

TRANSPORTATION COMMITTEE

February 17, 2006

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF JANUARY 20, 2006

The meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal) at 9:08 a.m. See the attached attendance sheet for Transportation Committee member attendance.

Chairman Kellejian announced that this meeting is being broadcast live on the World Wide Web. He also welcomed and introduced new Transportation Committee members Toni Atkins, Councilmember from the City of San Diego; Harry Mathis, Chairman from the Metropolitan Transit System (MTS); and Bill Horn, Chairman from the County of San Diego.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Councilmember Emery (Metropolitan Transit System) and a second by Councilmember Ritter (North County Inland), the Transportation Committee approved the minutes from the December 9, 2005, meeting. The motion passed unanimously.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chuck Lungerhausen, a San Diego resident, began by wishing the Transportation Committee a Happy New Year. He noted that SANDAG Board and Committee members have sponsored him in the past regarding various fund raising events for the National Multiple Sclerosis (MS) Society. He requested that members sponsor him for the MS Water Walk that he will be participating in on Saturday, April 22, 2006. *Chairman Kellejian thanked Mr. Lungerhausen for his comments.*

Don Stillwell, a resident of Allied Gardens, noted that the #14 bus is in violation of the Americans with Disabilities Act (ADA) and has been for the past six months. He mentioned that the ADA requires that buses serve all major hospitals; however, there are no buses that serve Kaiser Hospital on Zion Avenue, therefore, MTS is in violation of these requirements. *Chairman Kellejian requested that Mr. Stillwell present staff with a copy of his speaking points in order to address his issue.*

Chairman Kellejian noticed that there are many new faces at today's meeting and requested that self introductions be made.

CONSENT ITEMS (3 through 7)

3. 2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) QUARTERLY AMENDMENT (APPROVE)

At its meeting on July 23, 2004, the SANDAG Board adopted the 2004 RTIP, the five-year program of major transportation projects in the San Diego region covering the period from FY 2005 to FY 2009. The Federal Highway Administration and Federal Transit Administration approved the 2004 RTIP on October 4, 2004. SANDAG processes amendments to the RTIP on a quarterly basis based on requests from member agencies. Amendment No. 13 includes requests for changes submitted by local agencies for various projects and also includes earmarks for High Priority or Demonstration projects as identified in the federal transportation legislation: Safe, Accountable, Flexible, and Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU). The Transportation Committee is asked to adopt Resolution No. 2006-09, approving Amendment No. 13 to the 2004 RTIP, including validation that the 2004 RTIP continues to be fiscally constrained.

4. AMENDMENT TO FY 2006 OVERALL WORK PROGRAM (OWP): SOUTH BAY BUS RAPID TRANSIT (BRT) PROJECT TO FUND CHULA VISTA H STREET RAPID BUS STUDY (APPROVE)

The City of Chula Vista is in the process of adopting its General Plan Update (GPU). The revised GPU proposes increases in density along the H Street Corridor that will be supported by a Bus Rapid Transit (BRT) project that is included in SANDAG's MOBILITY 2030 Regional Transportation Plan. However, the development intensity proposed in the GPU will encroach onto the public right-of-way, possibly limiting the ability to implement transit priority measures along H Street for full BRT. To determine right-of-way impacts and operational feasibility with the revised densities, the City of Chula Vista is requesting that SANDAG partner with them on a study of the H Street Transit Corridor between Interstate 5 (I-5) and I-805. The Transportation Committee is asked to: (a) amend the FY 2006 OWP Work Element 50009 (South Bay BRT) to include the scope of work for the H Street Transit Study; and (b) to authorize the Executive Director to enter into a Memorandum of Understanding with the City of Chula Vista to contribute \$25,000 in funding from Work Element 50009 to the H Street Transit Study.

5. CALIFORNIA STATEWIDE HIGH-SPEED PASSENGER RAIL SYSTEM QUARTERLY UPDATE (INFORMATION)

The California High-Speed Rail Authority (CHSRA) is the state agency responsible for planning, constructing, and operating a high-speed train system serving California's major metropolitan areas. The proposed system stretches over 800 miles and would connect San Diego, Los Angeles, the Central Valley, San Francisco, and Sacramento using a state-of-the-art, electrified system capable of speeds in excess of 200 miles per hour. SANDAG continues to monitor and comment on the work of the CHSRA. This report is the regular quarterly update to the Transportation Committee.

