

TRANSPORTATION COMMITTEE

January 6, 2006

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF DECEMBER 9, 2005

The meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal) at 9:06 a.m. See the attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Councilmember Bob Emery (Metropolitan Transit System [MTS]) and a second by Councilmember Jerry Rindone (South County), the Transportation Committee approved the minutes from the November 18, 2005, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chuck Lungerhausen, a member of the public, reminded Committee members that it was just a year ago today that we were contemplating the need for passage of the *TransNet Extension* and how to spend those funds ahead of time. He was glad that the voters approved that measure.

Chair Kellejian noted that at a joint Regional Planning Committee and Transportation Committee meeting in September, 14 projects were approved for the Pilot Smart Growth Incentive Program. At that meeting, some questions were raised about the scoring methodology used. Included in this agenda package is a memorandum sent in response to those concerns.

Chair Kellejian called upon Paul Jablonski, Chief Executive Officer of MTS, to recognize SANDAG staff who volunteered at the Green Line opening. Mr. Jablonski stated that the Green Line has proven to be extraordinarily successful, carrying over 6,000 students a day and having a huge positive impact on parking at San Diego State University (SDSU). He added that 25 percent of the number of people attending events at Qualcomm Stadium is being carried by trolleys. He recognized several SANDAG staff members for their efforts on this project, including Toni Bates in Planning, Renee Wasmund and Susan Brown in Finance, and the entire SANDAG engineering department.

CONSENT ITEMS

Chair Kellejian noted there was a request to pull item No. 6 from Consent.

3. COMPREHENSIVE 2007 REGIONAL TRANSPORTATION PLAN (RTP): FORMATION OF AN AD HOC WORKING GROUP TO REVIEW TRANSPORTATION PROJECT EVALUATION CRITERIA (APPROVE)

Staff proposes forming an ad hoc working group to review and update the transportation project evaluation criteria for the Comprehensive 2007 RTP update. One or two volunteers from the various existing transportation and planning advisory groups would join transportation agency staff on the working group. The Transportation Committee is asked to approve the formation of and charter for the Transportation Project Evaluation Criteria Ad Hoc Working Group, which would begin meeting in January 2006.

4. DRAFT 2006 STATE HIGHWAY OPERATIONS AND PROTECTION PROGRAM (APPROVE)

Caltrans has released its draft 2006 State Highway Operations and Protection Program (SHOPP) for review and comment. The SHOPP is a four-year program updated every two years and includes safety, rehabilitation, and operations projects on the state highway system. The draft 2006 SHOPP includes approximately \$205 million for the San Diego region from FY 2007 to FY 2010. The Transportation Committee is asked to approve the submittal of comments to Caltrans for inclusion with its submittal of the 2006 SHOPP to the California Transportation Commission.

5. UNMET TRANSIT NEEDS HEARING RESULTS (ACCEPT)

SANDAG's Subcommittee for Accessible Transportation (SCAT), acting as the region's Social Service Transportation Advisory Council, received testimony to learn of transit needs of seniors and persons with disabilities. A Noticed Public Hearing was held in San Diego and additional publicized meetings to receive comments were held in four locations around the region. Additional comments were received electronically and by mail. The Transportation Committee is asked to accept these comments for consideration during the annual regional short range transit planning process.

Action: Upon a motion by Councilmember Rindone and a second by Jim Madaffer (City of San Diego), the Transportation Committee approved Consent Items 3 through 5.

6. FULL ACCESS AND COORDINATED TRANSPORTATION (FACT) (INFORMATION)

SANDAG, through SourcePoint, is the Coordinated Transportation Service Agency (CTSA) for San Diego County. CTSA assists the nonprofit sector with coordinating its specialized transportation programs and improving the management of these programs. Full Access and Coordinated Transportation (FACT) is a community-based group that has recently emerged that envisions a single regionwide agency that would provide a centralized dispatching function for all specialized transportation providers. FACT is promoting a pilot project in the North County area. SANDAG staff is currently participating in the FACT initiative to evaluate feasibility and appropriate organizing structure, and also is reviewing

the role of the CTSA to determine if potential changes could be made to support the FACT initiative. This report is presented for information.

