

TRANSPORTATION COMMITTEE

May 19, 2006

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF APRIL 21, 2006

The meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal) at 9:06 a.m. See the attached attendance sheet for Transportation Committee member attendance. Chair Kellejian welcomed Lesa Heebner as the new alternate from North County Transit District (NCTD).

Chair Kellejian noted that Item No. 8 has been pulled from the Consent Agenda by staff and will come back in May or June.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Councilmember Jim Madaffer (City of San Diego) and a second by Councilmember Jerome Stocks (NCTD), the Transportation Committee approved the minutes from the March 17, 2006, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Steven Russell, Board member of the City Heights Community Development Corporation (CDC), spoke to item No. 3, but under Public Comments. He stated that the Mid-City Bus Rapid Transit (BRT) stations have a separate functionality from the overall BRT scheme. He felt those stations could be advanced in the schedule. He thought it would be useful if they were separate capital improvement projects (CIPs) in the Regional Transportation Improvement Program (RTIP). He believed they should stand alone because they have immediate functional transit value. There is a large body of opinion that those stations function highest as BRT stations. We would benefit from having these stations opened now.

Councilmember Toni Atkins (City of San Diego) suggested that this matter be referred to staff and that staff's response be transmitted to Transportation Committee members.

Don Stillwell, a member of the public, provided comments about what he considered to be a dangerous traffic bottleneck involving the Crawford Street bus stop at Kaiser Hospital if the Route 13 has its northern terminus at this location. He suggested a solution to this situation.

Councilmember Madaffer stated that Mr. Stillwell has made it a point to come to every San Diego City Council meeting, every MTS Board meeting, and every SANDAG Board and Transportation Committee meeting. He gets the award for tenacity. The COA addressed his

concerns. Councilmember Madaffer said that MTS Chair Harry Mathis has on a number of occasions responded to Mr. Stillwell's suggestions. It is his understanding that MTS will respond to Mr. Stillwell in writing. Councilmember Madaffer said that he has offered to personally drive Mr. Stillwell along these routes so he can better understand his perspective. He indicated his feeling that MTS is doing the right thing.

Chair Kellejian suggested that someone from MTS go along on this trip as well. Both Paul Jablonski, MTS Executive Director, and MTS Chair Mathis agreed to go on this trip.

Pedro Orso-Delgado, Caltrans District 11 Director, reported that today Caltrans is commemorating 166 workers killed in the line of duty over the last 83 years. This is the day we recognize all of the people who serve California by keeping facilities safe. He implored the general community to slow down in construction zones. He stated that three workers have been killed this year statewide and that one of them was in San Diego.

CONSENT ITEMS (3 through 6)

3. 2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM: AMENDMENT NOS. 15 AND 16 (APPROVE/ACCEPT)

The 2004 Regional Transportation Improvement Program (RTIP) is a five-year program of major transportation projects in the San Diego region that covers FY 2005 through FY 2009. The RTIP is updated and adopted every two years, and amendments to the RTIP are generally processed on a quarterly basis or as unforeseen circumstances arise. This report includes two RTIP amendments: (1) Amendment No. 15 is the quarterly amendment that includes requests for changes submitted by local agencies for various projects; and (2) Amendment No. 16 includes the addition of capacity-increasing projects that has prompted a new regional emissions analysis for air quality conformity purposes. The Transportation Committee is asked to take the following actions: (1) adopt Resolution No. 2006-17, approving 2004 RTIP Amendment No. 15; and (2) accept the Draft 2004 RTIP Amendment No. 16, including its air quality conformity analysis and conformity redetermination for the 2030 RTP: 2006 Update, for distribution and public comment.