6. LOS ANGELES–SAN DIEGO–SAN LUIS OBISPO RAIL CORRIDOR AGENCY (LOSSAN) BOARD OF DIRECTORS MEETING REPORT (INFORMATION)

The LOSSAN Rail Corridor Agency seeks to increase ridership, revenue, capacity, reliability, and safety on the coastal rail line from San Diego to Los Angeles to San Luis Obispo. Known as Amtrak's Pacific Surfliner corridor, it is the second busiest intercity passenger rail corridor nationwide and Amtrak's fastest growing. This report summarizes the actions from the LOSSAN Board meeting on December 7, 2005.

7. REPORT ON TRIBAL INVOLVEMENT IN THE 2007 REGIONAL TRANSPORTATION PLAN (RTP) UPDATE (INFORMATION)

SANDAG has partnered with the Reservation Transportation Authority (RTA), a tribal consortium dedicated to serving the transportation needs of tribes in Southern California, to involve tribal nations in regional transportation planning. Currently, SANDAG is updating the Regional Transportation Plan (RTP). Staff will present the Committee with a report on efforts to involve tribal nations in the region in this process.

Action: Upon a motion by Councilmember Emery and a second by Mayor Sessom (San Diego County Regional Airport Authority), the Transportation Committee approved Consent Items 3 through 7, including Resolution No. 2006-9.

REPORTS

Chairman Kellejian announced that Item #9 - Comprehensive Transit Fare Ordinance - will be discussed now and then the Committee will discuss Item #8 - Fiscal Year 2007 Federal Transportation Appropriations Proposals.

9. COMPREHENSIVE TRANSIT FARE ORDINANCE (RECOMMEND)

Staff noted that in October 2004, SANDAG adopted Board Policy No. 29, entitled "Regional Fare Policy and Comprehensive Fare Ordinance," to provide guidelines for setting a uniform, fair, and equitable regionwide fare system within the county for North County Transit District (NCTD) and the Metropolitan Transit System (MTS). The Regional Fare Policy established agency roles and responsibilities related to the fare structure and fare setting in the region. The Policy also states that SANDAG is responsible for adopting a Comprehensive Fare Ordinance to set the specific cash and pre-paid fare levels and transfer policies and pricing for the various types of services and rider groups. In addition, the new Compass Card (Regional Smart Card) that will be introduced in 2006 involves a new technology that offers the opportunity to simplify the fare structure and streamline and expedite fare collection and the collection of ridership and revenue data.

A working group of staff from NCTD, MTS, and SANDAG was established in October 2004, following adoption of the Regional Fare Policy, with the objective of consolidating the two existing transit agency fare ordinances into a single, regional comprehensive ordinance for adoption by SANDAG. Since discussions began on developing the Comprehensive Fare Ordinance, there have been fare adjustments made at both MTS and NCTD that have

highlighted the need to move forward with adoption of a single, regional fare ordinance at the earliest possible time. A regional fare ordinance is needed to simplify the process for holding public hearings and approving fare increases. Staff noted that the purpose of the regional consolidation of transit planning and programming in San Diego is to improve coordination and delivery of transit service to existing and potential customers.

Once the proposed Comprehensive Fare Ordinance is adopted, staff can then begin a study to examine the potential for developing a new, easier to understand regional fare structure that takes advantage of the new Compass Card technology. The public hearing and first reading will be held at the SANDAG Board of Directors meeting on February 24, 2006. Assuming the fare ordinance is adopted staff would begin the fare study by summer 2006. The study would lead to development of a simpler, more equitable fare system and identify any new or innovative approaches to fare collection that could be implemented as a result of the rollout of Compass Card technology.

Chairman Kellejian noted that this item brings the fares structures from the two transit agencies together to create one fare ordinance for the region. He asked if the Boards of the two individual agencies have concurred with this issue yet. *Staff noted that the staffs of all three agencies have concurred and that the issue does not need to go to the transit agency boards as the setting of the fare policy is determined by the SANDAG Board.*

Councilmember Emery mentioned that SANDAG and the two agencies agreed that the transit agencies would be permitted to set temporary, promotional, and experimental fares, which both agencies have been doing. However, the proposed fare ordinance limits those fares to six months. Mr. Emery stated that six months is too short a time to collect the data needed to adequately evaluate the fares and asked that the time limit be extended an additional six months.

Harry Mathis (MTS) commented that Councilmember Emery's concerns are identified in the staff report on page 25, section 11.7. He added that the MTS Board feels that there needs to be an option of more time to experiment with the fares and concurred that six months isn't long enough.

Mayor Madrid (East County) stated that both requests from the MTS representatives are fair. He suggested targeting smaller areas in each geographical subregion to test the fares as opposed to attempting to test them regionwide.

Chairman Kellejian indicated that this issue has been worked on for a long time, and it will be hard to select certain areas for such a regional issue.

