieces together. The reason we can do this so quickly is that we have a series of "on call" contracts in place for our *TransNet* program. We would engage some of those on call services to assist with scoping out this study. We will partner with the Authority and Imperial County and bring back a proposal that will highlight what can be done, how much it will cost, and how long it will take.

Councilmember Madaffer stated that he would appreciate anything Congressman Filner can do in the future to expand the earmark for a north-south corridor.

Mayor Cafagna stated that it appears the Shanghai maglev system was not sensitive to environmental issues. He asked the Congressman about that. Congressman Filner responded that an east-west maglev system would be on existing right-of-way so there should be only minimal environmental impacts. Because of the way the maglev would be built, there would be certain visual aesthetics affected, but 90 percent of the route is at grade. In terms of the kinds of pollutants we normally think about, there are very little. If we have to build the guideway higher, there may be visual impacts, but they will be in the mountains. These are the kinds of things the study will determine. If this project is impossible environmentally, it's not going to go anywhere. He has not had direct discussion with environmentalists.

Public Comments:

Rudy Maldonado, representing the Imperial Irrigation District, sent greetings from the Imperial Valley. He stated that he has been talking to his Imperial Irrigation Board members about maglev for about a year and a half, and there is an agenda item scheduled for their September 6, 2005, meeting to approve \$50,000 for this maglev study. He asked for SANDAG'S consideration on this agenda item. He said that the region is growing and we need to be thinking of the 21st Century.

Clive Richard, a member of the public, thought that it is important to conduct this feasibility study, especially when you have federal funding. He urged the Committee to support this action. He agreed that it would be good to have a study for the north-south corridor, but this study is being paid for now by the federal government.

Chair Kellejian commented that the idea behind this study is not to approve an airport site, but to conduct a study to determine feasibility. All of those pieces need to be in place for the citizens of San Diego County to approve an airport site.

Mayor Sessom (San Diego County Regional Airport Authority [Authority]) reported that the Authority has identified two distant sites, one at Campo and one in Imperial County. At some point in time the Airport Authority will be looking at how to get people out to these areas. The Authority has put this question on the agenda for its next meeting, which is scheduled for September 8, to give direction to its staff to work with SANDAG on this study. The study is critical to siting a new airport. San Diego citizens will want to know how they will get out to an airport located in these areas and how long it will take. The Authority will need to decide which site to put on the ballot in November 2006. She said that where to site an airport is critical for San Diego County.

Supervisor Pam Slater-Price (County of San Diego) thanked Congressman Filner for making this project a real possibility. She could not stress how important it is to study the north-south route on I-5. The state is moving ahead on planning high-speed rail corridors on I-15 and I-5 but is not considering the maglev technology. This could be a fatal flaw in going to the voters and asking for a bond measure for this system. She thought voters would be excited about a maglev system statewide, but not about a diesel system. She said that there is no comparison

between diesel and maglev when it comes to noise, environmental impacts, and visual quality.

Congressman Filner said that the maglev technology seems to be the safest form of transportation, it has the lowest cost per passenger, uses half the amount of energy, there are no emissions, little noise, and it can carry the equivalent of an eight-lane freeway.

Chair Kellejian asked about the possibility of funding for a parallel study for the north-south corridor. Mr. Gallegos replied that the language in this bill is focused on the east-west corridor; however, Congressman Filner suggested that cleanup legislation can be added to provide flexibility. We will work with the consultant to scope this out and also determine costs for a north-south link. SANDAG has established a reserve that could be used for this purpose. Staff will work with the consultant, the Authority, Imperial County, and the Southern California Association of Governments (SCAG), and report back.

Chair Kellejian noted that he had a meeting with Mayor Sessom on this matter and she has suggestions with regard to funding.

Mayor Madrid stated that all successful regions are those with a vision. Congressman Filner is suggesting something that is outside of the box. He congratulated Mr. Maldonado, and expressed a desire for other agencies and SANDAG critics to add to that contribution.

Mr. Gallegos said that one of our primary challenges is to get this study completed by February 2006 to be useful to the Authority. We will have to amend the RTIP to use the federal dollars.

Councilmember Madaffer stated that the actual amount of the federal earmark is \$800,000 but \$320,000 would require advance construction authorization. Mr. Gallegos said that the \$800,000 is spread out over a four-year period as that is the amount in the federal bill. However, the state has a program that allows the advance of those funds. We would work with Caltrans to use their advanced construction process to bring these funds forward. The Transportation Committee has the authority to approve up to \$400,000. As we update costs, we will go to the SANDAG Board for approval of the balance.

Congressman Filner said that in the clean-up bill there will be language to indicate that if projects are ready to go, the full amount of the money can be used.

Action: Upon a motion by Councilmember Jerome Stocks (North County Transit District [NCTD]) and a second by Supervisor Slater-Price, the Transportation Committee authorized staff to: process all administrative actions required to utilize the \$800,000 federal funding earmark included in the multi-year federal transportation bill including processing Amendment No. 11 to the RTIP as authorized by an accompanying resolution pending the close of a 30-day public comment period; take steps to identify \$200,000 in total matching funds, with an immediate need for \$80,000 in matching funds during FY 2006; add a project for up to \$400,000 to the Overall Work Program and Program Budget when matching funds are identified; award a future contract to conduct a feasibility study for a dedicated intermodal right-of-way link between the San Diego region and a potential regional airport

in the Imperial Valley, and directed staff to report back with information on a north-south connection as well.

Chair Kellejian called for a five-minute break at 11:30 a.m.

****11:39 A.M. – CONVENE JOINT MEETING WITH THE REGIONAL PLANNING COMMITTEE****

CONSENT ITEMS (A and B)

- A. APPOINTMENT OF NEW MEMBERS TO THE REGIONAL PLANNING STAKEHOLDERS WORKING GROUP (SWG) (RECOMMEND)

Last November, the SANDAG Board approved the creation of the new Regional Planning Stakeholders Working Group (RPSWG). Two members of the RPSWG have recently resigned. Regional Planning Committee Chair Lori Holt Pfeiler and Transportation Committee Chair Joe Kellejian, in consultation with Jack Dale, Chair of the RPSWG, have reviewed potential replacement candidates from the original list of candidates. The Transportation and Regional Planning Committees are requested to forward the following recommendation to the SANDAG Board of Directors for approval: appoint Gary Nordstrom and Greg Alabado to fill current vacancies on the Regional Planning Stakeholders Working Group and designate Kristen Kjero and Helene Radzuk as back-up candidates in the event that additional vacancies arise.

