

TRANSPORTATION COMMITTEE

March 17, 2006

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF FEBRUARY 17, 2006

The meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal) at 9:02 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 Jerome Stocks (North County Transit District [NCTD]), the Transportation Committee approved the minutes from the January 20, 2006, meeting. Xema Jacobsen (San Diego County Regional Airport Authority) and Mayor Lori Holt Pfeifer (North County Inland) abstained.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chuck Lungerhausen, a member of the public, solicited donations for this year's Multiple Sclerosis (MS) Walk. He asked for support from SANDAG for using the 3,000 acres of the Marine Corps Air Station (MCAS) Miramar on the south side near State Route (SR) 52 for a new international airport location. The future of our Southern California economy is at a crisis point. The region needs this location because the other options are more expensive and less secure. This location would be the best one to serve with added public transportation services and any high-speed rail or maglev services.

Don Stillwell, a member of the public, suggested changes to Routes 13 and 14 that he thought would provide better timed connections for residents of Grantville and for those persons who travel to Kaiser Hospital. He said his suggestions would serve more people in a timely manner and save more operating costs than those suggested in the MTS Comprehensive Operations Analysis (COA).

David Krogh, a member of the public, commented positively on the new look and feel of the SANDAG Web site. He also liked the new statistics that are now available. He asked for additional information to be included such as the volume of traffic on Interstate 805 (I-805) in both directions during the morning and evening peak hours. This would provide useful information for the public. He said that it appears traffic in the southernmost section of I-805 has decreased, and he wondered if that was due to increased security measures at the border.

Chair Kellejian welcomed City of San Diego Councilmember Toni Atkins and Escondido Mayor Lori Holt Pfeiler as new additions to the Transportation Committee.

CONSENT ITEMS (3 through 6)

Chair Kellejian stated that Mr. Emery had requested that Consent Item No. 6 be pulled.

3. FISCAL YEAR 2007 TRANSIT CAPITAL IMPROVEMENT PROGRAM (RECOMMEND)

The Metropolitan Transit System (MTS) and the North County Transit District (NCTD) have developed their Capital Improvement Programs for FY 2007, which form the basis for the Federal Transit Administration (FTA) Section 5307 Urbanized Area formula fund grant, the Section 5309 Rail Modernization formula fund grant, and the Regional Transportation Improvement Program (RTIP) amendment for transportation projects. SANDAG is responsible for programming these funds and approving these grants. The Transportation Committee is asked to recommend approval of the proposed funding allocations to the SANDAG Board of Directors.

4. GUIDING PRINCIPLES AND OBJECTIVES FOR DEVELOPMENT OF FY 2007 TRANSIT OPERATING BUDGETS (APPROVE)

Pursuant to SB 1703, the Transportation Committee provides guiding principles and objectives for the transit operators for use in preparing their operating budgets. The Transportation Committee is asked to approve the proposed guiding principles and objectives for use in preparing the FY 2007 transit operating budgets and the projections for FY 2008 through FY 2011.

5. TRANSPORTATION DEVELOPMENT ACT (TDA) CLAIM AMENDMENT (APPROVE)

At the June 24, 2005, meeting, SANDAG approved the allocations for the FY 2006 Transportation Development Act (TDA), which provide operating and capital support to transit operators and for nonmotorized projects. Allocations allow for the agencies to claim these funds for specified purposes. The TDA claims for North County Transit District (NCTD) and Metropolitan Transit System (MTS) included fund transfers to SANDAG for regional planning and for administrative costs as a result of consolidation. This claim amendment revises the transfer amount for MTS based on the recent Board-approved Addendum to the Master Memorandum of Understanding between SANDAG, MTS, and NCTD. There is no net change for NCTD. The Transportation Committee is asked to adopt Resolution No. 2006-11 approving the TDA claim amendments for MTS and SANDAG.