Councilmember Emery pointed out that this is not a test of the fare ordinance but of the different fares.

Staff indicated that each fare relates to every other fare and since the temporary or promotional fares are targeted to specific markets and do not become part of the regional transit upgrade or fare media programs, it would not be a problem to test them for a year. After one year, those promotional fares should be incorporated into the normal fare schedules and fare ordinance.

Councilmember Stocks (NCTD) stated that NCTD and MTS could coordinate a Superbowl Trolley ride, which could be underwritten by a private company. Then the two transit agencies could work out some type of fare sharing between them. He mentioned that he can't see why there needs to be more time to examine this issue even though he would not be opposed to expanding the test fares to one year.

Paul Jablonski (MTS) noted an example of a possible special fare for testing that would be a special downtown pass allowing residents to go from one side of town to the other. He added that it often takes several months to begin to get feedback regarding ridership and fare information. Also, considering the lead time to obtain Board input regarding this issue, staff could be pressed for time if six months were the limit.

Mayor Sessom expressed concern that there would be too many fares, which might confuse the users. She asked if all of the fares can be tracked. *Staff replied that once the Compass Card is developed, staff would work with the two agencies to track the fares, as the new technology allows. Staff added that they would work with the transit operators to streamline the fare options through the fare study scheduled to begin this summer.*

Councilmember Emery made the motion to approve the staff recommendation, with the amendment to extend the time for testing of special, promotional, and temporary fares to one year. Councilmember Rindone (South County) seconded the motion.

Staff noted that the language in the ordinance related to the special, promotional, and temporary fares is the same language that is in Policy No. 29, therefore, staff recommended that the language in Policy No. 29 also be amended to reflect the change from six months to one year to maintain consistency.

Action: Upon a motion by Councilmember Emery and a second by Councilmember Rindone, the Transportation Committee recommended that the SANDAG Board of Directors approve the proposed Regional Transit Fare Ordinance. The proposed ordinance maintains all existing fares, passes, transfers, and revenue-sharing arrangements, and adds new provisions to facilitate introduction of Smart Card fare media. The Committee also voted to extend the time for the two transit agencies to set special, temporary, promotional fares from six months to one year.

8. FISCAL YEAR 2007 FEDERAL TRANSPORTATION APPROPRIATIONS PROPOSALS (RECOMMEND)

Chairman Kellejian noted that this item sets the tone for the staff delegation to go to Washington, D.C., to lobby for federal funds.

Staff noted that this year will be challenging due to the effects of the hurricanes and the relief being provided as well as the lack of a local congressional representative in the 50th district. At its December 2005 meeting, the Transportation Committee approved a set of criteria for any new local projects to be included in the SANDAG submittal of funding requests to the San Diego Congressional delegation. Staff received several projects this year from three local jurisdictions. Staff reviewed the projects, checked them against the criteria and is proposing that several additional projects be added to the RTP. Those projects are the

Claremont Mesa Boulevard/State Route (SR) 163; Bird Rock Traffic Improvements; Rose Creek Bikeway Bridge; The University Avenue Mobility Plan; SR 905 Heritage Interchange; I-805/La Jolla Village Drive Interchange Improvements. Staff noted that there is a list of projects in the staff report that are not quite ready to go but will be soon.

Staff added that the two transit agencies have indicated that during the Washington, D.C., visit they would like to request additional funding for regional bus replacement vehicles and command and control infrastructure systems.

Next steps are to forward the Transportation Committee's recommendations regarding the proposed list of projects to the SANDAG Board of Directors for approval at the meeting on January 27, 2006, then staff will travel to Washington, D.C., in early February 2006, to lobby for those projects. There will be a submittal of funding requests and then staff will develop a Joint Legislative Program with MTS, NCTD, and SANDAG. Finally, staff will travel to Washington, D.C., in March 2006, to lobby during the American Public Transportation Association (APTA) Conference.

Chairman Kellejian announced that San Diego has a situation in that we have a vacancy in the 50th Congressional seat which will adversely affect the San Diego region.

Staff reported that the region has had success in the past in lobbying in Washington, D.C., while working with San Diego's five Congressional delegates and encouraging them to work together to complete the funding process for local regional projects. It helped to have a Congressman that is part of Appropriations Committee. The San Diego region needs to reach out to Congressmembers Issa and Hunter, whose districts adjoin, and also reach out to Congressman Filner for assistance. Not having a representative in the 50th District is going to be challenging for the region this year.

Councilmember Kellejian noted that although there is still staff in the 50th District office in Washington, D.C., they have no authority to make requests. *Staff mentioned that lobbying requests usually take effect in the next fiscal year.*

Mayor Madrid (East County) asked when that position will be filled.

