

# TRANSPORTATION COMMITTEE

April 21, 2006

AGENDA ITEM NO.: **1**

**Action Requested: APPROVE**

## **TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF MARCH 17, 2006**

The meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal) at 9:00 a.m. See the attached attendance sheet for Transportation Committee member attendance.

### 1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Supervisor Bill Horn (County of San Diego) and a second by Mayor Lori Holt Pfeiler (North County Inland), the Transportation Committee unanimously approved the minutes from the February 17, 2006, meeting.

### 2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Don Stillwell, a member of the public, showed a video on the advantages to trolley passengers if there were timely connections to the proposed Route 14 bus route at the Grantville Trolley Station. He asked for support to persuade the Metropolitan Transit System (MTS) Board to make the Grantville Trolley Station a stop on the Route 14 bus route.

Chair Kellejian noted that a handout with over 600 signatures has been submitted to the MTS Board asking that the Route 14 bus be routed to the Grantville Station. Chair Kellejian told Mr. Stillwell that we will make sure that MTS sees this video.

Clive Richard, a member of the public, stated that we don't seem to be addressing the importance of operating and maintaining the bus and trolley system, and if we don't do something about that now, it will only get worse in the future.

Chuck Lungerhausen, a member of the public, requested donations for the Multiple Sclerosis Water Walk team on Friday, April 21, from 11 a.m. to 12 Noon at the Mission Beach Plunge. Observers are welcome. To date, he has \$1,050 in donations. On the matter of a new airport, he finds it absurd that the security of this nation depends on having a location for practicing air carrier landings. The location of our present airport at Lindbergh Field is not the best place for a commercial airport. If we cannot reach some kind of accommodation with the Marine Corps on joint use of Miramar, then the San Diego region will not be able to reach its economic potential.

Chair Kellejian agreed with Mr. Richard that we do have to take care of transit, and the Transportation Committee and the transit organizations are also very aware of this fact. Just

last week, the SANDAG Board added 3 percent to transit from some existing funding. Built into the new *TransNet* ordinance were monies for operation and maintenance of any new transit in the future.

### **CONSENT ITEMS (3 through 5)**

Chair Kellejian noted that Consent Item No. 3 was pulled from the Consent agenda.

#### **4. BIENNIAL TRANSIT DEVELOPMENT REVIEW REPORT (INFORMATION)**

This report summarizes the results of SANDAG's efforts to coordinate transit and land use through the project development review process during July to December 2005. SANDAG staff works closely with local jurisdictions to ensure the integration of transit facilities into development projects and to improve the pedestrian environment wherever possible. During the period, these efforts resulted in the inclusion of \$3,382,750 worth of privately funded transit and pedestrian facilities.

#### **5. 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 February 13, 2006.

Action: Upon a motion by Councilmember Jerry Rindone (South County) and a second by Councilmember Jim Madaffer (City of San Diego), the Transportation Committee approved Consent Items 4 through 5.

#### **3. PROGRAMMING OF TRANSPORTATION ENHANCEMENT FUNDS: LAKE HODGES BICYCLE AND PEDESTRIAN BRIDGE PROJECT (RECOMMEND)**

The 2006 State Transportation Improvement Program (STIP) included approximately \$6.3 million in new Transportation Enhancement (TE) funds for the San Diego region. At its December 16, 2005, meeting, the Board of Directors placed these TE funds in reserve, pending future funding recommendations. The Transportation Committee is asked to recommend that the Board of Directors program \$2 million from the 2006 STIP TE reserve to the Lake Hodges Bicycle and Pedestrian Bridge Project.

Jose Nuncio, Senior Engineer/Programming Manager, reported that this item deals with the Lake Hodges Bicycle and Pedestrian Bridge project. It was originally proposed by Caltrans as part of the TE projects and was jointly funded by Caltrans and the San Dieguito River Authority using Parkway bonds and *TransNet* bikeway funds. Due to above average rains last year, the bridge design had to be revised. This delay has caused additional costs to the project. The San Dieguito River Park Authority notified Caltrans of this cost increase. Caltrans is on a time limit as this project must be advertised by June, otherwise state funds

of \$3 million will be lost. This project would construct a new bridge across Lake Hodges just west of Interstate 15 (I-15) for pedestrians and bicycles, and would provide a critical link as part of the Regional Transportation Plan (RTP) bikeway element. The Transportation Committee is asked to recommend that the Board program \$2 million for this project. This \$2 million would come from the reserve of \$6 million additional TE funds as part of the 2006 State Transportation Improvement Program (STIP).