Action: Upon a motion by Mayor Pfeiler and a second by Councilmember Stocks, the Transportation Committee approved Consent Items 3 through 5, including Resolution No. 2006-11.

6. TRANSIT REVENUE ESTIMATES AND ALLOCATIONS (RECOMMEND)

Renee Wasmund, Director of Finance, reported that every year SANDAG has the responsibility for providing estimates for regional transit funding under the Transportation Development Act (TDA), State Transit Assistance (STA), Federal Transit Administration (FTA) formula funds, and *TransNet* funds. The FY 2007 estimates are positive and show growth over FY 2006. TDA is apportioned to transit agencies based on population, and the County Auditor provides these statistics. The federal formula funds have historically been apportioned on a 70 (MTS)/30 (NCTD) basis after taking a portion off the top for the regional vanpool and regional planning services. The STA FY 2007 estimates come from the State Controller for the time period of 2008-2011, and the amount is based on the 2006 State Transportation Improvement Program (STIP) fund estimate. Our estimates anticipate that the Proposition 42 transfer will occur and that previously borrowed Proposition 42 funds will be repaid. These monies flow to MTS and NCTD. The *TransNet* fund monies are split between the old ordinance and the new ordinance. In the original *TransNet* Ordinance, one-third of the transit funds were split between NCTD and MTS based on population, and that amount was split on an 80/20 (capital/operations) basis. A few years ago, the SANDAG Board approved a change in this formula from 80/20 to 60/40 (capital/operations). The *TransNet* Extension Ordinance has a funding apportionment. Transit gets 16.5 percent, but it is not defined as a population split; SANDAG assumed that the historical funding split applied. Forty percent of the one-third transit share is 13.3 percent. That is what we have assumed to be available to the transit agencies for operations. The *TransNet* Extension Ordinance also has a set-aside for Americans with Disabilities Act (ADA) and senior transportation programs. What remains is 2.2 percent. This will be set aside in a regional pool, and the Transportation Committee and SANDAG Board will determine how to use this in the region. This amounts to about \$6.5 million for this fiscal year.

Mr. Emery reiterated that the transit share of the *TransNet* Extension is 16.5 percent for operations with subtractions for ADA and senior transportation services. There have been some assumptions made by SANDAG that transit operations are consistent with the current *TransNet* ordinance. The remaining 2.2 percent of the total revenue available is set aside for discretionary use. This is an assumption we cannot correctly make. Operating capital remains constant. We have an expanded operation now. The voters expected under the *TransNet* Extension to have an expansion of transit operations. Mr. Emery requested that Paul Jablonski, Chief Executive Officer of MTS, go into more detail.

Chair Kellejian reminded Committee members that we are making a decision for money that will not come available until 2009. We've been hearing from the transit agencies that they need urgent money for rehabilitation and maintenance. He asked Ms. Wasmund if these dollars can be available for this purpose. Ms. Wasmund responded affirmatively.

Mr. Jablonski said that when the *TransNet* Extension was being discussed and formulated, there was recognition that transit needed more operating revenue for new services. That is why the percent was increased from 13 percent to 16 percent. The issue of a discretionary pot of money was assumed under last year's agenda report for this item. The transit operators did not see that assumption. Essentially, the way it is presented, the funding for operations is capped at the existing level consistent with the original *TransNet* ordinance, and it doesn't recognize an expanded need. We are addressing this issue now primarily

because of the Mission Valley East (Green Line). We are using federal Congestion Mitigation and Air Quality (CMAQ) dollars to fund that operation at \$4.9 million. However, these funds only have a three-year life. In two years, that funding will disappear, and we will be left with a hole in our budget equal to the amount spent for Green Line operations. This increase in operating funds would fill that hole. Our only alternative would be to cut \$5 million in current services or take money from the rehabilitation program. We want to maintain a very strict level of growth in terms of expenses. Any additional monies will be placed into the capital plan to cover the \$35 million shortfall. Not having this hole filled will drive us considerably backward. Creating this discretionary fund was a policy decision.