4. REVISED SCHEDULE FOR THE COMPREHENSIVE 2007 REGIONAL TRANSPORTATION PLAN (RECOMMEND)

The completion of the comprehensive 2007 Regional Transportation Plan (RTP) has been delayed until October/November 2007. The cause of the delay is due to the staff effort to incorporate two key inputs for the RTP: the results of the Independent Transit Peer Review and the Smart Growth Concept Map. The Transportation Committee is asked to recommend that the SANDAG Board of Directors approve the revised 2007 RTP work program and schedule.

5. APPROVAL OF APPLICATIONS FOR VEHICLES TO TRANSPORT SENIORS AND PERSONS WITH DISABILITIES (RECOMMEND)

Section 5310 of the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) provides federal funds for social service agencies to purchase vehicles and related equipment that are used to transport elderly persons and persons with disabilities. These funds are available through a statewide competition. The Transportation Committee is asked to recommend Board approval of Resolution No. 2006-16, endorsing the scores for the eligible projects approved by SANDAG's Subcommittee for Accessible Transportation as the Regional Evaluation Committee. The resolution finds the eligible applications for Section 5310 funds in conformance with the 2030 Regional Transportation Plan and ensures that the projects will be added to the Regional Transportation Improvement Program.

6. 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 the work of the CHSRA. This report is the regular quarterly update to the Transportation Committee.

Action: Upon a motion by Councilmember Bob Emery (MTS) and a second by Councilmember Madaffer, the Transportation Committee approved Consent Items 3 through 6 including Resolution No. 2006-16.

CHAIR'S REPORTS (7)

7. JOINT FARE CHANGE PUBLIC HEARING WITH NORTH COUNTY TRANSIT DISTRICT (INFORMATION)

Chair Kellejian announced that NCTD is proposing to increase fares on buses and the Coaster. In accordance with SANDAG Policy No. 029: Regional Fare Policy and Comprehensive Fare Ordinance, SANDAG is responsible for conducting a public hearing for fare changes in the area affected by the change. To meet this responsibility, a joint SANDAG Transportation Committee/NCTD Board public hearing on the proposed fare changes is scheduled for May 18, 2006, at 2 p.m. at the NCTD Board Room, 810 Mission Avenue, Oceanside, California. If the NCTD Board and SANDAG recommend fare changes following the public hearing, proposed amendments to the Comprehensive Fare Ordinance will be brought to the SANDAG Board on May 26, 2006, and implemented on July 1, 2006.

Chair Kellejian added that details of the proposed fare increase will be available on both SANDAG's and NCTD's Web sites and will be included in an agenda package that will be transmitted to Transportation Committee members.

Action: This item was presented for information only.

REPORTS

8. SOUTH BAY BUS RAPID TRANSIT PROJECT STATUS (APPROVE)

This item was pulled from the agenda and will be brought back at a future Committee meeting in May or June.

9. ARTERIAL STREET BUS RAPID TRANSIT PROJECTS (INFORMATION)

Toni Bates, Director of Transit Planning, reported that the 2030 Regional Transportation Plan (RTP) and *TransNet* include Bus Rapid Transit (BRT) projects on both Managed Lanes and arterial streets. Two arterial street BRT projects, along El Cajon Boulevard and Escondido Boulevard, are advancing through planning and design. Both would enhance service and operations of existing transit routes and have had considerable review and input from the community and partner agencies. The intent of these projects is to enhance the speed, reliability, and attractiveness of existing services. The unique characteristics of these projects have led us to a recommendation to adopt a phased-implementation approach to incrementally take advantage of BRT components to benefit these services.