- B. REVISED SCHEDULE FOR COMPREHENSIVE 2007 RTP (RECOMMEND)

The completion of the comprehensive 2007 Regional Transportation Plan (RTP) Update has been delayed at least three months, until June 2007. The cause of the delay is the staff effort to produce a technical 2006 RTP update by March 2006, meeting the federal three-year cycle for air quality conformity. The Transportation and Regional Planning Committees are asked to recommend that the SANDAG Board of Directors approve the revised 2007 RTP work program and schedule.

Action: A motion was made by Supervisor Slater-Price and second by Councilmember Madaffer to approve Consent Items A. and B; this action was approved unanimously.

REPORTS (C and D)

- C. PILOT SMART GROWTH INCENTIVE PROGRAM – PROJECT APPROVAL (APPROVE)

Stephan Vance, Senior Planner, reported that this action represents the first time that SANDAG will program transportation funds to influence local land use decisions to support regional planning goals contained in the Regional Comprehensive Plan (RCP). Mr. Vance provided an overview of the process used to develop the program, the outcomes, and how well the program met the objectives provided by the Board. Once the SANDAG Board adopted the program guidelines and evaluation criteria, projects were solicited from local agencies. Thirty-three applications were received and evaluated by a panel of six volunteers

from the Regional Planning Stakeholders Working Group and one member of the San Diego Council of Design Professionals. He thanked the evaluation panel for their work. He reviewed the project evaluation process and the points given to particular criteria including 10 percent for project readiness, 38 percent for smart growth and land use characteristics in the project area, 27 percent for the quality of the proposed improvements, 10 percent for matching funds, and 15 percent for a low-income household bonus. Mr. Vance stated that due to the level of matching funds, we are actually getting \$44 million worth of projects for \$19 million.

Mr. Vance stated that Board action taken last February directed staff to include the low-income household bonus. He showed a map indicating the location of the candidate projects and a map of the location of the recommended projects. He said that there was a consensus among panel members in terms of the recommended funding and in meeting the objectives of the program. Six projects have construction dates in this fiscal year and the remaining are by the end of the funding program. He showed examples of projects that are ready to go, those that influence land development, support public transit, and support housing development. He also showed that there are smart growth projects in a variety of settings, and the impact of the low-income household bonus. Mr. Vance said that next steps include an amendment to the RTIP to include these projects, submittal of the projects for approval by the California Transportation Commission (CTC), providing technical assistance and oversight, developing a "lessons learned" report, and beginning development of the *TransNet* funded program.

Chair Pfeiler noted that there were several public comments.

Steve Otto, representing the San Ysidro Business Association, stated that he disagreed with the score their project received. Their project has high density per acre, but scored low because they were rated against an antiquated San Diego Community Plan. A Community Plan amendment has been submitted but has not been finalized. They have been working with the City of San Diego Redevelopment Agency in the City of Villages program. He had 18 letters supporting their application. He urged the Committee to reconsider their project's score.

Clive Richard, a member of the public, spoke in support of the projects rated to be funded and wished there was another \$20 million to fund all of the projects submitted. He spoke in favor of the projects in La Mesa which provide great access to the Orange Line. He asked that the Committee support staff's recommendation.

Jay Powell, representing the City Heights Community Development Corporation, supported project No. 9 in the staff report, the Mid-City Urban Trail & State Route (SR) 15 bikeway. He mentioned that Steve Russell submitted a slip but he had to leave and will not speak. Mr. Powell said that this project will complement the I-15 corridor and the planned bus rapid transit system. It is an important component toward making the Mid-City area walkable. This project forms a north-south core that will link several communities in the area. He strongly supported the application and recommendation for this project.

Scott Kessler, Chief Executive Officer of the San Ysidro Business Improvement District Council, spoke on behalf of project 19, the San Ysidro Pilot Village Corridor Project,

and requested reconsideration due to the apparent double standard of stated criteria. He thought this project should have placed in the money due to having 1,000 new housing units. The intensity of development points were reduced to the lowest ranking. He said that Mr. Vance responded that the projects were based on existing community plans. They have initiated a Community Plan amendment calling for a revision, but were not credited for that. He wondered if all the proposed grant requests were rated evenly for existing Community Plans. He thought that some projects recommended for funding were credited with dwelling units that are proposed and those projects are not as far along in the process as their project. He urged that this project be re-ranked, and that the Committee recommend that the criteria be applied fairly and equitably.

Kathy Keehan, a member of the evaluation panel, thanked staff for their assistance with this process. She said that there was a lot of work to do and panel members took their jobs very seriously. Some even went out and visited all 33 of the project sites. She said that she was really happy with the quality of the projects, and was looking forward to the *TransNet* program.

Councilmember Jerry Rindone (South County) mentioned that Councilmember Phil Monroe also was a panel member. Councilmember Rindone expressed his strong support for the criteria that were established, and urged the Committee to maintain the criteria that was set.

Ron Morrison, Councilmember, City of National City, stated that National City is the densest city in the county and has the highest concentration of low-income housing. The City realized its responsibility in dealing with the overwhelming need in the region for housing. It has planned for smart growth types of development for the future. He noted that housing developments are not revenue generators for the city. He said that they are excited about the monies that are allotted to some of their projects as it will help to make these projects possible. They are assessing \$2,000 per new housing unit and using those funds to provide free shuttle service to tie in with public transit service.

Chair Pfeiler noted that this is the second piece of the Regional Comprehensive Plan implementation. The first piece was adopting the Regional Housing Needs Assessment (RHNA). We will have a lessons learned report. When the SANDAG Board adopted the RHNA, it included the fact that some cities would receive bonus points for low-income housing. As we move forward, we recognize that each jurisdiction will get a percentage based on achieving their RHNA goal.

Deputy Mayor Bob Emery (Metropolitan Transit System [MTS]) asked that staff address the concerns expressed about the San Ysidro project. Mr. Vance explained that the way we evaluated projects for density was based on SANDAG's 2010 forecasts of housing units and employment within a quarter-mile radius from the project site. These forecasts were based on existing community plans. Points were also awarded relative to the level of population and employment density compared to the project's smart growth place type. Bob Leiter, Director of Land Use and Transportation Planning, said that we used our Series 10 growth forecast and it is based on adopted community plans. While there may be updates in process, we used the

information provided by the cities. The fact that jurisdictions may be considering plan amendments is not relevant. Mr. Vance added that we counted potential housing units for housing, but not for density purposes.