Dan Levy, Senior Transportation Planner, indicated that a report on this matter had been presented to the North County Transit District (NCTD) Board a few weeks ago. This initiative would provide more coordination and build a common dispatch system. The advantages would be more capacity and lower cost. The federal government supports this type of initiative.

Chair Kellejian indicated that this item is presented for information only.

Councilmember Emery asked if this initiative would be funded through a specific category in the *TransNet Extension*. Mr. Levy replied that this initiative is not funded in any way. CTSA receives 2 percent of the Transportation Development Act (TDA) funds for paratransit services. Councilmember Emery asked if it would come off of the amount the two transit operators receive for paratransit services. Mr. Levy responded that funding could come from the 2 percent TDA or another source.

Councilmember Phil Monroe asked if there is any project that won't be done because we are adopting this initiative. Ms. Toni Bates, Division Director of Transit Planning, explained that the CTSA is funded with 2 percent of TDA Article 4.5 monies. It provides transportation information to various agencies. FACT would like to create an agency that could provide dispatch services for coordinated social service providers and possibly public transit Americans with Disabilities Act (ADA) services. People will be able to call FACT and be matched with the most appropriate service provider for the need.

Councilmember Monroe said that he was amazed at the number of social service agencies providing various forms of transportation. He thought that coordinating these services was a great idea.

Ms. Bates added that when the *TransNet Extension* comes on line in 2008 there will be money for social service transportation needs through the mini-grant program.

Mr. Jablonski asked a number of questions about this initiative. Ms. Bates responded that we don't know the answers; however, staff plans to report back early next year with more information on the issues associated with moving forward with this kind of proposal.

Mayor Art Madrid (East County) suggested that dial-a-ride services be included in the study of this initiative.

Karen King, NCTD Executive Director, commented that NCTD is excited to work with SANDAG on this item. This proposal was initiated in North County primarily for service for senior citizens, which has been a priority for the NCTD Board. She wanted to make sure that SANDAG was aware of this effort. We think it is an opportunity to improve service for seniors and the disabled.

Councilmember Emery suggested that this item be discussed by the Joint Committee on Regional Transit (JCRT) and asked that it be added to the next JCRT agenda.

Public Comment:

Rick Howard, NCTD, reiterated NCTD's excitement about this prospect. He said that NCTD is looking forward to the implementation of this FACT program.

Ed Gallo (NCTD) asked staff to consider the possibility of coordinating this effort with the 211 system. He agreed with the consolidation of these types of services.

Action: Upon a motion by Councilmember Rindone and a second by Supervisor Pam Slater-Price (County of San Diego), the Transportation Committee unanimously accepted this report for information.

CHAIR'S REPORTS

7. FREEWAY TRANSIT LANE DEMONSTRATION PROJECT (INFORMATION)

The Transit Freeway Lane Demonstration Project began on Monday, December 5, 2005. A press tour of the operation was held on December 1, 2005. The one-year demonstration, modeled after a successful program in Minneapolis, converts freeway shoulders to transit lanes during the peak periods along a section of State Route (SR) 52 and Interstate 805 (I-805) to provide congestion by-pass for existing transit Route 960. The demonstration will evaluate the effectiveness in improving travel time and reliability for transit; safety; and passenger freeway, auto driver, and bus driver perceptions. If successful, the demonstration could become permanent and be expanded to other freeway transit operations in the region.