A. MID-CITY EL CAJON BOULEVARD RAPID BUS/BRT PROJECT (APPROVE)

Miriam Kirshner, Senior Planner, stated that this report presents a phasing plan for BRT service connecting San Diego State University (SDSU) with downtown San Diego and focuses on a Phase 1 package of proposed improvements. Preliminary engineering for the center segment of the Mid-City El Cajon Boulevard BRT project has been completed. The full BRT project includes enhanced stations and vehicles, signal priority, and dedicated transit lanes. As part of the BRT planning, the community requested that SANDAG prepare a long-range comprehensive transit network plan for the Mid-City communities. This has been completed. The Transportation Committee discussed the results of the Network Plan and approved the concept of implementing BRT in phases to address funding limitations and community concerns about the proposed transit lane. At the same time, the Transportation Committee expressed a desire that the phasing plan allow for full BRT implementation on this corridor in the future. Ms. Kirshner discussed the implementation strategy and capital improvements recommended for inclusion in the first phase of development and the subsequent phases that would allow for eventual implementation of a full BRT project. Ms. Kirshner said that staff looked at two other California projects; the Los Angeles-Whittier BRT and the Santa Clara Valley Rapid 522 as examples of phased BRT during the planning process. Both have included stop consolidation, transit signal priority, and various station improvements in an early phase of BRT, and both have resulted in improvements in travel speed and ridership and have shown a higher degree of customer satisfaction.

Ms. Kirshner described the work to be done in each of the three phases for this project. El Cajon Boulevard is the most promising segment. The Phase 1 plan

includes signal priority and implementation of five queue jumpers and stations along El Cajon Boulevard. The next steps would be to develop a signal priority procurement plan, procure and install the equipment, and conduct final design and environmental work for the queue jumpers and stations. Staff would work with the City of San Diego on the software and funding for the signal priority. Ms. Kirshner stated that there are three additional stations at the east end of El Cajon Boulevard (at 49th and 54th Streets, and at College Avenue) that are recommended for inclusion in the Phase 1 implementation and that need preliminary engineering work. She noted that \$1.4 million has been included in the FY 07 budget to conduct the final design, environmental, and preliminary engineering work on the Phase 1 recommendation. Staff would come back to the Transportation Committee for construction funding at a future date.

Sandor Shapery, Regional Planning Stakeholders Working Group, asked about the comparison of time savings for the Phase 1 project versus having dedicated transit lanes. Ms. Kirshner responded that the estimated time savings is about 10 percent for the first phase compared with 30-35 percent for the full BRT project.

Gary Gallegos, Executive Director, said that the key point is that it is a phasing piece with the ultimate goal of having a complete BRT. What we are bringing today is a phased approach to get there.

Chair Kellejian noted that the full BRT project shows a ridership increase of 60 percent.

Councilmember Madaffer said this Committee is adamant that this project would go to full BRT. The CDC understands that objective.

Councilmember Phil Monroe (South County) expressed interest in the comparison with the Los Angeles and Santa Clara BRT projects mentioned. He wondered what they are doing for \$5 million that will be costing us \$27 million for doing essentially the same improvements in performance. Ms. Kirshner responded that we tried to be fairly conservative in our cost estimates. In addition, San Jose included only two queue jump locations and didn't include the cost of labor. They were able to obtain free labor from the city. The Los Angeles project included fairly modest station improvements. Ms. Bates added that the Los Angeles project didn't include vehicle costs and our cost estimate does.

Mayor Art Madrid (East County) said that we should try to make sure we evaluate percentages versus raw numbers. He asked if there is any way to put a number on the time saved and is there a model that we use to show a 17 percent increase in ridership. Ms. Kirshner said that we ran a ridership model based on a comprehensive set of improvements. That resulted in the projected 17,000 increase in daily riders in 2030. We allocated that ridership projection to the various phases.

Councilmember Dave Druker (North County Coastal) asked about the implementation time frame, assuming we have the funding for this project.

Ms. Kirshner answered that it is expected to take a year and a half to complete final design and environmental work. Construction would take about another year.

Councilmember Jerry Rindone (South County) complimented SANDAG staff on the estimated costs that include the vehicle cost. As we expand services, we increase frequency, which leads to increased capital costs. SANDAG staff is correct to include both costs. We have to be careful when we compare with other regions. When these projects come back to us, both construction and vehicle costs should be included. This point needs to be reinforced.