Chair Kellejian noted that there were several requests to speak

Gary Fecher, Business Representative of the International Brotherhood of Electrical Workers (IBEW), stated that the IBEW represents San Diego Trolley workers and the maintenance side of San Diego Transit Corporation (SDTC). In 2004, IBEW assisted with getting the *TransNet* Extension passed. It is somewhat disconcerting that this Committee is seeking to divert a substantial amount of *TransNet* Extension money for indeterminate discretionary purposes. On this issue they agree with MTS that a reduction in this share will have deleterious effects on their membership and the transit agencies. They have been working for months to get fair wages and health care benefits, and there is mandatory overtime for workers due to budget constraints. The apprenticeship program with SDTC has been successful, but it is being threatened by budget cuts. The whole amount is needed by the transit agencies and the people who work on a daily basis. He asked that the Transportation Committee not approve the allocations as stated in this agenda item.

Steven Alcove, President, Amalgamated Transit Union (ATU) Local 1309, Bus Drivers Union, said that the ATU has used every resource it can to help government get funds. They are opposed to the deterioration or siphoning off of the *TransNet* Extension funds. He supported Mr. Fecher's request not to approve this item.

Chair Kellejian commented that this issue came up at the Transportation Committee last year, and the SANDAG Board made a decision that this 2.2 percent was to remain flexible and held until 2009 for a decision on its use for the highest and best regional need at that time.

Mr. Mathis explained that CMAQ represents a form of life support as it concerns the operation of the Mission Valley East Line. We have to be able to plan our budgets on revenue sources available. We missed this issue last year and only became aware of it when we saw it this year. We don't support the action recommended. When it comes to being able to operate the system, it should be up to the transit operators to strike that balance. The recommended action places the transit agencies in a "tin cup" relationship with SANDAG and having to compete for a section of operating funds we feel we are entitled to. We have to have certain sources of revenue in order to be able to plan our budgets. Otherwise, it makes our ability to run our operation more difficult. He felt these funds should be used for operations.

Chair Kellejian said that the legislation was adopted that way during the reorganization of SANDAG. Mr. Mathis didn't disagree with that but said that the *TransNet* Extension included

an understanding that there would be an increase in operations. To assume that anything over 13 percent is a surplus is not an appropriate assumption. We need it as a planning tool.

Councilmember Rindone, Vice Chair of MTS, said that on July 8, 2005, the Mission Valley Line was opened. This 5.9-mile extension resulted in new trip miles that would provide a great deal of service. This line has been hailed as a major accomplishment. The CMAQ money is a one-time, three-year source of funding for operations. This rail extension is beyond the original *TransNet* funding. Voters understood that the *TransNet* Extension covered expansion of the transit system. This is a known operating gap, and there is no sense creating a known problem. Planning ahead is good fiscal management. The bottom line is that these are operational dollars, and this is not a funding raid from SANDAG. Using this money for operations is keeping a promise to the voters. He urged the Committee to retain this money for operations.

Councilmember Jerome Stocks said that the idea of having a discretionary pot has merit, but operating transit is expensive and a lot of the transit needs are multi-year items. It is not in the best interest of long-term planning to have to come every year and ask SANDAG for money. He supported the comments by MTS representatives.

Chair Kellejian stated that we can earmark it for operations and then at some point in the future determine the highest and best use for those operating dollars.

Councilmember Stocks stated that there is no requirement that all 16 percent of the *TransNet* funds must go for operations, some can go for capital purposes, and the transit agencies know their needs and should be making the determination for the use of these funds.

Councilmember Toni Atkins (City of San Diego) stated that this is exactly why she wanted to be on this Committee. She met with Gary Gallegos because she had concerns about *TransNet* as it related to transit. Transit users are the voters that typically support revenue enhancement. Her constituents and the public made some assumptions from the *TransNet* Extension. She lobbied for that sales tax measure based on the fact that there would be an increase in revenue for public transit. The feedback on public transit is that we don't have a good system and our revenue to operate it is stretched. She felt that we would be renegeing on a promise to the public about putting more money towards public transit. We need the certainty of these funds in order to plan for the future.

