

# TRANSPORTATION COMMITTEE

July 21, 2006

AGENDA ITEM NO.: **1**

**Action Requested: APPROVE**

## TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF JULY 7, 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 Councilmember Jerome Stocks (North County Transit District [NCTD]) and a second by Supervisor Bill Horn, the Transportation Committee approved the minutes from the June 16, 2006, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chuck Lungerhausen, a member of the public, said he has started to send out "thank you" letters for the Multiple Sclerosis (MS) Walk donations. On the public transportation front, he read the Independent Transit Peer Review (ITPR) May 2006 Draft Final Report. He expressed his opinion that he didn't think the University of California, San Diego (UCSD) will agree to have its campus served by bus rapid transit (BRT) rather than light rail transit (LRT). He takes the Green Line trolley twice a week and for disabled people the access with that vehicle is much better than anything else he has seen in the system.

Teresa Velazquez, a member of the public, said that she has routinely taken the Metropolitan Transit System (MTS) bus service, which has allowed her to return to complete her education at Southwestern College. On June 19, 2006, she had an incident on the bus for which she went to the emergency room. She did not have a fracture but did suffer an injury. At first, MTS/Laidlaw contacted her and wanted to talk with her. However, when she returned the call, she was told that testimony from other passengers had been received and the determination was that nothing happened. She has been suspended from using this service. She needs to go to physical therapy and cannot now use this transportation service. She asked for the Transportation Committee's assistance in this matter. She said that if you do not show up or cancel three times, you are suspended from using this service. She felt this policy was wrong.

Chair Kellejian noted that MTS staff and Board members present today will talk to Ms. Velazquez, or we will pass along her phone number to them for resolution of this concern.

Clive Richard, a member of the public, supported the appointment of Councilmember Phil Monroe to the Designated Coordination Transportation Services Agency Board. He said he enjoyed going on the recent Sprinter tour. He said that he is not a fan of single-track operations; however, with a skilled staff, single-track systems do work. He wondered how our transportation system would handle a major disaster.

Don Stillwell, a member of the public, distributed a picture and described three flaws in the approved bus route changes as part of the MTS Comprehensive Operations Analysis (COA) for the Allied Gardens-Grantville-Navajo communities. The first flaw is the elimination of the current bus stop for the Route 14 bus at the Grantville Trolley Station, the second flaw is the creation of a bus terminal for the Route 13 bus on Crawford Street at Kaiser Hospital, and the third flaw is the 15-minute service for the Route 13 bus between the Grantville Trolley Station and Crawford Street. He thought that these flaws should be corrected immediately to prevent unnecessary delays and to provide safety for the youngest passengers, including school children.

### **CHAIR'S REPORT (3)**

3. APPOINTMENT OF CORONADO COUNCILMEMBER PHIL MONROE TO DESIGNATED COORDINATED TRANSPORTATION SERVICES AGENCY BOARD (INFORMATION)

Chair Kellejian, said that on July 1, 2006, SANDAG will designate a nonprofit agency, Full Access & Coordinated Transportation (FACT), as the regional Coordinated Transportation Services Agency (CTSA) to coordinate specialized transportation services and resources in San Diego County. The contract with FACT specifies that SANDAG shall have one member of the Transportation Committee on the FACT Board of Directors. Coronado Councilmember Phil Monroe has agreed to represent the Transportation Committee on the FACT Board.

Councilmember Bob Campbell (North County Inland) said that as a board member of FACT, he welcomed Councilmember Monroe to this body. He noted that Supervisor Horn helped to obtain grant funding.

Councilmember Monroe reminded Committee members that this item came about due to concerns of former Councilmember Jack Feller about transportation for seniors and the disabled, and SANDAG staff did a marvelous job of investigating the available services.

### **REPORTS (4 through 9)**

4. REGIONAL ARTERIAL SYSTEM: USE-IT-OR-LOSE-IT POLICY AMENDMENTS AND PROJECT SCHEDULE EXTENSIONS (APPROVE)

Jose Nuncio, Senior Engineer, said that the changes to SANDAG's "Use-It-or-Lose-It" policy are on page 4 of the agenda report (Attachment 1 to the agenda report). This policy was established with the intent of ensuring that federal Regional Surface Transportation Program (RSTP) funds were obligated by project sponsors on a timely basis and to help preclude the loss of these federal funds from the region. It was also to help ensure timely