Deputy Mayor Emery suggested that in the next round of projects, the evaluation criteria related to using existing community plans be revised to use up-to-date information. Mr. Gallegos stated that the challenge with that revision is that every jurisdiction will come back and say they were thinking of doing a lot more.

Deputy Mayor Emery said that the San Ysidro project was far into the plan improvement process. Mr. Gallegos said that that project was evaluated in several categories including density and housing. The evaluation process tried to take the potential into account. These are the lessons learned. The cities will improve on the process that they adopt.

Councilmember Scott Peters (City of San Diego) agreed that we need to support the process that was established. We have worked hard to get to this point.

Mayor Madrid stated that there are no winners or losers; the projects selected for funding were the ones that met the criteria. We cannot change the ranking at the last minute. Staff followed the guidelines that the Regional Planning Committee adopted.

Councilmember Stocks expressed support for the staff recommendation. He also had some concerns that he would like the Committee to review as we move forward. He noted that this is an incentive program and the incentives were for land use. He pointed out that two North County projects were not recommended for funding.

Mayor Cafagna stated that the City of Poway did not apply and has no projects in this program. He said that any time you put these kinds of programs together, you only have so much money and certain criteria that need to be met. He felt that we should consider changes to the criteria every time we conduct this kind of a program.

Chair Kellejian expressed concern about a "one size fitting all" type of program. He did not support the criteria at the time they were presented for approval. He noted that this is a pilot program and the first time this process was being followed.

Chair Pfeiler stated that the criteria were set for this process giving points to jurisdictions with existing low-income housing. New criteria will recognize jurisdictions producing housing from this point on.

Chair Kellejian commented that we ought to be looking at like types of projects. Some projects on the list don't compare in any way. The Grossmont and Solana Beach projects are smart growth projects recognized at the state level.

Supervisor Slater-Price said she did not vote in favor of the criteria, and she thought they were skewed and not presented in a regional way. Major congestion points are along the coast at the I-5/I-805 split. The City of Solana Beach is allowing high-density development near the beach, and there is considerable regional investment in the Coaster rail line. There is no parking at the Solana Beach Coaster Station and that's why people don't use the system

more. The *North County Times* noted that only a small percentage of money in this program went to any North County area. She said she didn't know that jurisdictions already having low-income housing would receive credit to that. She will support this action today, but will not vote in favor of it again. She agreed that the criteria need to be reworked. All of these recommended projects are meritorious. The project in Solana Beach is a long time coming, will have a positive impact on traffic, and will provide a benefit for those who want to live near transit. Every effort should be made to make the Sprinter successful. We should not penalize jurisdictions who made decisions not to require developers to provide infrastructure.

Mr. Gallegos recognized that the Solana Beach project is important. On agenda item 3 considered earlier, the Transportation Committee voted to support pursuing \$5.1 million to make that project whole. You have to look at the whole picture. We're working hard to get all of the big projects done.

Councilmember Jerry Jones (East County) reiterated that this is a pilot incentive program and when we set the program criteria, we agreed this would not be written in stone. The funds for this program had some strings that won't be there with the *TransNet* program.

Councilmember Barry Jantz (East County) said that jurisdictions need to be aware that we can't base decisions on items in process.

Action: A motion was made by Councilmember Peters and seconded by Councilmember Rindone to approve 14 projects for funding under the Pilot Smart Growth Incentive Program; this action was unanimously approved.

D. SHOWCASING LOCAL SMART GROWTH PROJECTS: SMART GROWTH IN LEMON GROVE (INFORMATION)

Mayor Sessom introduced Lemon Grove City Manager Graham Mitchell to present this item.

Mr. Mitchell cited the Lemon Grove General Plan, which calls for a village atmosphere in the downtown area. They went through an arduous city plan program and adopted a Specific Plan last June. This Specific Plan calls for up to 800 housing units in the downtown area, maximizes transit options, and increases circulation. He reviewed the downtown village districts. He stated that the City's redevelopment agency recently entered into an agreement with a developer for the Historic Main Street District. He described the various aspects of this development.

Councilmember Peters asked if this project was in the redevelopment area. Mr. Mitchell responded affirmatively, and added that they are hoping this will be a private transaction.

Action: This report was presented for information only.

6. UPCOMING MEETINGS

The next two Transportation Committee meetings are scheduled for Friday, September 16, 2005, and Friday, October 7, 2005.

7. ADJOURNMENT

Chair Kellejian adjourned the meeting at 12:46 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE
SANDAG JOINT TRANSPORTATION/REGIONAL PLANNING
COMMITTEE MEETING
SEPTEMBER 2, 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	No	
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	Yes	
	----	Scott Peters	Alternate	Yes	
County of San Diego	----	Ron Roberts	Member	No	
	----	Pam Slater-Price	Alternate	Yes	
	----	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	Yes	
ADVISORY/LIAISON Caltrans	----	Pedro Orso-Delgado	Member	Yes	
	—	Bill Figge	Alternate	Yes	
Regional Planning Stakeholders Working Group	—	Sandor Shapery	Member	Yes	



This Item Relates to Agenda Item #2
Transportation Committee
September 16, 2005

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September 16, 2005

File Number 3001000

TO: SANDAG Transportation Committee
FROM: Toni Bates, Division Director of Transit Planning
SUBJECT: Analysis of Rail Along I-5 Corridor: Implications for the North Coast I-5 Environmental Impact Report/Statement

MEMBER AGENCIES

- Cities of
- Carlsbad
- Chula Vista
- Coronado
- Del Mar
- El Cajon
- Encinitas
- Escondido
- Imperial Beach
- La Mesa
- Lemon Grove
- National City
- Oceanside
- Poway
- San Diego
- San Marcos
- Santee
- Solana Beach
- Vista
- and
- County of San Diego

ADVISORY MEMBERS

- Imperial County
- California Department of Transportation
- Metropolitan Transit System
- North San Diego County Transit Development Board
- United States Department of Defense
- San Diego Unified Port District
- San Diego County Water Authority
- Mexico

At its March 4, 2005 meeting, the Transportation Committee heard public comment on the possibility of constructing a magnetic levitation (maglev) passenger system along Interstate 5 (I-5). At its July 15 meeting, the Committee approved seeking federal funds for the study of high-speed magnetic levitation service along the I-5, I-15, and I-8 corridors. And at its August 19 meeting, the Committee discussed the recent announcement that San Diego will receive federal funding to study high-speed rail alternatives along the I-8 corridor between San Diego and Imperial Counties to serve a potential future regional airport. As a result, the Transportation Committee asked about the implications of including a high-speed magnetic levitation alternative in the preliminary engineering and environmental work currently underway for the North Coast I-5 Project.