Chair Kellejian clarified that all of this money will go for transit purposes.

Mayor Art Madrid (East County) asked Ms. Wasmund how optimistic we are that the figures for 2009 are pragmatic. Ms. Wasmund responded that the biggest piece of our sales tax revenues is based on our demographic forecasting model. The next biggest piece is the federal formula fund, which is subject to the appropriations process. Based on the STIP, we have reason to believe the Proposition 42 transfer and payback will occur.

Mayor Madrid asked Mr. Jablonski to describe what operations entails. Mr. Jablonski said that operations entails all of the bus services operated internal to MTS, which are San Diego

Transit services, plus all contracted bus services in the South Bay and East County, ADA services, San Diego Trolley operations, and miscellaneous capital projects.

Mayor Madrid asked if the miscellaneous capital projects category could include security cameras. Craig Scott, *TransNet* Project Manager, stated that in the new *TransNet* ordinance the operations category has a fairly broad definition. The primary change in the ordinance extension was to provide flexibility.

Mayor Madrid said that La Mesa was one of the first cities to support the trolley. There are five stations in La Mesa. In many cases, those areas have become gangland territory, and the City needs security cameras. We were promised security cameras when the trolley first went in. He wanted the operators to understand that the City of La Mesa is not getting an appropriate response to its request for security cameras. He noted that La Mesa has one of the best smart growth projects in conjunction with transit at Grossmont Center.

Karen King, Executive Director, NCTD, said that what constitutes operations continues to be one of the issues that we struggle with in terms of the authority of the transit agencies versus the authority of SANDAG, and who determines when funding is utilized. There is a thin line between what constitutes operations and what constitutes planning. Marketing and fuel costs also increase. It costs more to maintain the same service levels today. There isn't sufficient money for all of the needs. We need to get clear as a region the distinction between operations and planning. We also need to ensure flexibility, predictability, and to continue to look at how we can bring more revenue to the region. There also will be a shortfall in funding after the third year of the Sprinter. These were projects in the original *TransNet* Ordinance that did not have operating funds identified.

Supervisor Roberts said that over the last several years at this Committee and elsewhere, he has talked about the changes of the operating characteristics of transit. As you grow, a larger portion of revenues will be needed for operations. You have to clarify what the problem is. Very predictably, we know that at MTS we are going to have a major shortfall in our operations budget. At the same time, what has happened is that a discretionary fund has been created that would take care of the predictive problems. It is not about security cameras; it's about the basic service. You won't need the security cameras if you cannot afford to run the system. We didn't realize the implications of setting up this discretionary fund last year. This should be part of the operational expense for transit. Discretionary funds only come about when fundamental funding is under control. He apologized that MTS didn't see the implications of this action last year.

Motion Made: Councilmember Emery moved that the policy reflect the full 16.5 percent directed toward operations, that the transit operators have the flexibility to expend these funds rather than SANDAG, and elimination of the 2.2 percent discretionary funds. Councilmember Stock seconded the motion.

Chair Kellejian noted that the 2.5 percent already earmarked for ADA and 3.25 percent for other services needs to be included in the motion. Councilmember Emery agreed.

Councilmember Madaffer asked where we would get the additional funding for things like catenary wire.

Mr. Jablonski said that if we don't get this source of funding for operations for Mission Valley East when the CMAQ funds dry up, we have two choices: cut \$5 million worth of service or continue to defer capital needs. Funding operations with these *TransNet* monies allows the transit operators to continue to work on the infrastructure issue.

Councilmember Madaffer asked if there are other areas, such as legislative efforts, where SANDAG could help the transit agencies obtain funding for maintenance.