Councilmember Stocks asked what the environmental document will look like. Ms. Kirshner said she expects that staff will need to prepare a Mitigated Negative Declaration. There will be minor parking impacts at the stations. The environmental document will be for the entire BRT project. Ms. Bates added that this will also include traffic impact analyses.

Supervisor Bill Horn (County of San Diego) asked how many buses will be needed. Ms. Kirshner said that new buses are in the second phase, but we have assumed that 15 buses will be needed. In the first phase, existing buses could have a special wrap to make them unique.

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

Gary Weber, representing the El Cajon Boulevard Business Improvement Association, said that they originally supported the showcase project and still do. They are advocates for infill development. The issue was with the transit-only lane. They surveyed their membership of over 700, and 75 percent expressed a concern that this project not create traffic congestion. He said they support a transit priority lane, but until there is bus service every 5 to 7 minutes, they don't want to preclude autos from using that lane. We have the highest regional density, the highest transit ridership, and we look forward to seeing this project phased in. He appreciated the work on the network plan; it was helpful.

Steven Russell, CDC, thanked the Committee and the SANDAG Board for their ongoing support for this project. This project has been in the community plan since 1998, and they are glad to see the fulfillment of that. He thanked Mr. Gallegos and staff for their efforts on the Mid-City Network Plan. It has alleviated fears with doing this project on a phased approach, and it shows that transit can aid congestion. They fully support the staff recommendation.

Clive Richard, a member of the public, admitted that he was not a strong supporter of arterial street BRTs. He is a strong believer that it needs its own separate lane. He has been watching how this is progressing in phases and is encouraged that the community is embracing it and the level of support you have gleaned makes him willing to support it. He would like to see this project move forward. He would like to see how the numbers for time savings and ridership increases pencil out. He has come from being strongly opposed to being moderately in support. He complimented staff for this.

Councilmember Madaffer asked if the Phase 1 improvements included the three additional stations. Ms. Kirshner replied affirmatively.

Councilmember Madaffer commented that this is an outstanding report. He appreciated Gary Weber and Steven Russell from the community coming today. The community was taken aback that this Committee was adamant about this project ultimately becoming a full BRT. The important thing is that we are doing what we said we would be doing, which is to get the most number of riders as possible. This is a good way to go about it, and it makes sense. Mr. Weber mentioned that there will be another 1,200 to 1,800 building units along this corridor. The bulk of this is in Councilmember Akins' district. From 54th Street to College Avenue, the City is working on more than that in the number of units. It's important when making such a public transit investment that the City of San Diego reciprocates by working with the community to implement the densities that will actually use this mode of transportation.

Councilmember Atkins said that at first she wasn't sure she was in support of this. Now, she thanked staff members for the work they have done. It has been an incredible transformation. We want it to be successful. She thanked staff for listening to the community. She owed a debt of gratitude to Mr. Weber, Mr. Russell, and the people in the community for working with staff to phase in this project in order to get people used to the idea before going to full BRT. The density will continue to increase in this area. She also thanked Councilmembers Monroe and Emery who have toured this route.

Supervisor Roberts commented that we have been looking at this for some time and it's good to see it at this stage. This is a major experiment. If it works it will point the way for transit in high density areas. Our hope is that we can do this in a high-quality fashion so that it becomes a successful model. He is pleased to see it going ahead.

Councilmember Druker expressed his belief that this should not be phased, and the whole project should be implemented as quickly as possible. He wondered if we are trying to make it too much of a showcase. What people want to do is get from point A to point B. Perhaps we should showcase this project by focusing on getting people to their destinations rather than focusing on station amenities.

Mr. Gallegos stated that the ultimate goal is to get to the whole program. The toughest test we have is trying to figure out if we can put BRT into this type of area. We think the phased approach will help bring the community along and build a successful project. Taking a traffic lane is a tough sell because it wasn't supported by the community. It's a complete package, and you have to have all of the pieces together. This is the best opportunity to get there incrementally.