Vice Chairman Roberts (County of San Diego) commented that the primary election will be held in April 2006, and the final election will be held in June 2006.

Councilmember Madaffer (City of San Diego) questioned why the proposed dollar request is listed as \$0 in the staff report on page 3, under item I. *Staff noted that is a request that warrants being on the project list but there is no funding needed at this time.*

Councilmember Madaffer asked what the timing of completion is for that project. *Pedro Orso Delgado (Caltrans) responded that the project is still one to two years from being finished. Funding will be requested when the project is closer to completion.*

Staff stated that the total project cost is approximately \$2-3 million. SANDAG usually gets small amounts of dollars from each congressional area. Projects that have been on the list are good projects and should stay on the list, even if they aren't ready to go.

Councilmember Madaffer stated that the local elected officials are willing to assist with the funding efforts of the projects on the proposed list in any way they can.

Chairman Kellejian commented that projects A and M are on the proposed project list but are not in need of any funding right now. *Staff added that the Environmental Impact Reports (EIRs) for those projects are currently completed. Monies will be needed for those projects in the future.*

Kathy Keehan, Executive Director of the San Diego County Bicycle Coalition, mentioned that she was impressed with the proposed list of projects this year because they all have strong bike and pedestrian components. She requested that the projects be reviewed first by SANDAG's Bicycle and Pedestrian Working Group prior to being submitted to the Transportation Committee. She expressed concern about projects that were on the project list last year and earmarked for funding that are not on the list this year. Her fear is that projects may be falling through the cracks, and the funding is not being used.

Mayor Sessom (San Diego County Regional Airport Authority) concurred with Ms. Keehan in that she doesn't want any bicycle and pedestrian projects falling through the cracks. Currently, there isn't a bicycle and pedestrian advocate, and there needs to be a representative from the SANDAG Board on the Bicycle and Pedestrian Working Group.

Chairman Kellejian noted that SANDAG has had a coalition regarding this issue that has been in place for a long time. He questioned if there are projects that are falling through the cracks, and if so, how can that be rectified.

Ms. Keehan mentioned that she noticed that there are two specific projects that were on the list of projects for funding last year that are not on the proposed list for funding for this year. *Staff responded that the bicycle and pedestrian projects are being funded by the state through the State Transportation and Improvement Program (STIP) process.*

Staff added that there are no projects falling through the cracks. However, when lobbying for funding in Washington, D.C., the congressional delegation is going to ask for the region's top three or four most important projects. The bicycle and pedestrian projects are important, and they are being covered very well by state funding. There doesn't need to be a separate lobbying effort for these projects.

Action: Upon a motion by Councilmember Madaffer and a second by Councilmember Emery, the Transportation Committee recommended that the SANDAG Board of Directors approve the proposed prioritized list of transportation funding requests for the Fiscal Year 2007 federal appropriations cycle. The motion passed unanimously.

10. INTERSTATE 15 (I-15) MANAGED LANES CORRIDOR UPDATE (INFORMATION)

Chairman Kellejian noted that he attended a press conference with the California Governor yesterday at the SR 56/I-15 interchange. This is an exceptional project, unlike any other project in the region.

Staff commented that in January 2005, the SANDAG Board of Directors approved the I-15 *TransNet* Early Action Program, which Caltrans and SANDAG are jointly implementing. The I-15 Managed Lanes Corridor was one of those projects approved. Staff introduced Gustavo Dallarda, from Caltrans, to provide the Transportation Committee with an update on this project.

Mr. Dallarda reported that the I-15 Corridor from Escondido to Downtown San Diego includes 20 miles of managed lanes between SR 78 and SR 163. This includes 15 miles of BRT – between SR 163 and downtown San Diego; a 35-mile-long corridor; and BRT/Park and Ride stations spaced 4-5 miles apart.

The Managed Lanes project is being constructed in three segments. The Middle Segment is being currently built and is currently scheduled to open in late 2007 and or early 2008. The other two segments, the North and South segments, are scheduled to open in 2011 and 2012, respectively.

The total cost of the Middle Segment is approximately \$448 million and the major challenges in building this segment are Lake Hodges, the escalation of material prices, the sources of materials, and the fact that there are still 20 percent of the contracts left to bid. The opportunities on the Middle Segment include the early purchase of the moveable barrier machine, receipt of developer contributions of \$5-\$15 million, and the reconstruction of the Pomerado Bridge. Mr. Dallarda showed the Transportation Committee pictures of construction currently underway on the Middle Segment.