delivery of Regional Arterial System (RAS) projects as committed by local project sponsors. A new paragraph is being proposed that replaces the previous obligation requirements with those of the Federal Highway Administration (FHWA) and Caltrans that require project sponsors to either expend their obligated funds or to return them to the region. Any de-obligated funds resulting from the member agencies' failure to take active steps regarding FHWA or Caltrans inactive project status policies will revert to the region for programming based on SANDAG Board priorities. Another change will reflect the fact that most of the funds have been obligated or will be by the end of the current federal fiscal year and the "lose it" part of the policy will no longer be applicable. A third change is that certain provisions pertinent to previous programming cycles and which no longer apply to the remaining projects have been deleted. Mr. Nuncio indicated that the Cities/County Transportation Advisory Committee (CTAC) reviewed these proposed changes and recommended approval.

Mr. Nuncio also reviewed two schedule extension requests: one for the South Santa Fe Avenue (County of San Diego) project to complete the environmental document by 2007. The project was originally programmed with federal RSTP funds, but in an effort to accelerate the schedule, the County decided to avoid having to complete the lengthy federal National Environmental Protection Act (NEPA) clearance process. This request was approved as part of the 2002 Regional Transportation Improvement Program (RTIP). While the County has made significant progress in completing the California Environmental Quality Act (CEQA) requirement, significant cost increases have occurred over the past two to three years in right-of-way acquisition and construction. Since the County did not obtain the NEPA clearance, it is not eligible for federal funds for these cost increases. The County is now requesting to get back into the federal fold and will complete a federal environmental document. This will require additional time to the project.

Mr. Nuncio stated that the second project extension request is for the State Route (SR) 78/Nordahl Road Interchange project. This is a City of Escondido project that lies at the border of Escondido and San Marcos. Discussion with both cities was needed in terms of scope and timing for the project. This discussion has now taken place and an understanding between these two cities is in place. The City of Escondido is requesting a special extension to August 2007 to complete the environmental document. The CTAC has also recommended that these two extensions be granted.

Chair Kellejian indicated that there were no requests to speak on this item.

Councilmember Toni Atkins (City of San Diego) asked if municipalities are held to the funding restrictions on projects they engage in that do not use RSTP monies. Mr. Nuncio replied that this policy is only for projects that receive RSTP funds

Councilmember Monroe cited several instances when circumstances beyond a city's control caused project delays. He asked what happens to the funds if a city loses them due to delays. Mr. Nuncio said that the importance is not so much the loss of funding as it is the Obligational Authority (OA). This OA is good for one year, and if we lose it, we cannot obligate any of the funds. The FHWA is trying to encourage cities to submit invoices for federal funds that have been approved. What has been happening is that cities have been

receiving federal funds but have not been submitting invoices. He encouraged cities to submit invoices; otherwise funds may be lost.

Councilmember Monroe described a project where the Navy was willing to provide mitigation land; however, it was found that the Navy could not do that and the City had to find another mitigation site for that project. On another project, remains of an Indian burial ground were found. Some of the problems that delay projects are unforeseen. He didn't want to lose the ability to be able to deal with these kinds of issues. Mr. Nuncio responded that the FHWA may understand delays due to unforeseen circumstances, but cities must still submit invoices.

Action: Upon a motion by Councilmember Atkins and a second by Mayor Lori Holt Pfeiler (North County Inland), the Transportation Committee approved the following: (1) amendments to the "Use-It-or-Lose-It Policy," and (2) schedule extensions on two Regional Arterial System projects: South Santa Fe Avenue (County of San Diego) to December 2007 and SR 78/Nordahl Avenue (City of Escondido) to August 2007.

#### 5. STATE ROUTE 52 CORRIDOR UPDATE (INFORMATION)

Chair Kellejian asked Santee Councilmember Jack Dale (East County) to introduce the staff for this item.

Councilmember Dale said that the SR 52 project was part of both the original *TransNet* and the *TransNet* Extension measures. This project is significant for East County. He introduced Joel Haven with Caltrans, District 11, to present this report.

Mr. Haven, Caltrans Corridor Project Director, noted that the original employee planned as Project Manager is no longer with Caltrans. As a result, Dan Martin with SANDAG has been appointed as the new Project Manager. This is a blending of Caltrans and SANDAG staff to help deliver on *TransNet* and the Early Action Projects.