MTS Chair Mathis reiterated that funding still needs to be identified for this project. He said Councilmember Druker makes an excellent point about providing adequate shelter but not overkill by using money on shelter improvements. As part of the

COA, we will implement service enhancements that will support Phase 1 needs, but we may become a victim of our own success. The fact is we may need additional vehicles and operating funding.

Councilmember Monroe commented on the walking tour that he and Councilmember Emery took of this area. He said that you don't just look at the bus lane; you also look at the nearby vacant lots. Developers need assurances that we will have good transit along that corridor. What happens to those lots might be mixed-use buildings. He appreciated what we are doing today because it is a step of assurance of good transit in that area.

Action: Upon a motion by Councilmember Madaffer and a second by Councilmember Monroe, the Transportation Committee approved the next steps to implement Phase 1 of the Mid-City El Cajon Boulevard Rapid Bus/BRT Project, which includes conducting environmental, preliminary, engineering, and final design work; developing a signal priority equipment procurement plan; and refining construction cost estimates for: signal coordination and transit signal priority on the full length of El Cajon Boulevard (Park Boulevard to College Avenue); and eight queue jump lanes, crosswalk improvements, assorted street modifications, and eight Rapid Bus stations along El Cajon Boulevard (at Texas Street, 43rd Street/Fairmount Avenue, 49th Street/Euclid Avenue, 54th Street, and College Avenue).

B. ESCONDIDO RAPID BUS AND TRANSIT PRIORITY CONCEPT STUDY (APPROVE)

Linda Culp, Senior Planner, introduced Stefan Marks with NCTD, Fred Ludtke with the City of Escondido, and consultant, Don Murphy.

Ms. Culp reported that a couple of years ago, NCTD and SANDAG looked at the transit routes and corridors in the NCTD area to determine which corridor would be a good one to start with priority measures. A project in Escondido was selected. This project is 6 miles in length, currently takes about 20-22 minutes by bus for the entire trip and, depending upon traffic, can take as much as 30 minutes. Some advantages are that the project is in one city and the alignment has some major activity centers along the way. She reviewed the objectives of the Rapid Bus project: shorter transit travel times, greater schedule reliability, improved bus stops, vehicle branding, and lowering operating costs. The project will be taking advantage of advanced technology on the vehicles and signals to enhance transit service without significant impacts to vehicle traffic. The project benefits are travel time savings and enhanced reliability, a model for rapid bus deployment in North County, and an example of a cooperative effort between the City of Escondido, NCTD, and SANDAG.

Ms. Culp identified the problems and issues in the three segments and reviewed the recommended actions in each section. She stated that there is a potential for a 16 percent reduction in the one-way transit travel time with minimal impacts to traffic. She also showed several bus stop design concepts including contemporary, retro, cable structure, and scalable. She noted that at the public Open House the retro and cable structures were most popular. She showed several vehicle branding concepts for the project, which would be called "BreezeRapid." The branding

concept that was a variation of the current NCTD theme was the one most popular at the Open House. She mentioned that this item was on the consent calendar for approval by the City of Escondido, and it was approved. Ms. Culp added that we have talked with the city engineers and the public works groups about this project and have received comments from them.

Councilmember Stocks stated that this project also was enthusiastically received at the NCTD Board meeting, and the consensus at that meeting was that the whole project should go forward all at once to maximize the benefit.

Supervisor Horn noted that we will be finished with the BRT lanes on I-15 at the same time as this project, so it makes sense to go forward with the entire project to make this connection.

Chair Kellejian agreed that staff should take a look at that.

Councilmember Stocks thanked the City of Escondido and SANDAG for its support and cooperation.