Councilmember Stocks clarified that the real issue is that we will be eliminating the 2.2 percent discretionary fund and leaving it in the overall funding for the transit operators. They will decide how to use it for capital, maintenance, or rehabilitation purposes.

Diane Eidam, Chief Deputy Executive Director, stated that the stability of revenue is extremely important, and it is very uncertain at the state level. For the future, there is a focus for funding Proposition 42, primarily in 2009. From her perspective, the new *TransNet* Ordinance was structured in a way to provide the ultimate flexibility. The 2.2 percent is an element that would provide the SANDAG Transportation Committee the flexibility to address regional needs in 2009. The Mission Valley East line could very well be the highest regional need and that would be the focus of that funding.

Mr. Mathis stated that creating revenue uncertainty will not lend itself to stability. He clarified that the transit operators are already dealing with ADA and senior services. It is important to include that amount with the 16.5 percent. We know what our responsibility is.

Councilmember Jack Dale (East County) said that he is most comfortable with the transit operators making the decision about where this money should be spent.

Chair Kellejian commented that this recommendation would go to the SANDAG Board on February 27.

Action: Upon a motion by Councilmember Emery and a second by Councilmember Stocks, the Transportation Committee unanimously recommended that the SANDAG Board of Directors, at its February 24, 2006, meeting, adopt the FY 2007 apportionments for various federal, state, and local revenues, with a change in policy for *TransNet* Extension funds to reflect the full 16.5 percent to be directed toward transit operations, that the transit operators have the flexibility to expend these funds rather than SANDAG, and to eliminate the 2.2 percent discretionary pot of funding; and to approve the revenue projections from FY 2008 to FY 2011 for these revenues.

REPORTS (7 through 10)

7. 2030 REVENUE CONSTRAINED REGIONAL TRANSPORTATION PLAN: 2006 UPDATE (RECOMMEND)

Mike Hix, Senior Planner, reported that on December 9, 2005, staff brought the 2006 update of the revenue constrained Regional Transportation Plan (RTP) to the Transportation Committee. We will have a full hearing by the Board on February 24. Most of the comments received reflected the understanding that this was a technical update and does not substitute for the more comprehensive effort. This document is needed for air quality conformance requirements. Mr. Hix clarified that this update did not reassess projects but updated the cost estimates and revenue forecasts and included the *TransNet* program. No comments to the Environmental Impact Report (EIR) were notable. He highlighted the public comments. All of the comments will be addressed as part of the comprehensive RTP update in 2007. We have changed the maps in the RTP Update to show the SR 241 toll road from Oceanside south. The estimated revenues in Table 3.1 about financing funding sources have been updated for the last *TransNet* Plan of Finance for the Early Action Program (EAP). The El Cajon Boulevard Showcase bus rapid transit (BRT) project is being developed in phases with *TransNet* Transit First priority dollars in 2006-2010. Staff will come back next month with more details. The Final RTP and EIR are ready to be forwarded to the SANDAG Board.

Action: Upon a motion by Mayor Pfeiler and a second by Councilmember Madaffer, the Transportation Committee recommended that the SANDAG Board of Directors, at its February 24, 2006, meeting, approve the suggested modifications to the Final 2030 Revenue Constrained Regional Transportation Plan: 2006 Update and the Final Supplemental Environmental Impact Report.

8. INTERSTATE 5 (I-5) NORTH COAST MANAGED LANES VALUE PRICING PLANNING STUDY: DRAFT CONCEPT PLAN (RECOMMEND)

Heather Werdick, Senior Planner, provided an overview of this project including a project description, the study overview, a draft Concept Plan, the community outreach program, a summary of report conclusions, and next steps.