Mr. Haven said that there are three types of projects in this corridor: operational improvements, a new freeway segment through the City of Santee, and high-occupancy-vehicle (HOV)/Managed Lanes projects. He reviewed various projects within this corridor including a median barrier project, a westbound-only auxiliary lane from where it ends near the SR 52 summit to the Santo Road off-ramp; eastbound and westbound auxiliary lanes, extending the westbound third lane to I-15 and extending the eastbound third lane from the SR 52 summit to Mast Boulevard; the new freeway segment from the end of SR 52 to SR 67; and HOV/Managed Lanes from I-805 to SR 125.

Mr. Haven said that there is a significant risk for the new freeway section, which needs a permit for an at-grade crossing at the eastbound SR 52 off-ramp to Cuyamaca Street. The Green Line operates along Cuyamaca Street, and a permit is needed to allow auto traffic to cross the trolley tracks. This is on critical status. We have support from SANDAG, MTS staff, and the City of Santee for this at-grade crossing. This matter will go to the MTS Board to upgrade the letter of no opposition to a letter of support.

Mr. Haven noted that the HOV/managed lanes project will cover an environmental phase from I-805 to SR 125. Completion is expected in 2008. However, we will have to cross the San Diego River, and there is some additional riparian habitat that we will have to mitigate. We will work with environmental staff and resource agencies on this matter.

Chair Kellejian said that part of this project is fulfilling the *TransNet* and the *TransNet* Extension obligation to the voters. He said there were several requests to speak on this item.

Jim Schmidt, a member of the public, said that he is impressed with the teamwork of Caltrans, District 11, and SANDAG staff. A third lane on SR 52 will make a huge impact to relieve traffic congestion. He stated that the reason East County freeways work better than North County freeways is because there is more capacity and people don't take freeways for short rides. North County has lost parallel roads for short trips. This is a big issue.

Shannon Quigley, a member of Save Our Forests and Ranchlands (SOFAR), said that the widening of SR 52 was approved by the voters to relieve congestion. However, historical record shows that widening freeways creates congestion rather than relieving it. Major new developments along this corridor will add more congestion. This kind of project perpetuates rather than solves our problems. The ITPR stated in its report that there is no evidence that a region has successfully built itself out of congestion. Every dollar used for freeways takes away dollars from transit.

Councilmember Dave Druker (NCTD) asked what happens if the California Public Utilities Commission (CPUC) does not approve the at-grade crossing. Mr. Haven said that we would then have to go back and identify an alternative that is acceptable to the SANDAG Board and the region.

Pedro Orso-Delgado, Caltrans District 11 Director, added that we originally had proposed a bridge crossing Cuyamaca Street, however, to accomplish that would add \$15 million to \$18 million to the project cost. Another alternative is to tunnel, but this would cost more, as well. We have the support of everyone to make this at-grade crossing work. The CPUC said that as long as we are all united, we can make it happen.

Councilmember Druker asked if the HOV lanes on this project will connect with those on I-15 and I-805. Mr. Haven replied that we have no plan at this time to connect them to the I-15 Managed Lanes, but one of the reasons why we are going later with this piece is to look at this connectivity issue. He also is the corridor director for I-805, and it is his responsibility to make sure these systems work together.

Councilmember Druker said it would make sense to connect these lanes especially for BRT operations.

Councilmember Monroe said that when we talk about Managed Lanes, we talk about moveable barriers. In Washington, D.C., they move the barriers electronically. On the Coronado Bridge, the barrier is moved by another method. He wondered if there is new technology for this process. Mr. Haven said that he is willing to look at any new technology that is available to make this process better and more cost-effective.

Councilmember Emery asked when the MTS Board will review the at-grade crossing to provide a letter of support. Mr. Haven responded that it will occur within the next month or two. He said that the CPUC review process take 9-12 months.

Action: This item was presented for information only.

Combination of Report Items 6, 7, and 8, related to budget adjustments

Chair Kellejian stated that we will combine reports 6, 7, and 8 into one staff report.

Jim Linthicum, Director of Engineering, reported that these items relate to budget revisions to capital projects that are now under SANDAG's authority. You are hearing these items because any item over \$100,000 but under \$500,000 must be approved by the Transportation Committee. The Executive Director can approve items up to \$100,000, and the Board must approve items over \$500,000.

He noted that this is the first time engineering staff are addressing the Transportation Committee. He introduced John Haggerty, Design Engineer; Jay Sender, project manager over the train location project and the Systems Engineer; Peter d'Ablaing, project manager over bus facilities and the NCTD East Division bus maintenance facility.