Caltrans is conducting the preliminary engineering and environmental work for the North Coast I-5 Project, which includes expansion of the I-5 freeway north of La Jolla Village Drive to Vandegrift Boulevard in Oceanside. The alternatives under study are based on SANDAG's North Coast Transportation Study, completed in 2000, and the Regional Transportation Plan, MOBILITY 2030. Earlier this year, the SANDAG Board of Directors gave approval to expedite this project as a *TransNet* Early Action Project, with completion of the necessary environmental documents expected by 2007.

In August, the California High-Speed Rail Authority (CHSRA) finalized the Program Environmental Impact Report / Environmental Impact Statement (PEIR/EIS) for the Proposed California High-Speed Train System, based on technical studies of the I-5 corridor jointly conducted with Caltrans Division of Rail. Caltrans expects to finalize a PEIR/EIS for the conventional rail improvements in the corridor later this year. These joint technical studies, which were in response to the decision to pursue rail and freeway improvements separately in this corridor, were conducted by SANDAG, Caltrans, and the CHSRA, and found that:

Right-of-Way. A fully grade separated high-speed rail corridor would require 50-100 feet of additional right-of-way. All available (undeveloped) right-of-way along I-5 in Orange County has been taken for additional freeway lanes, high-occupancy vehicle (HOV) lanes, viaduct structures, additional interchange improvements, and similar improvements are planned for the I-5 corridor in San Diego County. Specifically, MOBILITY 2030 calls for an expansion of the existing 8 Freeway Lane (8F) configuration to 10F +4 Managed Lanes between State Route (SR) 56 and Leucadia Boulevard and 8F +2 HOV lanes north to Vandegrift Boulevard. Once completed, this configuration will have used all available right-of-way along I-5, including median areas.

Adjacent Land Uses. Suitable land for station sites on the I-5 alignment is scarce. The CHSRA's position is that high-speed train stations should be transportation hubs, similar in significance to airports. Land acquisition would vary depending on the station. Platforms would require an area 1,300 feet by 30 feet. An analysis of parking needs, for example, shows that an average of 1,080 parking spaces would be required at each San Diego area station evaluated (Oceanside, Solana Beach, University Town Center (UTC) area, and San Diego).

Studies findings indicate that a rail corridor along I-5 could cause a significant disruption to abutting land uses (and increased environmental impacts) and would result in increased cost of building the needed structures, track, and stations.

Visual Impacts. Third or fourth level aerial construction would be required along many areas of the I-5 corridor due to already elevated freeway segments and interchanges. Such structures could be 75-100 feet in the air, causing potential visual impacts to ocean and lagoon views.

Two Rail Corridors. Maglev technology does not share track with more conventional steel-wheel-on-steel-rail technology, resulting in a potential need for two distinct passenger rail corridors along the coast to accommodate maglev and conventional rail. In addition, Coaster commuter rail stations are spaced about five miles apart on average, while high-speed rail stations would generally be 35-40 miles apart.

Constructability. Construction of a high-speed passenger rail corridor along the I-5 freeway would likely result in traffic delays and other costs associated with its construction. The CHSRA estimates construction at 3-1/2 to 5 years, depending on the particular segment and assuming a design-build approach. Installing track and signal systems is estimated to take approximately one additional year.

Conclusion

Caltrans' North Coast I-5 Project Study is focused on freeway related improvements, including managed lanes and general purpose lane projects. While the study is designed to consider, and not preclude, bus rapid transit improvements in the corridor, the scope of the study does not include alternatives or analysis related to conventional or high-speed rail. Due to the identified impacts of including high-speed rail in the corridor, it is not appropriate to include maglev or high-speed rail alternatives in the North Coast I-5 Project Study. However, high-speed rail has been considered in past analyses conducted by Caltrans, the CHSRA, and the Federal Railroad Administration through the recently completed PEIR/EIS processes. Any evaluation of maglev, high-speed rail, and/or conventional rail improvements in the corridor should be conducted outside the scope of the North Coast I-5 Study.

References:

Los Angeles-to-San Diego Proposed Rail Corridor Improvement Studies Draft Program Environmental Impact Report / Environmental Impact Statement, Caltrans and FRA, July 2004.

Draft Program Environmental Impact Report / Environmental Impact Statement for the Proposed California High-Speed Train System, CHSRA, January 2004.

California High-Speed Train Program Environmental Impact Report / Environmental Impact Statement First Screening Report, CHSRA, September 2001.

Los Angeles to San Diego Via Orange County High-Speed Train Alignments/Stations Screening Evaluation, CHSRA, July 2001.

North Coast Transportation Study, SANDAG, December 2000.

TRANSPORTATION COMMITTEE

September 16, 2005

AGENDA ITEM NO.: **3**

Action Requested: APPROVE

BUDGET TRANSFER TO IMPLEMENT LIGHT RAIL TRANSIT VEHICLE TRACKING
BETWEEN BALTIMORE JUNCTION AND SANTEE TOWNE CENTER

File Number 1140300

Introduction

SANDAG staff, with concurrence from the Metropolitan Transit System (MTS) staff, has identified available funding to extend the existing San Diego Trolley, Inc. (SDTI) Train Location System from the Baltimore Junction located just west of the Grossmont Station to the Santee Towne Center station. SANDAG staff added this train location work to the scope of the Spring Street Curves Project in anticipation of receiving additional funding. Bids were opened on the Spring Street Curves Project in June 2005. With approval of this budget transfer request, there will be adequate funding to allow us to award the Spring Street Curves Project and begin construction of the Train Location System Expansion.

Recommendation

The Transportation Committee is requested to approve a Capital Improvement Program (CIP) budget transfer in an amount not to exceed \$150,000 from the SD100 Modification Project, CIP number 1140400, to the Train Location Project, CIP 1140300, to allow construction of a light rail transit (LRT) vehicle tracking system on a portion of the Green Line under the Spring Street Curves Project.

Discussion

SDTI has 35 trains concurrently operating daily during the peak hours. In addition, SDTI operates Special Event service trains two out of every three days on average. These trains move 110,034 passengers throughout the system on an average weekday.

The Green and Orange lines operate jointly between the Baltimore Junction and Gillespie Field. This results in trains operating four minutes apart on both the eastbound and westbound tracks. It is a controller's job to keep track of these trains' locations, which presently requires a train operator and controller to be in frequent radio communication.