Action: Upon a motion by Councilmember Stocks and a second by Councilmember Emery, the Transportation Committee approved the next steps to implement the Initial Phase of the Escondido Rapid Bus Project: conduct a signal coordination study in the downtown Escondido area and initiate the transit signal priority design and engineering effort; conduct preliminary engineering, environmental, and final design work for: (1) protected left-turn traffic signal phases at both Valley Parkway/Escondido Boulevard and 2nd Avenue/Escondido Boulevard intersections, and (2) a queue jumper lane at Valley Parkway/Centre City Parkway; coordination with efforts underway for the El Cajon Boulevard Rapid Bus Project in terms of transit signal priority procurement; and finalizing key bus stop branding designs based on the initial *BreeseRapid* design concept developed as part of the current study.

10. *TransNet* AND TDA AUDIT STATUS (APPROVE)

Renee Wasmund, Finance Director, reported that SANDAG has the responsibility for coordinating the *TransNet* and Transportation Development Act (TDA) audits that include the 18 cities, Caltrans, MTS, and NCTD. The completion date for these audits was March 31. There are some outstanding audits to bring to the Transportation Committee's attention. She started with the *TransNet* audits. Board Policy No. 31 contains 17 transit policies and audit compliance procedures. If the audits are not complete, SANDAG will withhold future *TransNet* payments. The policy does acknowledge unforeseen circumstances, and agencies can submit a request for an extension to be considered by the Transportation Committee. We received requests for extensions from the following three agencies: Caltrans, MTS, and the City of San Diego. If the requested extensions are approved, SANDAG would be permitted to continue to give funding to these three agencies through the extension dates. If the audit reports are not issued by these dates, then the jurisdiction will not receive any additional monies until reports are completed or the Transportation Committee approves another extension.

Ms. Wasmund said that the TDA audits are governed by the California Public Utilities Commission (CPUC) and the California Code of Regulations; therefore, SANDAG does not have the ability to grant an extension beyond the 90 days already approved. If the audits are completed by May 31, there should not be an issue. If not, claims could be approved at a later date once the audits are completed.

Councilmember Rindone asked if there is any reason to believe that the three agencies will not meet these deadlines. Ms. Wasmund replied that the schedules were agreed upon by the agencies and the auditors so there is no reason to believe the schedules will not be met.

Action: Upon a motion by Councilmember Madaffer and a second by Councilmember Monroe, the Transportation Committee approved *TransNet* audit extension requests as follows: OCaltrans (to May 5, 2006), MTS (to June 30, 2006), and the City of San Diego (to May 31, 2006). This action would allow these agencies to continue to receive *TransNet* funds up until the extension date. If the audits are not completed by the approved extension date, the agencies would not receive any additional *TransNet* funds until the audits are completed or the Transportation Committee approves another extension.

11. RESULTS OF GREEN LINE TROLLEY SURVEYS (INFORMATION)

James Floyd, Assistant Planner, reported that MTS requested that SANDAG's Service Bureau survey the Green Line to determine trip demands and demographics. Three surveys were conducted: an onboard survey, an online survey of students at San Diego State University (SDSU), and a passenger count at the SDSU Transit Center. He reviewed the key findings of the passenger survey: total daily Green Line ridership was 18,455 (October 2005), 7,200 trips were made by new riders, and Green Line riders have diverted 4,600 trips from automobiles to transit. Other findings were that the busiest stations are Old Town and SDSU, 66 percent of all trips are between home and school or work, and 48 percent of Green Line users get their transit information online. He pointed out that 40 percent of Green Line users had not used transit at all a year earlier. He noted the surveys showed that 41 percent of riders made the trip via transit prior to the Green Line opening, while 26 percent didn't make the trip and 25 percent used a car. The surveys also indicated how passengers were connecting to the Green Line (i.e., bus, walk, car, etc.), and how they paid for their trips (two-thirds of Green Line riders use passes).