Chair Kellejian stated that the recommendation on the final \$4.3 million in the TE fund will be coming back to this Committee through the normal process of review by the SANDAG advisory working groups.

Mr. Nuncio indicated that action on the balance of these funds is scheduled for the May 5, 2006, Transportation Committee meeting. He said that TE funding comes through the California Transportation Commission (CTC) and is a 60- to 90-day process. If we were to act in May, it would be beyond the funding time limit.

Chair Kellejian said there were several requests to speak on this item.

Kathy Keehan, representing the San Diego Bicycle Coalition, spoke in support of this item. She said that they want this project to proceed and urged the Transportation Committee to allocate the money.

Clive Richard, a member of the public, thought that there were several issues related to this project about lighting, limited hours of operation, Americans with Disabilities Act (ADA) compliance, and concerns from homeland security about people dropping things off the bridge. He asked if these concerns had been addressed.

Mr. Nuncio acknowledged that issues were raised, but he wasn't sure about the resolution of concerns.

Jim Barossa, Executive Director of the San Dieguito River Park Authority, reported that those concerns were reviewed. Lighting was a concern relative to environmental impacts, but it was determined not to be an impact since it is low lighting and directed toward the bridge path, and the bridge is sufficient for ADA requirements. With regard to the timing issue, there is an agreement that bicyclists can use the bridge between 6 a.m. and 9 p.m.

Bob Emery, MTS, was not opposed to the bridge, but he had some questions regarding the Transit Enhancement program. We seem to be looking for funds that can be used for operations or capital improvements. In looking at these funds, we decided they would be competitive funds and ranked. Perhaps we should take a look at the way we program these discretionary funds to evaluate whether transit agency projects fit the criteria and also meet the smart growth process. He suggested that this Committee revisit the method of disbursing these funds and have them tie into a new element related to shortfalls of the operating agencies.

Chair Kellejian clarified that these are Transportation Enhancement (TE) funds not Transit Enhancement funds.

Councilmember Rindone supported this action, and suggested that we hold a workshop session once a month or every other month related to the allocation of these funds so that the Transportation Committee can provide input at the front end of the process. Then staff could work out the recommendations.

Chair Kellejian asked Gary Gallegos, Executive Director, to remind us of the process.

Mr. Gallegos agreed that Councilmember Rindone's suggestion was a good idea, but he pointed out that these projects are not just about transportation. The Regional Planning Committee (RPC) has had joint meetings with the Transportation Committee in the past. The Board has \$5 million in smart growth projects in the Regional Transportation Plan (RTP). We are stretched as far as we can go with the TE program. We are funding 14 projects, and there is a long pending list of projects. The idea of the workshop to talk about the ranking of those projects is a good idea to get Board members involved. This has to involve the RPC as well, because it's also about land use, not just transportation. In terms of the smart growth incentive program, you established a working group with stakeholders of all areas to work on that program.

Councilmember Madaffer agreed with Councilmember Rindone's idea. He asked about the timing on allocating the remaining TE funds. Mr. Nuncio stated that discussion from various advisory groups will take place over the next couple of months; we will come back to the Transportation Committee with recommendations.

Mr. Gallegos reiterated that we already have these working groups reviewing these projects, but in advance of the Transportation Committee recommending action to the SANDAG Board, we could hold a joint workshop of the Transportation and Regional Planning Committees. Since the Transportation Committee meets twice a month, that gives us some flexibility on scheduling. He suggested that we let the working groups continue their work, so there will be a benefit of that work.