Safety concerns led MTS to install a computerized LRT vehicle tracking system between downtown San Diego and Qualcomm Stadium prior to San Diego hosting the Super Bowl in 1998. This system, known as the Train Location System, also allows controllers to remotely route trains through switched interlockings, thus allowing a tighter headway to be achieved.

The Train Location System was expanded east to the Baltimore Junction with completion of the Mission Valley East LRT Project. Approval of the budget transfer requested in this agenda item would allow the Train Location System to be further extended to Santee Towne Center. Upon completion of this extension, all of the Green Line and a good portion of the Blue and Orange lines would be remotely monitored for train location and controlled for route request.

Work on the SD100 Modification Project has been completed and final acceptance was issued to the contractor on April 25, 2005. The SD100 Modification Project balance of \$202,949.64 following a \$150,000 transfer to the Train Location Project, will be sufficient to cover all remaining SD100 Modification Project costs.

SANDAG staff added the train location work to the scope of the Spring Street Curves Project in anticipation of receiving additional funding. Bids were opened on the Spring Street Curves Project in June 2005. With approval of this budget transfer request there will be adequate funding to allow us to award the Spring Street Curves Project and begin construction of the train location system expansion.

JACK BODA
Director of Mobility Management and Project Implementation

Key Staff Contact: Jay Sender, (619) 699-6920, jse@sandag.org

TRANSPORTATION COMMITTEE

September 16, 2005

AGENDA ITEM NO.: **4**

Action Requested: INFORMATION

BI-ANNUAL TRANSIT DEVELOPMENT REVIEW REPORT

File Number 3003900

Introduction

The 2030 Regional Transportation Plan (RTP), MOBILITY 2030, envisions vastly improving regional transit service to make public transit the first choice for many of our trips. To realize this vision, the RTP recognizes that transit improvements need to be integrated into our local communities, and focused in areas with compatible land uses that support an efficient transit system.

The San Diego Metropolitan Transit Development Board (MTDB) and the North San Diego County Transit Development Board (NCTD) had a long history of working with local jurisdictions and other agencies to coordinate land use and transit planning in their service areas. As a result of the agency consolidation, SANDAG is now responsible for these activities. Through existing development review processes, SANDAG staff reviews local development proposals and, where appropriate, recommends improvements to benefit the physical environment for transit. This report provides a list and cost estimates for the transit facilities and accommodations secured through the development review process for the period January 2005 through June 2005. These facilities and accommodations have been implemented at no cost to SANDAG or the transit agencies. The Transit Development Review report is provided to the Transportation Committee on a bi-annual basis, typically in March and September.

Discussion

SANDAG staff reviewed a total of 259 development projects from local jurisdictions and other agencies in San Diego County during the first half of calendar year 2005. By submitting comments through each agency's development review process, we worked with local jurisdictions to incorporate transit facilities and transit-supportive designs into 82 projects which resulted in 248 improvements. The remaining 177 projects reviewed had no direct relationship to the regional transit system due to the nature of the project or because the project was not near any existing or planned transit lines. The types of transit improvements, estimated value, and direct financial benefits secured during the year are summarized in the table below:

PRIVATELY FUNDED TRANSIT RELATED IMPROVEMENTS
FOR JANUARY 2005 THROUGH JUNE 2005

Types of Improvements	Total No.	Value per Item	Direct Benefit
Improved Bus Stops (ADA Compliance)	10	\$5,000	\$50,000
Pedestrian Connections and Accessibility	14	\$10,000	\$140,000
New Bus Stops and Passenger Landings	81	\$5,000	\$405,000
New Benches	33	\$1,000	\$33,000
New Shelters	27	\$8,000	\$216,000
New Trash Receptacles	55	\$750	\$41,250
Bus Turnouts/In Street Concrete Pad	20	\$25,000	\$500,000
		Total:	\$1,385,250

Financial Benefits

In addition to improving the transit passenger and pedestrian environment, this program results in direct financial benefits. During the period covered by this report, contributions to the regional transit system are estimated at \$1,385,250.

Bringing existing bus stops up to the Americans with Disabilities Act (ADA) standards, and securing new bus stops and landing pads were among the most common types of improvements with financial benefits. Many of the new bus stops are in newly developing areas where future demand for transit services is anticipated, or in areas that currently do not have adequate bus stops. Without the facilities and accommodations secured through the development review process, the costs for these transit improvements would otherwise be borne by the transit agencies.

Example of Successful Collaboration on Project Design

The statistics above reflect the overall results of SANDAG staff collaboration with local governments, transit operators, and developers. A specific example of how this process has worked is the recent expansion of Sharp Hospital facilities in Kearny Mesa. At the time the expansion plans were under review, none of the bus stops within the project area met current standards called for under the ADA. SANDAG staff worked with Sharp to bring all the bus stops into compliance with current ADA standards. We were also able to facilitate a redesign of the disabled access route from the bus stop on Health Center Drive and Frost Street to the new building and to the Ambulatory Care Center. The redesign resulted in a safer and more direct path from the bus stop to the main entrances of these two buildings. In addition, as a result of the efforts of the Serra Mesa Planning Group and SANDAG, Sharp has been directed by the City of San Diego Planning Commission to include a covered bus shelter on the west side of Health Center Drive.

Conclusion

In conclusion, the role that SANDAG plays in the development review process throughout the region is an effective tool for promoting transit and land use integration. Short-range improvements in bus stops and pedestrian accessibility take place at a scale that improves the transit customer's experience and helps achieve the region-wide goal of improving regional transit service. Early participation in the review process for large developments ensures that transit will be included as a critical part of the region's transportation system.

BOB LEITER
Director of Land Use and Transportation Planning

Key Staff Contact: Chris Kluth, (619) 699-1952, ckl@sandag.org

TRANSPORTATION COMMITTEE

September 16, 2005

AGENDA ITEM NO.: **7**

Action Requested: APPROVE

REGIONAL VANPOOL PROGRAM REPORT

File Number 6000100

Introduction

The Regional Vanpool Program, operated by SANDAG, offers a monthly financial incentive to commuter vanpools to offset their monthly lease cost. The vanpool program is a demand management strategy and one of the key elements of the 2030 Regional Transportation Plan (RTP), and one of the strategies adopted as part of the I-15 Interregional Partnership (IRP). The objectives of the vanpool program are to reduce congestion on the busiest segments of the region's roadways, improve air quality in the region, and encourage drive-alone commuters to rideshare. As of June 2005, there were 423 vanpools enrolled in the program, with about 50 percent of the vanpools originating from outside of the San Diego region (Attachment 1, Figure 1). Over the past few years the program has experienced steady growth; however, in the past year, demand for new vanpools outpaced available funding. This report addresses the need for the adoption of operating principles and funding priorities to guide staff in the administration of the Regional Vanpool Program within the approved operating budget for FY 2006.