Chair Kellejian noted that this project started on December 5, 2005. He said this project would not have taken place without the partnership of Caltrans, the California Highway Patrol (CHP), and MTS. On Thursday, December 1, local media toured this project. Many television stations repeated this story several times. In addition, radio ads will run for three weeks, and Take One brochures are available on the commuter buses and trolleys to further inform commuters about this project. Comments have also been received via the SANDAG Web site. This two-year demonstration project is being watched by other transit agencies all over the nation. Staff will bring progress reports back to this Committee on a quarterly basis.

Pedro Orso-Delgado, Caltrans, District 11 Director, commented that it took a lot to get this project underway. Caltrans is excited as it sees this as a potential project that could be used throughout the state. As we move along, we will learn to make improvements and fine-tune the program.

Mr. Jablonski added that there have been no operational difficulties to date. He thought this project could have significant application around the region.

CHP Chief Skip Carter stated that the CHP met with Caltrans Director Will Kempton and others to discuss the various aspects of this demonstration project. It is understood that if it becomes dangerous this project can be terminated immediately. He said that the CHP was

concerned about losing the freeway shoulder to get disabled cars out of the way of traffic. However, he understands that the bus drivers will move back into traffic lanes if there is a disabled vehicle on the freeway shoulder. There are a lot of safeguards in this proposal. There are various other efforts that the CHP would like to coordinate with this program, and they will meet to discuss these issues. He noted that the CHP is looking into locating a CHP satellite office along the Interstate 15 (I-15) corridor.

Councilmember Emery asked about an MTS bus sticker on a bus that was not using the shoulder lane that explained the bus-on-shoulder project. Mr. Jablonski said that the sticker was designed to be part of this project and that that particular bus was probably assigned to a different route at that time.

A short video of a newscast was shown of the freeway transit lane demonstration in operation.

Chair Kellejian clarified that freeway shoulders would only be used when freeway speeds drop below 35 mph in the peak periods.

REPORTS (8 through 11)

8. FISCAL YEAR 2007 FEDERAL APPROPRIATIONS PROCESS FOR TRANSPORTATION PROJECTS (APPROVE)

Ellen Roundtree, Director of Government Relations, reported that each year SANDAG approves a list of transportation projects for funding consideration during the annual federal appropriations process. For the last three years SANDAG, MTS, and NCTD representatives have traveled to Washington D.C., to present a united front on these projects. It is likely that the funding levels for discretionary projects will be limited. Staff is recommending a process for transportation project selection. The following criteria were developed to determine the appropriate projects. Candidate projects must be in construction and require additional funding; are "ready to go" to construction; have significant local funding identified; are environmentally cleared; improve security and safety in the region; and protect the region's investment in infrastructure, including rolling stock. She noted that projects meeting a greater number of these criteria would be ranked higher. Following the approval of the criteria, staff will develop a project list and report back in January.

Councilmember Rindone suggested that staff have a dialogue with our local congressional representatives to solicit their thoughts and input. Mr. Gallegos agreed to work on that suggestion.

Ms. Roundtree noted that our new federal lobbyist is now in place and will be assisting us in this matter with our congressional representatives in Washington, D.C.

Mayor Madrid asked if the two transit agencies will be involved in the process. Ms. Roundtree replied affirmatively.

Councilmember Monroe stated that the agenda report indicates the criteria are consistent with those followed when prioritizing Traffic Congestion Relief Program (TCRP) projects, but the criteria do not clarify projects that will significantly relieve congestion. Mr. Gallegos explained that the reference to the TCRP was to reflect that the proposed criterion is consistent with the previous prioritization of the TCRP and STIP projects. Mr. Gallegos said that this information will go to our federal congressional representatives for project priorities for federal funding purposes.

Action: Upon a motion by Councilmember Rindone and a second by Supervisor Slater-Price, the Transportation Committee approved the proposed criteria for selecting transportation projects for the FY 2007 federal appropriations cycle.