MTS Chair Harry Mathis said that the Lake Hodges Bicycle and Pedestrian Bridge project was not on the list. Mr. Gallegos said that it was not on the smart growth project list. The federal TE funds have 12 different categories. Bike and pedestrian projects are part of the TE program, but they are not part of the smart growth program.

MTS Chair Mathis would like to see a transparent process to determine funding for projects. We would like more input at the policy level.

Chair Kellejian stated that we will send a list of the SANDAG working groups that reviewed the project list to the Transportation Committee members.

Supervisor Bill Horn (County of San Diego) commented on item No. 4 about bus stops in the unincorporated area. He said that the County requests NCTD to match the County's funds for bus stops in that area. He wanted to make sure those projects don't need to get on this list.

Councilmember David Druker (North County Coastal) asked if the criteria for the remaining \$4.3 million have been set for how projects are going to be judged, and if the

Transportation Committee approved the criteria. Mr. Gallegos responded that the criteria were developed by the working groups and approved by the Transportation Committee, and we will bring that information back to the Transportation Committee at the proposed workshop.

Councilmember Druker agreed that Transportation Committee members need to be more involved in setting those criteria.

Councilmember Toni Atkins (City of San Diego) clarified that the list that was distributed is the smart growth project list. If there are other categories for use of these funds then it would be good to see how this all works together.

Action: Upon a motion by Councilmember Emery and a second by Councilmember Rindone, the Transportation Committee unanimously recommended that the SANDAG Board of Directors program \$2 million in Transportation Enhancement funds for the Lake Hodges Bicycle and Pedestrian Bridge Project.

## **REPORTS (6 through 7)**

### **6. BAYSHORE BIKEWAY PLAN UPDATE (APPROVE)**

Supervisor Greg Cox, Chair of the Bayshore Bikeway Working Group, stated that this bikeway is the premium recreational biking facility in San Diego County. It winds around San Diego Bay and all of the South Bay cities. It is a very heavily used bike path. This Bikeway Plan has not been updated since 1976. He acknowledged the members of the Bayshore Bikeway Working Group, and he noted that Gordy Shields started working with this group when the original plan was drafted. He is 87 years old; is still out there riding the Bayshore Bikeway; and, between Chula Vista and National City, a bridge has been dedicated in his name. Supervisor Cox said that they see this Plan update as an opportunity to ensure that portions of the bikeway can be integrated into planned development around the bay. The real focus of this bikeway has been recreational, but we would be remiss if we didn't acknowledge that it also provides an opportunity to be used for legitimate commuter trips. Suggestions from a number of agencies have been incorporated into this document. Recently, a bicycling organization and magazine designated San Diego as the best city for bicycling. Half of the path is a Class One bikeway and there are plans for other portions to be Class One. The Navy is working with us to possibly add a portion along its property. We have a lot of support and enthusiasm for this project.

Stephan Vance, Senior Planner, described the alignment of the bikeway. There were two objectives in developing the plan: how to extend the bike path along the bay, and coordination with other activities happening around the bay. He discussed six components of the Plan: existing conditions, planning and policy context, needs analysis, recommended improvements, cost estimates, and design and management guidelines. He described the public outreach process. He also described several of the recommended improvements, and he added that we are working with stakeholders along the route to incorporate these improvements. The total cost of the bikeway project is nearly \$10 million. The Plan will be

distributed to local agencies around the bay, and the working group will begin to prioritize projects and identify funding sources.

Chair Kellejian said there were several requests to speak on this item. He mentioned that this bikeway has the potential of being one of the premier bike paths not only in San Diego County but throughout California.

Gordy Shields said he is the oldest living member of the Bayshore Bikeway Coalition. This is by far the best study we have done for the Bayshore area. It gives attainable goals within the financial ability, and it has been praised by the cities and agencies involved. He asked the Transportation Committee to accept the study and to give the necessary push toward its completion.

Kathy Keehan, San Diego Bicycle Coalition, spoke in support of this item. She commended SANDAG for conducting this planning effort and stated that it was not an easy process to work with all of the various stakeholders.

Bruce Coons, Executive Director of the Save Our Heritage organization, expressed his pleasure in supporting this project. It is an important public project, and he is glad that it includes an historic preservation portion.