Recommendation

The Transportation Committee is asked to approve proposed operating principles (Attachment 2) and funding priorities that will guide administration of the vanpool program within the approved FY 2006 operating budget.

Three options for funding priorities are provided (Attachments 3 through 5). Considering previous commitments made in the adopted 2030 RTP and I-15 IRP, the Transportation Committee is asked to approve Option 1 (Attachment 3). After currently enrolled vanpools, Option 1 gives first priority to funding vanpools that have both origins and destinations within San Diego County; second priority will be given to vanpools that originate outside of the region and travel into San Diego County; and third priority would be given to vanpools that originate in San Diego County that are destined to locations outside of the region. In addition, both Option 1 and Option 2 include factors that consider the mileage traveled on the region's most congested roadways and the vehicle occupancy.

Discussion

SANDAG began the regional vanpool subsidy program in FY 1996 with 50 vans. As of June 2005 the fleet size was 423 vans and growing. Vanpool passengers lease the vehicles on a monthly basis through a third-party contractor who provides insurance, maintenance, and vehicle repair. SANDAG administers the subsidy disbursement, currently \$400 per vanpool per month, and pays this amount

directly to the contracted vendors. Each passenger pays a share of the lease and fuel cost, while the driver typically rides for free in exchange for collecting the user fares and keeping the vehicle fueled and maintained. Some employers also share the costs with employees by providing a pre-tax benefit, currently capped at \$105 per person per month by the Internal Revenue Service.

Growth Outpacing Budgeted FY 2006 Funding

The good news is that word is getting out to commuters that they have choices on how they get to and from work. Over the past two years the vanpool program has added on average six new vans per month (Attachment 1, Figure 2). In FY 2006, the Board of Directors approved a budget of \$4,145,889 for the regional TDM program; included in that budget is \$2,383,979 for vanpool subsidies. Funding for vanpool subsidies currently comes from federal Congestion Mitigation and Air Quality (CMAQ) funds. The budget allows SANDAG to clear the backlog of 37 requested vans that were on a waiting list in FY 2005, and to add six new vans per month for a total increase of 109 vans during FY 2006. However, the demand for new vanpools is outpacing this year's budget, and SANDAG faces the possibility of having to defer or deny participation of certain vanpools to keep within the current allocation. Vanpools that originate in Southwest Riverside County remain the fastest growing segment of the vanpool market.

Self-Sustaining Program

The vanpool program pays for itself as long as SANDAG fronts the capital costs in its annual budget. SANDAG has historically recouped its investment in this service through Federal Transit Administration (FTA) Section 5307 urbanized area formula funds that are apportioned to the region two years after the costs are incurred. To date, the vanpool program has generated more funding for the region than the program cost to SANDAG. In fact, since its inception, the vanpool program has generated FTA formula funds at about a 3 to 1 margin to program costs. After covering expenses, excess vanpool-generated FTA funds are used by the region's transit operators to operate and enhance transit services. In FY 2005, of the funds generated by the vanpool program, SANDAG covered the cost of its operations (\$2.0 million) and added \$3.8 million to the Metropolitan Transit System (MTS) and North County Transit District (NCTD) Section 5307 apportionments.

Operating Principles and Funding Priority Options

Operating principles are needed to guide the administration of the vanpool program and to allow staff to work within the approved annual budget so that the program best accomplishes the objectives of reducing congestion on the busiest segments of the region's roadways and improving air quality in the region. The operating principles (Attachment 2) include minimum vehicle occupancy requirements, define the responsibilities for vanpool program participants, and state that program funding is provided at SANDAG's discretion. SANDAG also may establish wait lists and define funding priority for vanpools enrolled in the program.

In addition to the operating principles, staff has developed three funding priority options for consideration by the Transportation Committee:

Figure 3. Summary of Funding Priority Options

	Existing Vanpools	Within San Diego County	From outside San Diego County	From San Diego County to other regions
Option 1	1	2	3	4
Option 2	1	2	4	3
Option 3	1	First-come, first-served		

Option 1 (Recommended): After currently enrolled vanpools, Option 1 gives first priority to funding existing vanpools; second priority to vanpools that have both origins and destinations within San Diego County; third priority will be given to vanpools that originate outside of the region and travel into San Diego County; and fourth priority would be given to vanpools that originate in San Diego County that are destined to locations outside of the region.

Option 1 best supports the strategies adopted by the region under the I-15 IRP and 2030 RTP, to promote interregional coordination and expansion of vanpools that originate from Southwest Riverside County. Option 1 sets the funding priority where the demand for vanpooling is greatest and where the region realizes the greatest congestion reduction benefit.

Option 2: (Not recommended) After currently enrolled vanpools, Option 2 gives first priority to funding existing vanpools; second priority to funding vanpools that have both origins and destinations within San Diego County; third priority will be given to vanpools that originate inside San Diego County and travel to destinations outside of the region; and fourth priority would be given to vanpools that originate outside of the region and travel into San Diego County.

Option 2 gives higher priority to addressing commute trips that leave the region and does not place an emphasis on addressing congestion that occurs in and near the region’s employment centers caused by interregional commuters coming into San Diego County.

Option 3: (Not recommended) After currently enrolled vanpools, Option 3 sets no priorities and allows vanpools that have either an origin or destination within San Diego County to participate in the subsidy program on a first-come, first-served basis. This option does not have the strategic focus of the previous options, and while it doesn’t directly support previous commitments made by the region in the I-15 IRP, it would potentially place SANDAG in a situation where this year’s budget would likely be immediately consumed by vanpools formerly operated by Southern California Edison (SCE). For example, SCE’s San Onofre Nuclear Generating Station (SONGS) has 53 vanpools that were part of SCE’s now defunct vanpool program. Of these 53 vans, only 15 originate within the San Diego region, while the remaining originate from locations outside of San Diego County. The SONGS facility, while within San Diego County, is at the northernmost edge of the region, and vanpools that originate from outside the San Diego region may only travel on a San Diego regional highway for one mile. Our current operating procedures do not guide staff on priorities for accepting or rejecting vanpools into the program.

Future Growth Funding Goals

The vanpool program has sufficient funding for FY 2006 to accommodate growth at an average of six vanpools per month. Upon approval by the Transportation Committee, staff will immediately implement the operating principles and funding priorities to manage this year’s remaining budget

capacity. Staff will prepare a follow-up to this report as a part of the development of the FY 2007 Budget. That report will address the long-term financial stability of the program and will include performance measures and operating goals for the Transportation Committee's consideration.