9. DRAFT 2030 REVENUE CONSTRAINED REGIONAL TRANSPORTATION PLAN (RTP): 2006 UPDATE AND DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (SEIR) (ACCEPT)

Mike Hix, Principal Transportation Planner, reported that the RTP was adopted in 2003 and included two funding scenarios and a reasonably expected revenue plan. The third scenario is unconstrained by funding limits. Every three years, the agency must demonstrate that its plan conforms to air quality requirements. The revenue constrained plan is limited to current sources of transportation funds projected to 2030. We would also align the RTP and Regional Transportation Improvement Program (RTIP) with the federal improvement program. This update is focused on revising the cost estimates and revenue forecasts for the revenue constrained plan. We will conduct a comprehensive RTP update in 2007, and it will include the Regional Comprehensive Plan (RCP), new 2030 land use forecasts, Smart Growth opportunity areas, the Independent Transit Planning Review, and issue papers.

Mr. Hix said that the RTP Update includes updated project costs and revenues and necessary adjustments. The first step was to update the project costs including SR 125, SR 56, and the Green Line. Next, we added in the *TransNet* Early Action Projects (EAP) that are not already in the revenue constrained plan. This includes work on I-5, SR 76, I-805, and the Super Loop. The next step revised the cost estimates to 2005 dollars, which total \$36 billion.

Mr. Hix stated that on the revenue side we added increased revenues projected from the *TransNet Extension*, although there are three fewer years in the 2007 RTP. We have received reduced state and federal money since 2003. The result is about \$36 billion by 2030. However, we have a cash-flow problem as we don't have all of the money arriving when we need it. We will need to borrow money to advance the EAP. We assumed about \$5 billion from the *TransNet Extension* bond proceeds in the RTP Update. We kept the revenue constrained plan intact, though several projects were pushed out to later years compared to the last RTP. We will reassess all projects in the 2007 RTP and include the latest Plan of Finance for the *TransNet Extension*.

Mr. Hix said that the environmental analysis takes the existing RTP and revises only the revenue constrained plan. SANDAG has developed a supplemental Environmental Impact Report (EIR) based on the last one (2003). There are no new significant impacts in the supplemental EIR, and it will be circulated for a 45-day public comment period.

Councilmember Monroe asked which projects have been moved to later years. Mr. Hix replied that several highway and transit projects would be delayed.

Chair Kellejian clarified that these projects are not being eliminated...just pushed out to later years. He asked how far these projects would be delayed. Mr. Hix responded that in the RTP projects are scheduled by decades. Chair Kellejian said that that doesn't mean it will be delayed ten years. It means that projects would be implemented some time during that 10-year period. Mr. Gallegos said it was important to recognize this is the long-range plan. The RTP will be updated regularly, and there will be times when we receive funding and other times when we won't.

In response to concerns that the El Cajon Boulevard Showcase Bus Rapid Transit (BRT) project would be delayed, Ms. Bates said that staff is developing a phasing plan for the Showcase BRT project, and she will report back later with that information.

Councilmember Madaffer suggested that staff report back in the next month or so with a list of the phased projects so that the Board of Directors has a chance to review the priorities and see exactly where the projects fit into the schedule.

Mr. Gallegos encouraged the Committee to approve this item. He reminded Committee members that this is a "zero sum" game, and some projects will move up the ranking list and others will move down the ranking list. However, he stated that if this item is not moved forward SANDAG would risk not complying with air quality conformance requirements.

Action: Upon a motion by Supervisor Slater-Price and a second by Mayor Cafagna (North County Inland), the Transportation Committee: (1) accepted for distribution the Draft RTP and Draft Supplemental Environmental Impact Report (SEIR) for public review; and (2) scheduled a public hearing and the close of the public comment period on the Draft RTP and Draft SEIR for the January 27, 2006, Board of Directors business meeting.

Chair Kellejian called for a five-minute break at 10:09 a.m. The meeting was reconvened at 10:13 a.m.