Daren Henderson, Senior Supervising Transportation Planner, Parsons Brinckerhoff Quade & Douglas, Inc. (PBQ&D), discussed the findings of the study including the types of techniques to control demand on managed lanes, access, and pricing. He described the feasibility criteria: demand, access, pricing strategy, impacts to adjacent traffic, technology, revenue, public affairs/acceptance, and equity. He said that there is sufficient demand to justify a managed lane facility. The managed lanes would provide benefit over general purpose lanes and compare to the No Build scenario. Both slip ramps and direct access ramps are needed, and a highly restrictive access concept is best for lane management. He looked at several pricing scenarios including single-occupancy vehicle (SOV) and SOV/HOV-2 (high-occupancy vehicle). He noted that in 2030, some sections of the managed lanes would exceed the capacity level during peak hours with SOV pricing only. The SOV/HOV-2 pricing dramatically reduces the managed lane demand. Pricing strategies evaluated included flat tolls, segment tolls, per mile tolls, and skewed per mile tolls. The recommended pricing

strategy is the skewed per mile. It is best for managing flow and is consistent with the pricing strategy current used on the I-15 managed lanes.

Mr. Henderson said that the revenue forecast varied by the toll strategy selected. The applicable range is \$12-\$19 million gross annually. The per mile toll and revenues were higher in the southern portion of the study area. The majority of the revenue would be generated south of Manchester. They also looked at various technological and performance monitoring programs. A functional plan was developed for 2015 and 2030. Data collection is key, and we need to communicate the pricing and benefits to the public. He showed an example of signing for the managed lanes that showed pricing and time information. He reviewed the community outreach activities including stakeholder interviews, focus groups, a telephone survey, and an intercept survey.

Mr. Henderson reviewed the results of the public attitudes/acceptance of this program. Most of those surveyed are only I-5 users and use portions of the corridor, they appeared to be favorable to lane management, a simplified pricing was preferred, and equity was important. Under support for the managed lanes, tolls were preferable to limiting access, managed lanes were preferred to general purpose lanes, those polled believed managed lanes can reduce congestion, and these results were consistent across all the demographic groups.

Mr. Henderson reviewed the key findings of the telephone survey, which showed that 62 percent support the construction of the 10+4 lanes, 61 percent feel the project will reduce congestion, and 23 percent felt that it would take too long to implement this project.

The study summary included the following: pricing is feasible for this project, the skewed per mile tolls are best for managing the demand, we may need to consider the region's HOV policy in the future, the public is favorable to lane management, and we should keep the user information simple.

Ms. Werdick reviewed the next steps, which included the Transportation Committee recommending a preferred pricing strategy and recommending it to the SANDAG Board at its February 24 meeting. These study results will be incorporated into the draft EIR/EIS for the I-5 North Coast study.

Supervisor Roberts asked about the comments regarding the need to reconsider the HOV policy with respect to the number of occupants. What is the time frame when that should be reconsidered? Is that a point at which we will switch to a policy to maintain the pay for service at the expense of the carpools? Ms. Werdick replied that in terms of occupancy on this corridor, there is no need to change in the short term (2015), but we might want to reconsider as we move toward the out years of 2030. In terms of the second question, that is a management policy by the SANDAG Board. The HOV lanes are for carpools and buses. If they fill up, we may have to reconsider increasing the number of passengers that qualify for using these lanes.

Supervisor Roberts said that we should give a defined priority to carpools and buses as opposed to trying to reserve some set level of capacity for SOVs. Ms. Werdick agreed that that is SANDAG's policy.

Councilmember Druker asked if there would be some type of monitor on a person's car for a toll. Ms. Werdick said there are transponders for that purpose.

Councilmember Druker stated that access on the I-15 managed lanes is very limited. He asked if there is another part of the country that has similar managed lanes with unlimited access and this type of a transponder. Mr. Henderson responded that there are four other facilities using pricing for demand management: I-15 here in San Diego, in Orange County, in Minnesota, and two in Houston. However, they all have limited access and are physically separated from the general purpose lanes.

Mr. Henderson stated that there are changes in technology that might help regulate the users with different tracking technology.

Councilmember Monroe asked what we are trying to accomplish with the managed lanes. Ms. Werdick replied that it is to provide a mobility choice for each corridor. It provides a reliable travel time for a variety of modes.