Summary

The Regional Vanpool Program is a cost-effective program and it results in positive net revenue to the region; the proceeds of which have been used to supplement funding for transit operations and projects. Interest in vanpool formation is at an all-time high, and demand is outpacing budgeted funding for the program.

For a \$2.0 million investment in vanpool subsidies during FY 2005, about 6,000 trips were eliminated from Southern California roadways each day. The effect of the Regional Vanpool Program is equivalent to adding a lane on Interstate 5 from Oceanside to downtown San Diego during the peak commute period. In FY 2005, the demand for new vanpools outpaced the budget and some vanpool formations were deferred until FY 2006, when additional budget capacity becomes available.

SANDAG remains committed to adding as many vanpools to the program as possible following the adopted operating principles and funding priorities, within available budget, to maximize congestion relief and air quality benefits to the region. Therefore, staff requests that the Transportation Committee approve the attached operating principles and adopt funding priorities for operating within the FY 2006 Budget.

JACK BODA

Director of Mobility Management and Project Implementation

- Attachments:
1. Figure 1. Vanpool Origins & Destinations (FY 2005); Figure 2. Vanpool Fleet Size by Fiscal Year
 2. Operating Principles for the San Diego Regional Vanpool Program
 3. Priorities for Vanpool Funding – Option 1
 4. Priorities for Vanpool Funding – Option 2
 5. Priorities for Vanpool Funding – Option 3

Key Staff Contact: Ray Traynor, (619) 699-6945, rtr@sandag.org

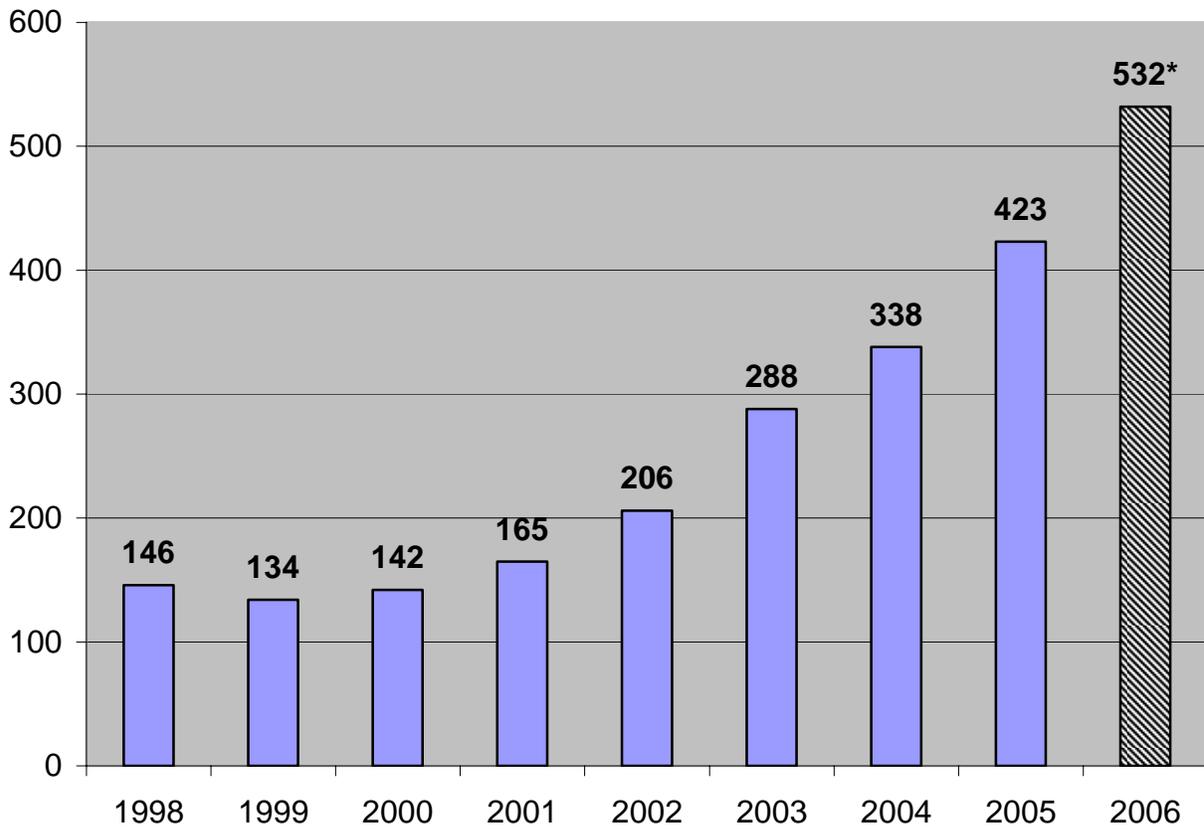
Funds described in this report are budgeted in FY 2006 under Work Element #60001

Figure 1. Vanpool Origins and Destinations (FY 2005)

Origin	Destination	Subtotal	%
SD	SD	174	41%
SD	Outside	41	10%
Outside	SD	208	49%
<i>As of June-05</i>		Total	423

Figure 2. Vanpool Fleet Size by Fiscal Year

* Forecast for FY 2006 based upon approved Budget



This chart depicts the number of vanpools enrolled in the Regional Vanpool Program at the end of each fiscal year.

Operating Principles for the San Diego Regional Vanpool Program

- A. SANDAG operates the Regional Vanpool Program with the goal of reducing peak period congestion in the San Diego region.
- B. SANDAG has the right to deny funding for any new vanpools and to terminate the funding for a vanpool or the entire program if it is in the best interest of the agency to do so.
- C. In exchange for receiving a monthly subsidy, a vanpool must maintain a minimum of 80% vehicle occupancy. Vanpools that fail to maintain 80% vehicle occupancy for three consecutive months can be changed into a more appropriately-sized vehicle, or terminated from the subsidy program.
- D. Vanpool participants must respond to SANDAG's reasonable requests for information such as usage reports for the following:
 - Passenger list and boardings
 - Estimated mileage
 - Available seats
 - Odometer readings
 - Driver and alternate driver contact information
 - Selected surveys
- E. SANDAG reserves the right to withhold subsidy payments, or to terminate a vanpool from the program, for failure to provide timely responses to reasonable requests for information such as listed above.
- F. SANDAG reserves the right to establish a wait list for vanpools to participate in the subsidy program. This option may be exercised at SANDAG's discretion.
- G. SANDAG reserves the right to prioritize the funding of vanpools at its discretion. Until further notice, priority for funding of the regional vanpool subsidy program is as described in Priorities for Vanpool Funding (see Attachment 3).