10. DRAFT 2006 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) (RECOMMEND)

Jose Nuncio, Senior Engineer/Program Manager, reported that the STIP is a five-year program from FY 2007 through FY 2011 dedicated towards major capacity improvements for both highway and transit projects, and it is updated every two years. The last time it was updated was in 2004. He said that most of the funding is programmed for State Route (SR) 52. The California Transportation Commission (CTC) has indicated that the 2006 STIP targets are showing the money being delayed from the year 2009 to 2011. This means that projects currently programmed in 2007 to 2009 would need to be pushed out a couple of years.

Mr. Nuncio stated that the Transportation Committee previously approved the 2006 STIP criteria as follows: complete the currently programmed STIP projects, focus on the *TransNet*

EAP, construct and implement projects as early as possible, maintain existing program levels, and adjust programming to account for funding by other sources.

Mr. Nuncio reviewed the 2006 STIP proposed program with a total cost of \$177.72 million. STIP Transportation Enhancement (TE) funds are managed by the CTC, and there is \$16.6 million already programmed as part of the Smart Growth Incentive Program. About \$6.35 million that has been identified by the CTC will come to the San Diego region.

Staff does not agree with the CTC's timing proposal; the CTC indicates that funding is not available until FY 2009, but we need the money sooner. Some agencies have projects that are not ready to implement or are prioritized at a later date. This opens up earlier funding opportunities for use now. Staff proposes that SANDAG step in and notify the CTC that we have projects ready for implementation funding. Mr. Nuncio stated that there are two choices to use the \$6.3 million in TE funds: provide additional funding for the Pilot Smart Growth Incentive Program, or call for projects to identify other TE-eligible projects. Mr. Gallegos said that these funds are used for projects over and above what you would normally include in a transportation project.

Mr. Nuncio reviewed the recommended actions and next steps.

Chair Kellejian thought there was already a list of projects in line for funding under the Smart Growth Incentive Program. Mr. Gallegos agreed that was the case, but he also wanted to provide a choice so that SANDAG can issue a call for projects under the TE program.

Supervisor Slater-Price asked for a matrix of pending projects for funding. Mr. Gallegos agreed to provide that information.

Councilmember Rindone asked if new Trolley vehicles would be an eligible TE project. Mr. Gallegos replied that he didn't think the federal government would determine the purchase of trolley cars to be eligible for the TE program.

Mr. Nuncio said the action was that the Committee recommend to the SANDAG Board the following programming for the 2006 STIP: (1) construction of the SR 52 extension from SR 125 to SR 67 (\$140.893 million), (2) design and purchase of right-of-way for the Mid-Coast Trolley Extension to University City (\$5.254 million), (3) construction of freeway incident detectors (\$6.050 million), (4) SANDAG planning and programming monitoring (\$2.558 million), and (5) Transportation Enhancement projects (\$22.964 million).

Mayor Cafagna asked about our ability to lobby for funds that are not currently being used. Mr. Gallegos responded that the state will have a better idea in January about the funding scenario. The strategy is to visit the CTC to find out if there is any more money. We have overprogrammed our dollars and that is the reason there is no early funding available as part of the CTC's programming targets.

Mr. Gallegos suggested that the action be bifurcated to defer the TE decision.

Mr. Jablonski commented that out of \$177 million, only \$5 million is for transit.

Mr. Nuncio responded that the Mid-Coast project received an STIP allocation from the CTC just a couple of months ago and does not need additional funds in the near term. Staff will reconsider adding more funding in the next STIP programming cycle.

Action: Upon a motion by Mayor Cafagna and a second by Councilmember Madaffer, the Transportation Committee unanimously recommended that the SANDAG Board of Directors approve the 2006 STIP programming proposal, with the exception of the Transportation Enhancement funds. Final submittal to the California Transportation Commission is due by January 30, 2006, with a list of smart growth projects.