Jim Burrows, a resident of the City of San Diego, spoke in favor of this plan. He has led bicycle groups for kids around the bay for over six years. In its current situation it is rideable but only in the clockwise direction. In the other direction, the traffic conflicts make it unsafe. With the completion of the Plan, it will be rideable in both directions.

Councilmember Jerome Stocks indicated that this is a countywide resource. A few years ago he was training for an event and used this path for training purposes. It is a wonderful flat bicycle path. He was excited to be able to support this.

Action: Upon a motion by Councilmember Rindone and a second by Councilmember Stocks, the Transportation Committee unanimously approved the updated Bayshore Bikeway Plan.

## 7. PRESENTATION ON INTELLIGENT TRANSPORTATION VEHICLES (INFORMATION)

Samuel Johnson, Intelligent Transportation System (ITS) Chief Technology Officer, reported that an important aspect of the ITS program is bringing new technology products before this committee. He described various ITS projects SANDAG is involved in. In the next 30 days, we will release a solicitation for a consultant to develop a new ITS strategic plan. We are soliciting input from Transportation Committee members on systems management in the region. He hoped to complete this Plan within the next two years. We are working aggressively on creating public/public and public/private partnerships, and we are working with Caltrans to designate I-15 as a technical validation corridor. Gaining this designation is a no-cost investment to the region to stay ahead of the technological curve. He introduced Jake Peters to give a presentation on a Vehicle Assist and Automation (VAA) system.

Chair Kellejian introduced San Diego City Council President Scott Peters to provide remarks.

President Peters said that the University of California at San Diego (UCSD) referred him to Jake Peters about some innovative ITS projects for transportation. He encouraged the Transportation Committee to listen to this presentation on how we can move large numbers of people on our existing transportation infrastructure. He noted that there is participation by the federal government with startup funds for this technology. The goals of this technology are consistent with our own transportation planning, but through this innovative technology, we may be able to stretch our financial resources further. He has hopes that the discussion will be fruitful and that San Diego can find a way to participate in this.

Jake Peters explained that the issue is traffic congestion. It is a big problem, and it's getting worse. The local economy is reliant on its mobility, transit expansion is favored over highway construction due to land availability, and tolling is emerging. He said the question is: how can we get 70 percent more capacity on our transportation system within the next two or three decades? The good news is that most roads work very well most of the time. The bad news is that with 2,000 vehicles per hour on a freeway lane, you get instability, which leads to an incident and a decrease in capacity. The answer to the problem is that San Diego has a lot of underutilized pavement, congestion is limited to a small minority of roads, it is usually limited to certain times of the day, and technology is underutilized.

Jack Peters described the advances in vehicle guidance technology. He talked about a new VAA research program by the United States Department of Transportation (USDOT) that is pending Tier 1 funding. It is focused on bus rapid transit (BRT) technology with four applications under consideration: precision docking, vehicle guidance, platooning, and automated operations. He thought that San Diego should consider pursuing this opportunity. Initially, we could have buses operating on shoulders or other unused real estate, which could run the highest volume of bus operations. If we could operate transit with sophisticated, next generation technology, we could be more effective. This new technology could also create a different revenue source. The project would give some region several million dollars for several years to instrument five to 10 buses. SANDAG has transmitted a letter that indicated its interest in this program.

Chair Kellejian noted that SANDAG conducted an ITS demonstration project on I-15 in 1997, and he asked Mr. Gallegos to provide additional information on that experience.

Gary Gallegos, Executive Director, stated that in 1997 San Diego participated in an automated highway demonstration program. One thing that sold San Diego as a viable location, besides the weather, was the I-15 express lanes that were barrier-separated from normal traffic. We were able to demonstrate that we could triple road capacity if we could platoon vehicles and shorten headways. Back then the question was how to make the roads smart. Since then, it has been the vehicles that have gotten smarter. We see this as a good tool to get the most out of our existing facilities. If we could double capacity, we wouldn't have to build new facilities. We can't build our way out of congestion, but we can manage congestion.