Mr. Floyd identified the primary reasons survey respondents gave for taking the trolley, which included passengers not having a car available to them, the desire to avoid traffic congestion, the cost of driving, avoiding parking hassles, and to save on natural resources. The surveys also noted that the new trolley vehicles rated highly with an 82.4 percent favorable rating. One significant survey result was that nearly one-third of users want late-night service, while the online survey found that students would use late-night service most on Fridays and Saturdays. Mr. Floyd stated that in response to this information, MTS, pending its Board's approval, plans to implement late-night service starting with the fall semester. With regard to the demographics, most riders lived in El Cajon, La Mesa, Santee, and the areas of San Diego surrounding the Green Line alignment. At SDSU, the daily transit ridership nearly tripled with Green Line service.

Mr. Floyd said that 382 students responded to the SDSU online survey and trolley users may be over-represented in the results. About 90 percent of respondents have used MTS bus or trolley since the beginning of the school year, 78 percent are now riding more often because of the Green Line, and 68 percent have a car available to them. The primary trip purposes on transit were to attend classes at SDSU and for shopping and entertainment off campus.

Mr. Floyd summarized the survey results--the Green Line works. It has been successful in generating new riders; existing transit users are increasing their frequency of use; the SDSU Transit Center use has more than tripled, reducing parking demand by 2,000 cars; and passengers like the new Green Line cars.

Mr. Floyd noted that smart growth efforts could encourage more destinations within walking distance of stations. Also, the addition of late-night service in fall 2006 could increase ridership. Overall trolley ridership has increased by 25 percent. Although the Blue and Orange line ridership initially decreased with the opening of the Green Line, both have rebounded to their previous levels. He said that a follow-up survey is planned for this fall.

Councilmember Dale asked what the ridership projections were for the Green Line. Ms. Bates replied that the ridership projections during development of the six miles between the Rancho Mission Station and the Grossmont Stations were 11,000 boardings a day by the year 2015. We are on track to exceed that 2015 projection. Councilmember Monroe asked that staff return with a station-by-station comparison of ridership projections to actual ridership for the Green Line.

Mr. Gallegos stated that the Independent Taxpayers Oversight Committee (ITOC) recently asked modeling staff to look at how closely SANDAG's model projections for transit and highway projects match what actually occurred. We will bring back a report to this Committee. We will continue to track projections, compare them with actual figures, and update that information on a regular basis. SANDAG has done a good job of forecasting.

Councilmember Lesa Heebner (NCTD) said that she is a big proponent of late-night service. She asked if there are any operational issues associated with late-night service.

Mr. Floyd said the late-night proposal will be to extend service in the fall semester to operate until about 1 a.m.

Paul Jablonski, MTS Chief Executive Officer, added that the only challenge is more funding for the additional operating costs. We already have 24/7 security at the SDSU station. He said that there is a fairly low-cost opportunity to extend the Blue Line, and MTS is coordinating that with SDSU now. There are no operational deficits per se; it's more a matter of identifying the most cost-effective way to operate the late-night service.

Mr. Jablonski said that you have to look at the whole package at SDSU. There are over 9,000 passengers a day at that station.

Action: This item was presented for information only.

12. UPCOMING MEETINGS

Chair Kellejian reiterated the joint meeting at NCTD on May 18, 2006, at 2 p.m. at the NCTD Board Room, which includes both primary and alternate Transportation Committee members.

The next meeting of the Transportation Committee is scheduled for Friday, May 5, 2006 at 9 a.m.

9. ADJOURNMENT

Chair Kellejian adjourned the meeting at 10:35 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
APRIL 21, 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 | No | |
| | City of Vista | Bob Campbell | Alternate | Yes | |
| 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 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 | Yes | |
| ADVISORY/LIAISON Caltrans | ---- | Pedro Orso-Delgado | Member | Yes | Bill Figge, too |
| | — | Bill Figge | Alternate | Yes | |
| Regional Planning Stakeholders Working Group | — | Sandor Shapery | Member | Yes | |