11. PRIORITIES FOR COASTAL RAIL CORRIDOR MAJOR CAPITAL PROJECTS (RECOMMEND)

Ellen Roundtree, Director of Governmental Relations, reported that approximately \$66 million is available for intercity coastal rail improvements. The California Division of Rail and the CTC have asked SANDAG and NCTD to prioritize projects for potential use of this money. The Traffic Congestion Relief Program (TCRP) identifies double-track projects, reprogramming of Proposition 116, and reprogramming the State Transportation Improvement Program (STIP). She reviewed the list of major rail corridor projects that total \$66.6 million, including: Santa Margarita Bridge & Second Track (\$40.2 million), Del Mar Bluff Stabilization (\$7 million), Oceanside Double Track (\$9.8 million), Encinitas Pedestrian Crossing (\$4 million), Signal System Replacement (\$1 million), Sorrento to Miramar Double Track Final Design Phase 1 (\$1.7 million), Sorrento to Miramar Double Track Final Design Phase 2 (\$2.2 million), and the San Dieguito River Bridge and Second Track (\$1.7 million).

Ms. Roundtree indicated that Caltrans advises that proposed projects should be ready or near ready to go, and high consideration would be given for double-track projects that enhance railroad operations and increase capacity, TCRP funds can be used only for double-track and capacity projects, and failure to use long-range programmed funds could put STIP money at risk.

Ms. Roundtree reviewed the evaluation process that NCTD used for its ranking of projects: (1) improvements to rail corridor safety, (2) improvements to operational reliability, (3) capacity increase to overall railroad, (4) travel time savings, (5) readiness to move to construction, and (6) total funding needs, both in the near- and long-term.

Ms. Roundtree reviewed the recommended actions and the next steps to take.

Mr. Gallegos said that a letter from Karen King, NCTD Executive Director, has been passed out to Committee members. Staff recommends support for the NCTD list but with the addition of the pedestrian crossing at Encinitas. Staff agrees that the Sorrento to Miramar is a high priority project, but funding is needed to construct the project. The SANDAG Board would make the recommendation to Caltrans, but Caltrans and the California Transportation Commission make the final allocation decision.

Mr. Gallegos noted that the City of Encinitas has also applied for this kind of funding for this pedestrian crossing.

Christy Guerin, City of Encinitas, reminded the Committee that the Memorandum of Understanding (MOU) with NCTD states that Caltrans and SANDAG will work with the city for the construction of the improvements. We would move forward on a regional basis to obtain funding for the pedestrian crossing. We believe the projects are close to being ready. The Los Angeles – San Luis Obispo– San Diego (LOSSAN) strategic plan has identified this as a priority project.

Councilmember Peters said that he was told a new Coaster station is short about this amount of money. He expressed concern that a new Coaster station was not considered for this investment. Mr. Gallegos stated that these are Caltrans intercity rail funds, and a Coaster station that didn't serve Amtrak would not be eligible for these particular funds.

Councilmember Peters asked if there would also be design money for the Sorrento to Miramar double-track project. Mr. Gallegos stated that NCTD is suggesting that we put more money into design. Councilmember Peters asked how we ensure that all of the money is not spent on design so that there are funds available for construction. Mr. Gallegos acknowledged that as a concern. If you design something and don't build it within some period of time you are at risk of not having money for construction.

Councilmember Peters asked if we are spending money on design for the double tracking as part of this recommendation. Ms. King said that we are not exactly sure what the funding is or what projects the state will recommend for funding. Any or all of those projects could make it on the list. She asked if the action today is to include those projects at the bottom of the list or to exclude them.

Chair Kellejian said that from the bottom up, \$4 million is being recommended for the pedestrian crossing in Encinitas. Deleting projects 5 and 6 from the list would equal \$3.9 million. He asked if staff would recommend \$1.7 million for Phase 1 final design. Mr. Gallegos said that we would move as far down the list as possible.

Councilmember Peters stated that the goal should be to move this heavy rail out of the lagoons. He understands the need for improvements in the rail corridor.