The North Segment, from Centre City Parkway in Escondido to SR 78 is a five-mile-long section of the corridor and is currently in design with construction scheduled to begin in 2008. All segments of the managed lanes construction will use the Design Sequencing method of contract administration. The North Segment of the managed lanes will take approximately three years to construct and completion is expected in 2011. The cost to complete this work is currently estimated at \$189 million in 2005 dollars. Construction of this segment will include the direct access ramps at Hale Avenue to serve the Escondido Transit Station.

The South Segment, the eight-mile-long section from SR 163 to SR 56, also will begin construction in 2008, but with the additional length and added complexity of the existing managed lanes this segment will be completed in 2012. Costs to construct the South Segment of the freeway are estimated at \$402 million in 2005 dollars and include the Mira Mesa transit station and a direct access ramp between Carroll Canyon Road and Mira Mesa Boulevard to provide access to the station as well as the community.

Mayor Madrid asked if U.S. Miramar will be participating in the funding of this project. *Pedro Orso-Delgado (Caltrans) noted that the funds that the military receives from the federal government can only be used for improvements inside the bases, not outside.*

Staff stated that the reason why the bridges are being reconstructed is for the convenience of the region, not for the convenience of the military bases.

Mr. Dallarda commented that Caltrans is using contractors on both the North and the South segments to keep the projects on their aggressive schedules. Caltrans has also enlisted the assistance of the Associated General Contractors (AGC) offices.

Between SR 163 and downtown San Diego, Caltrans will prepare a corridor study. SANDAG will prepare a feasibility study for stations at Kearny Mesa (Balboa) and Mission Valley (BRT to LRT). SANDAG will also prepare the conceptual designs for Mid-City (El Cajon Boulevard and University Avenue) and downtown stations.

Each of the three phases of managed lanes will have Value Pricing elements incorporated into them so that the FasTrak system is fully functional on opening day of each segment. A consultant team is developing the systems design, which includes a federally funded study of automated violation enforcement systems. Results of that study will be presented at a future Transportation Committee meeting. The cost for value pricing for the entire managed lanes corridor is \$19.8 million in 2005 dollars.

Chairman Kellejian congratulated Caltrans on bringing its design team and manufacturers to the site and thinks that is something that can be understood and used in the future for different kinds of projects. He applauded Caltrans for having a highly motivated, excited, and energetic team working on this project and thanked them for their innovative thinking.

Mr. Orso-Delgado thanked the Chairman for his comments. He highlighted that the team that is working on this project believes in it and is working hard to make a project that wasn't working into a project that works.

Councilmember Emery stated that the possibility of LRT on the I-15 was suggested years ago, and it was determined that idea wasn't feasible. He added that the schedule, which extends out to 2012, should be brought to the SANDAG Board as well as the Boards of the two transit agencies for discussion.

Councilmember Rindone (South County) asked how Caltrans is saving money on the North Segment of this project. *Mr. Dallarda responded that the savings occurred because the purchase of the moveable barriers occurred sooner than anticipated, which provided a discount from the manufacturer.*

Staff added that this project is the result of important innovations on this corridor. And, staff is considering using the removable barriers on other projects.

Chairman Kellejian requested that this report be brought before the SANDAG Board for information purposes.

Action: This item was presented for information only.

11. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for February 17, 2006. The Transportation Committee will meet only once in February due to the SANDAG Board Retreat.

12. ADJOURNMENT

Chair Kellejian adjourned the meeting at 10:39 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
JANUARY 20, 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	No	
	City of Vista	Judy Ritter	Alternate	Yes	Can only attend for an hour
East County	City of Santee	Jack Dale	Member	No	
	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	
	----	Toni Atkins	Member	Yes	
	----	Jerry Sanders	Alternate	No	
County of San Diego	----	Bill Horn	Member	Yes	
	----	Ron Roberts	Alternate	Yes	
	----	Greg Cox	Alternate	No	
Metropolitan Transit Development Board	City of Poway	Bob Emery	Member	Yes	
	MTS	Harry Mathis	Alternate	Yes	
North County Transit District	City of Encinitas	Jerome Stocks	Member	Yes	
	-----	<i>Vacant</i>	Alternate	N/A	
	City of Escondido	Ed Gallo	Alternate	Yes	
San Diego County Regional Airport Authority	City of Lemon Grove	Mary Sessom	Member	Yes	
	Governor's Appointee	Xema Jacobson	Alternate	No	
ADVISORY/LIAISON Caltrans	----	Pedro Orso-Delgado	Member	Yes	
	---	Bill Figge	Alternate	No	
Regional Planning Stakeholders Working Group	---	Sandor Shapery	Member	Yes	
	---	Bill Anderson	Alternate	No	

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