Councilmember Monroe said that a lot of those things decrease the number of vehicles. He thought the overriding goal was to increase the capacity of our freeways. There are a number of cities in the county that have managed lanes. He doesn't feel that we know the benefit of that. He would like to get some of that information from other areas. He had some concern about the comparison with the No Build scenario.

Jack Boda, Director of SANDAG's Mobility Management and Project Implementation department, said that one of the key objectives for managed lanes is to get as much "through put" as possible. Managed Lanes are the key to moving people. We want to continue to keep the traffic flow moving.

Councilmember Monroe said that there are studies out that suggest if you made all of the lanes general purpose you would achieve more "through put" than with managed lanes. Mr. Boda stated that we are moving more people because of the carpool lanes.

Councilmember Madaffer asked why the managed lanes were selected versus a moveable barrier. Ms. Werdick said that there is a significant directional split in times of day for the I-15 corridor, but not on I-5.

Councilmember Madaffer asked if there was a substantial cost difference between moveable barriers and managed lanes. Mr. Henderson said that there is a little cost differential. Operations and maintenance of a moveable facility is more compared to a fixed facility. However, with the demand on I-5 today and in the future, it doesn't make sense to have moveable barriers in that corridor.

Councilmember Madaffer asked what would need to be done in a situation where the carpool lanes were congested and general purpose lanes were moving freely.

Mr. Henderson said you would need to increase the managed lane occupancy criteria to deal with that issue. When you don't have the time savings, it takes away the incentive for carpooling. You need to keep in mind that you are providing a mobility option.

Councilmember Madaffer asked a question that was posed to the focus group about the possibility of increasing the fee for the managed lanes. Ms. Werdick replied that the focus group members understood that in order to keep the managed lanes moving an increased fee might be needed.

Councilmember Druker said it was difficult for him to envision how the access points of the managed lanes would work without more detail. He expressed concern that the managed lanes would not be accepted by the public. Chair Kellejian said that the agenda report mentions the access points, and he suggested that Councilmember Druker meet with staff to obtain additional information.

Ms. Werdick noted that there would be five access points.

Action: Upon a motion by Councilmember Madaffer and a second by Councilmember Stocks, the Transportation Committee recommended that the SANDAG Board of Directors approve the "skewed per mile" rate as the preferred pricing strategy for the I-5 North Coast Managed Lanes.

9. COORDINATED TRANSPORTATION SERVICE AGENCY (CTSA) (RECOMMEND)

Toni Bates, Director of Transportation, summarized this item. She said that the Executive Committee forwarded its recommendation to the Transportation Committee to recommend action to the SANDAG Board. The CTSA is an agency that coordinates specialized transportation for seniors and persons with disabilities among ADA transit and Health and Human Services transportation providers in our county. Prior to consolidation there were two CTSA's, one appointed by MTDB and one by SANDAG. Following consolidation, SANDAG became responsible for designating a CTSA for the entire county. There is an opportunity to consolidate the CTSA's into one countywide CTSA due to upcoming contract expirations. In addition, SAFETY-LU provides more requirements and incentives to do more coordination and consolidation through the CTSA. Ms. Bates reviewed the recommendations from the Executive Committee to issue a Request for Proposals for a single countywide CTSA with expanded responsibilities.

Chair Kellejian noted that this action is supported by MTS and NCTD.

Action: Upon a motion by Councilmember Madaffer and a second by Councilmember Stocks, the Transportation Committee recommended that the SANDAG Board of Directors approve the following actions related to the MTS and North County CTSA's: (1) Combine the MTS and NCTD CTSA service areas into a single regional CTSA service area. This action would transfer the MTS area CTSA from SourcePoint to an outside contractor for the entire region with oversight by the SANDAG Transportation Committee, similar to the oversight currently provided for the North County Lifeline CTSA services; (2) initiate a competitive request for proposals to designate a single regional CTSA to be in place on July 1, 2006 (to coincide with the expiration of the North County Lifeline CTSA services contract), in accordance with

Options A or B in Attachment 3; and (3) ensure that the regional CTSA better meets the spirit and intent of coordination and consolidation of Human and Social Services transportation as envisioned in California statutes and regulations.