Supervisor Slater-Price said that the pedestrian crossings are very necessary. Encinitas agreed to this so long as there are safe crossings for its residents. Otherwise, there will be continued conflicts. She expressed support for the pedestrian crossings.

Supervisor Slater-Price suggested that the Sorrento to Miramar project take a high priority. It has the greatest potential for increasing trips. If you look at the failure rate for the Del Mar Bluffs, that is a significant problem. There should be no capacity improvement for the rail line until it is taken off of the Bluffs. The letter from the Torrey Pines Planning Group is a concern about how this issue is going to be addressed. It would be wiser to implement the Del Mar Bluffs stabilization and not worry about design for the Santa Margarita Bridge. We should not add rail capacity on the fragile area of the Bluffs. It is hard for her to understand why the option to move the line away from the Bluffs is not being considered.

Mr. Gallegos said that past Transportation Committee direction has been that if a project is ready to go, we should build it.

Chair Cafagna asked if there is money to design the Santa Margarita Bridge.

Ms. Roundtree said that there is sufficient funding to do nearly all of these projects, that the difference between revenues available and the proposed projects is about \$1.2 million. Mr. Gallegos stated that it gets us started on the project; however, you run the risk of keeping an environmental document on the table and having to redo it at a later date.

Mayor Cafagna said that this could be wasted money if you can't operate through the Bluffs area. In reading Ms. King's letter, Mayor Cafagna saw some frustration between SANDAG and NCTD regarding priority issues. He asked how this is being worked out. Mr. Gallegos said that he and Ms. King had a recent phone conversation and agreed that we should have more joint agency meetings. He agreed that better communication is needed.

Chair Kellejian asked Ms. Roundtree about the availability of the \$66 million versus the amount listed in the report. Ms. Roundtree replied that Caltrans has since told us the amount was slightly higher. We could add the Encinitas Pedestrian Crossing to this list.

Mayor Cafagna said that we would need cooperation from the City of Encinitas on this pedestrian bridge. Mr. Gallegos replied that we are currently partnering with the City of Encinitas on the project's design and environmental work.

Chair Kellejian said this is only a recommendation to the CTC; the CTC will make the final allocation decisions.

Mr. Gallo said that NCTD, along with SANDAG, agreed to secure funding for the Encinitas Pedestrian Bridge project. He agreed that we should proceed with projects that are ready to go. We compromised with the City of Encinitas to push this project forward. We need to minimize fatalities on the train tracks. Mr. Gallegos said that from staff's perspective there is an agreement with the City of Del Mar for the first 1,000 feet. Ms. Leslie Blanda, Project Development Program Manager, noted that Del Mar sent a letter to the NCTD Board identifying the seven elements, and the NCTD Board responded that those seven elements would be included.

Councilmember Madaffer agreed that we should not spend money on environmental documents that will go stale. Staff has done a great job of getting projects ready for funding. We need to work with Caltrans, CTC, and others to get the Coaster station project implemented as it is a high priority project.

Mayor Madrid said that on page 2 of the report we talk about the need for improvements related to either safety or reliability. He suggested another category be added related to Homeland Security.

Mayor Madrid stated that the MOU on the Encinitas project indicated that SANDAG and Caltrans were the two agencies that had the authority to implement this project. He noted

that moving to one regional transportation agency would eliminate the breakdown in communications between the agencies.

Councilmember Monroe asked if we are spending money to build things that won't be needed in the long-term. Mr. Gallegos stated that the time for looking at the regional vision is when you adopt the Regional Transportation Plan (RTP), which is on a three-year cycle. These projects are consistent with your RTP. If you change the list then you might be in conflict with the adopted RTP. All of the projects on this list are in the RTP.