Chair Kellejian asked how we can get involved in this federal demonstration program. Mr. Gallegos replied that to our knowledge the program is being shaped now. We sent a letter to the Director of the Federal Highway Administration (FHWA) expressing an interest

in being considered as the program gets developed. We will actively pursue these federal funds.

Chair Kellejian noted that we already have a demonstration program of operating buses on the right shoulder of State Route (SR) 52.

Councilmember Stocks asked for a copy of this PowerPoint presentation. He mentioned a friend of his has an Infinity automobile and when it is placed on automatic, the car operates the speed itself to maintain a safe distance from the car in front of it.

Jake Peters said that you can have systems built into automobiles that either regulate speed or time. He said you could also buy that car in Japan with a feature called lane keeping. These two technologies could be molded together; however, there are a number of policy issues related to these features.

Councilmember Stocks said that as a policy matter, the government could require those features to be included in automobiles and then there would not be a liability.

Jake Peters said that those features rely on something called grip coefficient, which is a difficult concept. But as people buy these high-tech cars, they will be using more of the highway real estate, not less, because humans naturally desire to leave more space between cars and take longer to react than is necessary by the technology. Jake Peters said that you have to have a dedicated right-of-way for this project to be successful. That way only those vehicles equipped with the technology operate on the dedicated lanes so the technology is determining the distance between vehicles and stop reaction time.

Mr. Gallegos said that's the potential long-term benefit of the managed lane effort. With this program, we may get to some of those benefits quicker.

Chair Kellejian asked Transportation Committee members for a consensus on proceeding with pursuance of this project; he obtained that consensus.

Councilmember Rindone agreed that we need to look at all opportunities and pursue this project. He agreed that we cannot build ourselves out of traffic congestion. We also have to look at alternatives that move more people without the use of the automobile.

Councilmember Druker thought that the current managed lanes for I-5 and I-15 would need to be modified to be able to handle platooning of transit and trucks, and we should start planning this now.

Mr. Gallegos said that what makes this work is a concrete barrier between the northbound and southbound lanes. You have a moveable barrier on I-15, and it was planned to have flexibility to be able to manage those lanes. The plan in 1976 was to make the roads smart and now it is to have the vehicles smart.

Councilmember Druker asked if we are going to separate buses and/or trucks from the rest of the lanes. Mr. Gallegos said that's the beauty of a moveable barrier. You can do that. The

system is designed to have multiple movable barriers. We are studying those kinds of alternatives for I-5.

MTS Chair Mathis stated that this will create some unique design issues, but we need the ability to get on and get off these lanes in ways that are safe for vehicles traveling at high speeds. He couldn't get off a managed lane in Oregon due to high freeway speeds, which prevented him from moving to the right-hand lanes.

Councilmember Emery stated that the Orange County Transportation Authority (OCTA) is putting in a toll road on a route through San Onofre State Beach and within a preserve in San Diego County. He asked SANDAG staff to report back on how the OCTA can come into San Diego County and take preserve lands.

Action: This item was presented for information only .

8. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for Friday, April 7, 2006.

Chair Kellejian announced a dedication of artwork ceremony at 12 Noon on March 23, 2006, honoring Cesar Chavez at the 25<sup>th</sup> and Commercial Trolley Station.

9. ADJOURNMENT

Chair Kellejian adjourned the meeting at 10:52 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE  
SANDAG TRANSPORTATION COMMITTEE MEETING  
MARCH 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	Yes	
East County	City of Santee	Jack Dale	Member	No	
	City of La Mesa	Art Madrid	Alternate	No	
South County	City of Coronado	Phil Monroe	Member	No	
	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 Carlsbad	Norine Sigafoose	Alternate	No	
	City of Solana Beach	Lesa Heebner	Alternate	Yes	
San Diego County Regional Airport Authority	City of Lemon Grove	Mary Sessom	Member	No	
	Governor's Appointee	Xema Jacobson	Alternate	No	
ADVISORY/LIAISON Caltrans	----	Pedro Orso-Delgado	Member	No	
	—	Bill Figge	Alternate	Yes	
Regional Planning Stakeholders Working Group	—	Sandor Shapery	Member	No	