Mr. Linthicum reported that Item No. 6 would transfer money into the Low-Floor Platform Retrofit project. The S70 light rail vehicles (LRVs) have a bridge plate that comes down to the platform. We had to raise the 15 existing Green Line platforms to accommodate this plate. We ran into two major problems: (1) a delay to the contract to retrofit the older vehicles, and (2) five of the 15 platforms had a crosswalk that exceeded Americans with Disabilities Act (ADA) standards. Action would increase the budget by 4 percent. The impact on the overall budget is that it will take \$500,000 from existing *TransNet* funding and reduce the amount for the Mission Valley East and Mid-Coast Transit Corridor projects.

Mr. Linthicum said that Item No. 7 is related to the Centralized Train Control system that allows the San Diego Trolley, Inc. (SDTI), controllers to see and manage the system. The budget impact is to transfer \$373,550 from the Tunnel Fleet Modification Project and MTS Miscellaneous Capital funds.

Mr. Linthicum stated that Item No. 8 is for Project-to-Project Budget Transfers. There was a savings in the Bus Paint Booth Project. This savings will be used to start the design for a new Driver's facility (\$60,000) and a queue jumper at First Avenue and Ash Street in downtown San Diego (\$37,000).

Chair Kellejian noted that MTS staff concurs with these recommendations.

Councilmember Monroe asked if these items have been presented to the MTS Board. Chair Kellejian responded that no presentation had been made.

Councilmember Monroe expressed concern about the reduction of *TransNet* funding. He thought it would be a normal procedure for these types of actions to come from the MTS Board.

Sharon Cooney, MTS Director of Government Affairs and Community Relations, stated that capital programs are brought before the MTS Board in their entirety each year. Some of these are projects already in process.

Chair Kellejian noted that there will be a lot of these projects transferring from MTS to SANDAG, and Mr. Gallegos suggested they be discussed at this Committee meeting.

Councilmember Rindone concurred with Councilmember Monroe's concern about these items not being reviewed by the MTS Board. He thought we might want to look at the procedures so these items come with an MTS Board recommendation. On Item No. 6, we talked about the purchase of new S70 light rail vehicles (LRVs). There was a lot of discussion about the need for a retrofit. These vehicles are superior to the U2s. We have to continue the retrofit project so the S70s are used throughout the system. When we purchased these newer vehicles, the intent was to continue the retrofit for the other two lines.

Supervisor Ron Roberts (County of San Diego) said that he did not recall discussing some of these items at MTS. He didn't think these items should come before the Transportation Committee until the MTS Board has considered them. There are some basic questions that should be raised. Part of this proposal is to remove a maintenance bay and change it into a room for drivers. He thought they needed every inch of maintenance facility space. He also thought that the queue jumper needs to be looked at on a larger scale. He would like to see this in more detail. The items that have not been discussed by the MTS Board should go back to it before proceeding.

Chair Kellejian asked Mr. Linthicum to clarify that these are SANDAG projects. Mr. Linthicum agreed that is correct, and we have been working with MTS staff on these projects. Mr. Jablonski supports the recommended action for all of these projects.

Diane Eidam, Chief Deputy Executive Director, said that we will work with MTS staff to establish a process so it is assured to go through the MTS Board in the future.

Supervisor Roberts said that there are strong operational implications with these projects.

Chair Kellejian asked if all three items should be postponed.

Supervisor Roberts replied that he was supportive of moving forward with Item Nos. 6 and 7 but would like to continue Item No. 8.

Councilmember Emery stated that this is a procedural thing that needs to be resolved.

Mr. Harry Mathis, MTS Chair, agreed with the MTS Board members and the process. He had discussed these items with Mr. Jablonski before this meeting, and he was in support of all of them going forward. Action for Item No. 8 is under Mr. Jablonski's authority, and he agreed with it proceeding.

6. LOW-FLOOR PLATFORM BUDGET REVISION (APPROVE)

Action: Upon a motion by Councilmember Emery and a second by Councilmember Monroe, the Transportation Committee approved an increase of \$500,000 for the LRV Station

Platform Retrofit Project raising the project cost from \$11,469,000 to \$11,969,000. The funding would come from the MTS share of the original *TransNet* measure, which would reduce funds available for the Mid-Coast LRT Project.

7. BUDGET TRANSFER TO INSTALL FIBER OPTIC CABLE AND REMOTE ROUTE REQUEST CAPABILITY ON THE TRAIN LOCATION PROJECT (APPROVE)

Action: Upon a motion by Councilmember Emery and a second by Councilmember Monroe, the Transportation Committee approved budget transfers into the Train Location Project, in an amount not to exceed \$373,550. Project savings from the recently completed Tunnel Fleet Modification Project will provide \$218,836 of this total with the balance (\$154,714) provided from the MTS Regional Miscellaneous Capital fund reserve.