Priorities for Vanpool Funding - Option 1

The priority for vanpool funding is in the following order:

1. Existing vanpools previously enrolled in the subsidy program.
2. New vanpools that have both an origin and destination within the San Diego region.
3. New vanpools that originate outside the San Diego region and are destined to locations within San Diego County.
4. New vanpools that originate within San Diego County and are destined to locations outside the San Diego region.

Additional considerations may be applied to the priorities established above. These considerations may be exercised at SANDAG's discretion:

- Priority considerations may be given for new vanpools where the cost of the subsidy is shared by another public agency representing the originating or destination region.
- Priority considerations may be given for new vanpools that will have the highest vehicle miles traveled on the region's most congested segments of roadways, as defined in the adopted Congestion Management Program (CMP).
- Priority considerations may be given for new vanpools that have at least nine passengers, not including the driver.

Priorities for Vanpool Funding - Option 2

The priority for vanpool funding is in the following order:

1. Existing vanpools previously enrolled in the subsidy program.
2. New vanpools that have both an origin and destination within the San Diego region.
3. New vanpools that originate within San Diego County and are destined to locations outside the San Diego region.
4. New vanpools that originate outside the San Diego region and are destined to locations within San Diego County.

Additional considerations may be applied to the priorities established above. These considerations may be exercised at SANDAG's discretion:

- Priority considerations may be given for new vanpools where the cost of the subsidy is shared by another public agency representing the originating or destination region.
- Priority considerations may be given for new vanpools that will have the highest vehicle miles traveled on the region's most congested segments of roadways, as defined in the adopted Congestion Management Program (CMP).
- Priority considerations may be given for new vanpools that have at least nine passengers, not including the driver.

Priorities for Vanpool Funding - Option 3

The priority for vanpool funding is in the following order:

1. Existing vanpools previously enrolled in the subsidy program.
2. New vanpools will be funded on a first-come, first-served basis.

-----Original Message-----

From: Demarco [mailto:demar005@cox.net]

Sent: Thursday, September 15, 2005 10:11 PM

To: Mary Sessom

Subject: SANDAG Transportation Committee Agenda Item #7

Please consider the following enhancement to the SANDAG proposal (Agenda Item #7) you will potentially be voting on tomorrow (9/16/05) at the Transportation Committee Meeting:

Proposed Vanpool Subsidy Policy Based on a series of conversations with Allison Richards-Evensen, the Project Manager of the SANDAG Regional Vanpool Program, our understanding is that the Transportation Committee will vote on a proposed policy during the meeting on September 16, 2005. This proposed policy, implemented by SANDAG vanpool subsidy organizers on July 1, 2005, will reduce the number of subsidies offered by the organization in an effort to manage the dwindling vanpool subsidy budget. Specifically, the proposed policy will only subsidize vanpools that originate and terminate in San Diego County.

This proposed policy appears to be short-sited in that though it may protect the subsidy budget, it dramatically undermines the intent of the subsidy program, which is to reduce the number of vehicles on the San Diego County roads and highways.

Using the proposed SANDAG policy, the funding for any vanpool originating and terminating in San Diego County is \$400.00 per month, regardless of distance traveled. Two examples of how the proposed SANDAG policy undermines the intent of the SANDAG vanpool subsidy program are:

- 1) Example 1: A vanpool traveling less than 10 miles per day on the San Diego County thoroughfares will receive the same subsidy amount as a vanpool traveling 100 miles per day (or more) on the same county thoroughfares. Clearly, the vanpool traveling the greater distance has a greater potential for relieving more traffic congestion than the vanpool traveling the shorter distance and should be subsidized accordingly.
- 2) Example 2: On the one hand, a vanpool originating and terminating in San Diego County traveling less than 10 miles per day receives a subsidy, and on the other hand a vanpool originating in San Diego County travels 50 miles per day, but terminates outside of San Diego County, will receive no subsidy. This results in a direct contradiction to the intent of the subsidy program, to provide vanpool incentives in an effort to reduce the number of vehicles on San Diego roads and highways. The vanpool originating in San Diego County, but terminating outside the county is clearly being penalized.

An alternate approach that protects the subsidy budget, while maintaining the intent of the program, uses a graduated mileage scale as a unit of measure vs. determining if a vanpool originates and terminates inside the county lines.

Opponents to this proposal may say it is too difficult to manage a sliding scale vs. the beginning and ending points of a vanpool. However, this proposed policy change can easily be managed with minor modification by simply computing the mileage between the already verified beginning and ending points of a vanpool in question. For example:

Vanpool	Commuter Miles	SANDAG Scale	Subsidy Amount
A	26	25-50	\$100.00
B	57	51-100	\$200.00
C	125	101-150	\$300.00
D	176	151-200 +	\$400.00

This proposed policy allows the board to achieve the intent of the SANDAG subsidy program while maintaining a greater control on the subsidy budget. Ultimately, a broader population of San Diego County commuters will be able to benefit from a policy that uses mileage as a unit of measure vs. origination and termination points.

Thank you for your consideration,

Mike De Marco et al.

Friday, September 16, 2005

To: Transportation Committee Members

From: San Diego County Commuters

Regarding: Proposed Vanpool Subsidy Policy

Based on a series of conversations with Allison Richards-Evensen, the Project Manager of the SANDAG Regional Vanpool Program, our understanding is that the Transportation Committee will vote on a proposed policy during the meeting on September 16, 2005. This proposed policy, implemented by SANDAG vanpool subsidy organizers on July 1, 2005, will reduce the number of subsidies offered by the organization in an effort to manage the dwindling vanpool subsidy budget. Specifically, the proposed policy will only subsidize vanpools that originate and terminate in San Diego County.

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hand a vanpool originating in San Diego County travels 50 miles per day, but terminates outside of San Diego County, will receive no subsidy. This results in a direct contradiction to the intent of the subsidy program, to provide vanpool incentives in an effort to reduce the number of vehicles on San Diego roads and highways. The vanpool originating in San Diego County, but terminating outside the county is clearly being penalized.

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This proposed policy allows the board to achieve the intent of the SANDAG subsidy program while maintaining a greater control on the subsidy budget. Ultimately, a broader population of San Diego County commuters will be able to benefit from a policy that uses mileage as a unit of measure vs. origination and termination points.

Thank you for your consideration,

Mike De Marco