Ms. King apologized because the Encinitas project was not included on this list. NCTD had no knowledge that this item was going to be added to the recommendation until around noon last Friday. Had Encinitas or SANDAG let them know sooner, that information would have been provided to the NCTD Board. Because some projects are not ready for implementation, NCTD is recommending that these funds be used on other projects. NCTD is very much in favor of pedestrian crossings. It was Ms King's understanding that there were three bridges, however, this morning's report indicates only one crossing. This Committee will be dealing with some tough decisions in the future. She didn't know until late yesterday that Encinitas had submitted this project to Caltrans. These are critical issues, and it's great that SANDAG wants to design improvements for the safety of the railroads; however, historically, they have not been funded out of these monies but instead have been funded by a third-party agency that is desirous of the crossing. She thought it was very important that the agencies communicate openly.

Ms. King said that the Sorrento to Miramar project could have enough money in it to construct. The San Dieguito Bridge was included because it needs to be replaced. NCTD would be happy to support dropping that off the list and keeping more of the money for the Sorrento Miramar project. She asked to be provided with more technical information on this project.

Ms. Blanda stated that the Sorrento to Miramar project benefits the railroad in two ways: it adds a second track that improves reliability, and it increases speed. It is a difficult area of the railroad because it has several curves and steep grades. In 2002, this project was fully funded. After completion of 60 percent design and environmental work, an STIP allocation for design and construction was requested. The CTC was not allocating funds at that time so the project was put on hold. The price of materials has significantly increased, and there are no longer sufficient funds for construction.

Mr. Orso-Delgado noted that at the end of the day we should speak with one voice to the CTC.

Supervisor Slater-Price asked if it would be acceptable to delete the San Dieguito project from the list and add the Encinitas pedestrian crossing. Ms. King said that would be fine with her, but she suggested that the priority indications be removed.

Supervisor Slater-Price said that we are committed to getting money for the Sorrento to Miramar project.

Mr. Gallo asked what happens when you submit it to Sacramento and they change the priority. Mr. Gallegos said that we need to be united in what we send to Sacramento.

Ms. King said that NCTD's process to prioritize the projects was to assist the Transportation Committee in making these recommendations. NCTD will not be submitting a separate application.

Chair Kellejian asked if these priorities are consistent with the LOSSAN plan. Ms. Roundtree responded affirmatively.

Councilmember Madaffer asked if we will receive full funding on this list. Ms. Roundtree said that Caltrans has indicated support of our recommendations.

Councilmember Madaffer reiterated that this is not an area wherein we could request funding for the Coaster station. Ms. Roundtree stated that it has been our understanding that this funding was for intercity rail projects and because Amtrak would not stop at that station, it would not be eligible.

Action: Upon a motion by Supervisor Slater-Price and a second by Mayor Sessom, the Transportation Committee unanimously recommended that the SANDAG Board of Directors adopt the recommendation shown in Attachment 2 of the agenda report, with the removal of the priority rankings, deleting project No. 6 (San Dieguito Bridge Second Track), and adding the Encinitas Pedestrian Crossing, and submitting this list to the Caltrans Division of Rail. (Councilmember Monroe voted as the South County Representative.)

Ms. Bates distributed the Pilot Smart Growth Incentive Program Funding Recommendations. This list indicates the funds requested for each project and what projects received full, partial, or no funding.

Councilmember Emery recognized Leon Williams as this would be his last Transportation Committee meeting because he is retiring at the end of the year.

Chair Kellejian thanked staff for providing committee members with copies of the PowerPoint presentations.

12. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for January 6, 2006.

13. ADJOURNMENT

Chair Kellejian adjourned the meeting at 11:43 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
DECEMBER 9, 2005**

GEOGRAPHICAL AREA/ ORGANIZATION	JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING	COMMENTS
North County Coastal	City of Solana Beach	Joe Kellejian (Chair)	Member	Yes	
	City of Oceanside	Jim Wood	Alternate	No	
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 District	City of Encinitas	Jerome Stocks	Member	No	
	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	No	