8. BUDGET TRANSFER FOR IMPERIAL AVENUE DIVISION SHAKE-UP ROOM PROJECT AND TRANSIT FIRST NOW QUEUE JUMPER PROJECT (APPROVE)

This item was continued.

9. REVIEW OF BOARD POLICY NO. 018: REGIONAL TRANSIT SERVICE PLANNING AND IMPLEMENTATION (RECOMMEND)

Dave Schumacher, Principal Planner, reported that Policy No. 018 was first adopted in June 2003 and has periodic reviews. The purpose of the policy is to define transit service planning responsibilities for SANDAG, MTS, and NCTD, and to develop a framework for the roles for vehicle marketing/branding. He noted that the roles and responsibilities have evolved over time. The amendments would clarify roles for regionally significant projects and services, specify responsibilities for federal reporting, delete references to the fare policy, and identify SANDAG as being responsible for specialized transportation requirements. We will work collaboratively together for a regional framework for marketing/branding. Since SANDAG develops most of the data, it is recommended that it take the lead for preparing the federal reports. SANDAG would also coordinate the preparation of a Coordinated Transportation Plan required by SAFETEA-LU to maximize the effect of the overall transportation system. Due to the recently adopted Fare Policy No. 029, we would delete language regarding fare policy in Policy No. 018.

Chair Kellejian noted that these actions will go to the August 4 SANDAG Board meeting.

Councilmember Emery stated that at the MTS Executive Committee, MTS staff was pleased with the cooperation and ability of SANDAG to recognize the roles of the operating agencies.

Action: Upon a motion by Mayor Pfeiler and a second by Councilmember Emery, the Transportation Committee recommended that the SANDAG Board of Directors approve proposed revisions to Policy No. 018, Regional Transit Service Planning and Implementation, including: (1) clarification of the roles and responsibilities related to service and infrastructure planning, and vehicle procurement for regionally significant transit projects and services identified in the Regional Comprehensive Plan, Regional Transportation Plan, Regional Short-Range Transit Plan, and *TransNet* Ordinance; (2) specify responsibilities for

federal Title VI reporting; (3) delete references to regional fare setting, which are now addressed in recently adopted Policy No. 019: Regional Fare Structure and Comprehensive Fare Ordinance; (4) identify SANDAG as responsible for new specialized transportation service planning requirements included in SAFETEA-LU; and (5) conduct the next review of Policy No. 018 in the fall of 2007.

Chair Kellejian stated that Mr. Gallegos is on vacation, but he received a call from him and was told that State Senate Pro Tem Don Perata has agreed to come to the July 21 Transportation Committee meeting and give us information about the infrastructure bond.

Councilmember Monroe said that MTS has adopted the Comprehensive Operational Analysis (COA) and a number of changes have been made throughout the region. He has asked Mr. Jablonski, MTS Chief Executive Officer, to figure out how things are going today, compare it to what was expected, and then review this information in 6-9 months. The reality is that they want to look at the data and see if it has worked the way they expected.

Councilmember Rindone asked about the scheduling of the August 4 Transportation Committee meeting and a potential conflict with a special SANDAG Board meeting that morning. Ms. Eidam clarified that we have moved the July 28 SANDAG Board meeting date to August 4 to avoid a conflict with the League of California Cities meeting. There will be an Executive Committee meeting from 8:00-9:00 a.m., a SANDAG Board meeting from 9:00-10:30 a.m., a Transportation Committee meeting from 10:30-11:30 a.m., a joint Transportation/Regional Planning Committee meeting from 11:30 a.m.-12:30 p.m., and a Regional Planning Committee meeting immediately following the joint meeting.

10. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for Friday, July 21, 2006. .

11. ADJOURNMENT

Chair Kellejian adjourned the meeting at 10:25 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE  
SANDAG TRANSPORTATION COMMITTEE MEETING  
JULY 7, 2006**

GEOGRAPHICAL AREA/ ORGANIZATION	JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING
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	Yes
	City of La Mesa	Art Madrid	Alternate	No
South County	City of Coronado	Phil Monroe	Member	Yes
	City of Chula Vista	Jerry Rindone	Alternate	Yes
City of San Diego	----	Jim Madaffer	Member	No
	----	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 System	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	Lesia Heebner	Alternate	Yes
San Diego County Regional Airport Authority	City of Lemon Grove	Mary Sessom	Member	Yes
	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