10. COMPREHENSIVE OPERATIONAL ANALYSIS (COA) STATUS (INFORMATION/POSSIBLE ACTION)

Dave Schumacher, Principal Planner, reported that over the past year MTS has undertaken a COA to showcase how MTS services will be provided.

Conan Cheung, MTS Director of Planning, described the service development plan. He said the reasons for conducting the COA were to achieve financial sustainability and to reconnect with our markets. There are three tiers of services: urban network services, commuter services, and community-based services. He also explained the service frequency enhancements. He reviewed several examples of the changes being proposed. He noted that there have been some changes from the original plan resulting from community outreach. MTS had to reduce some elements of the original plan, most specifically delaying the community-based services. He stated that there is projected to be an increase of 3.63 million more riders and a \$2.14 million increase in revenue. Including operational efficiencies, the annual subsidy savings is about \$5 million. He reviewed the public hearing schedule. Staff will be asking the MTS Board to approve this plan on March 9.

Mr. Schumacher reviewed the SANDAG staff comments on the COA Plan: it is consistent with the Smart Growth Map, it provides the early implementation to support the 2030 RTP Transit Plan, and it will be incorporated into the next Regional Short-Range Transit Plan.

Councilmember Monroe noted a correction on the notice for the March 8 public hearing; it should say Wednesday, March 8, rather than Thursday, March 8. Mr. Cheung agreed to make that correction.

Councilmember Druker asked when this plan will be implemented. Mr. Cheung replied that assuming the plan is adopted in March, implementation would begin in June 2006, and it would take about a year of service changes to implement the entire plan.

Councilmember Druker asked about the service to Carmel Valley. Mr. Cheung said that a phasing plan is not in place at this time, but he will report back with that information.

Councilmember Druker encouraged this service in Carmel Valley to be implemented as soon as possible to connect with the NCTD Solana Beach train station.

Councilmember Rindone said that the Transportation Committee sees a dual objective in the COA. There are deeper cuts to provide service in areas currently unserved, and there are certain standards for routes to achieve. He encouraged Transportation Committee members to attend the public hearings.

Councilmember Madaffer asked if there will there be a published list of proposed routes to be eliminated. Mr. Cheung replied affirmatively and added that all of the changes for the

individual routes, subregions, and proposed frequency changes will be available at the public hearings, on the Web site, and on the Info Express line (for visually impaired persons).

Action: This item was presented for information only.

11. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for Friday, March 3, 2006.

12. ADJOURNMENT

Chair Kellejian adjourned the meeting at 11:06 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
FEBRUARY 17, 2006**

GEOGRAPHICAL AREA/ ORGANIZATION	JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING	COMMENTS
North County Coastal	City of Solana Beach	Joe Kellejian (Chair)	Member	Yes	
	City of Del Mar	David Druker	Alternate	Yes	
North County Inland	City of Escondido	Lori Holt Pfeiler	Member	Yes	
	City of Vista	Bob Campbell	Alternate	No	
East County	City of Santee	Jack Dale	Member	Yes	
	City of La Mesa	Art Madrid	Alternate	Yes	
South County	City of Coronado	Phil Monroe	Member	Yes	
	City of Chula Vista	Jerry Rindone	Alternate	Yes	
City of San Diego	----	Jim Madaffer	Member	Yes	
	----	Toni Atkins	Alternate	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	
	City of Vista	Vacant	Alternate	?	
	City of Escondido	Norine Sigafoose	Alternate	Yes	
San Diego County Regional Airport Authority	City of Lemon Grove	Mary Sessom	Member	No	
	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	