

# TRANSPORTATION COMMITTEE

AUGUST 4, 2006

AGENDA ITEM NO.: **1**

**Action Requested: APPROVE**

## TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF JULY 21, 2006

The meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal) at 9:05 a.m. See the attached attendance sheet for Transportation Committee member attendance.

Chair Kellejian asked Committee members for self-introductions. He introduced and welcomed the following guests: Senate Pro Tem Don Perata, SANDAG Board Chair Mickey Cafagna, and California Transportation Commissioner John Chalker.

### 1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Second Vice Chair Lori Holt Pfeiler (North County Inland) and a second by Councilmember Jim Madaffer (City of San Diego), the Transportation Committee approved the minutes from the July 7, 2006, meeting.

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

Chuck Lungerhausen, a member of the public, said that in Diane Bell's column in the *Union-Tribune* San Diego City edition, Section B, on Tuesday, July 18, 2006, there was an article entitled "*Business Leaders Split Over Miramar initiative.*" This article indicated that a straw poll, conducted by a group identified as CommNexus, indicated that 18 of the group's 35 members were opposed to the Miramar airport initiative. It appears to him that when the business community cannot fully support going in one direction to benefit the total region, the joint Miramar/airport issue is pretty much dead even before it goes before the voters. In this conservative military environment, the vision for the future is lost until the cost becomes so obscene that there is only one way to go. He thanked all Committee members who contributed to the Multiple Sclerosis (MS) Walk campaign.

## CONSENT ITEMS (3 through 5)

### 3. 2007 REGIONAL TRANSPORTATION PLAN WHITE PAPER: PUBLIC SAFETY AND HOMELAND SECURITY (INFORMATION)

A number of white papers are being developed for the 2007 Comprehensive Regional Transportation Plan (RTP). The Public Safety and Homeland Security white paper evaluates the impacts of Homeland Security directives on the regional transportation system, as well

as looking at issues related to improving safety on the highway and transit system. The information in this paper will be used in the development of the 2007 RTP.

4. 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.

5. LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO (LOSSAN) RAIL CORRIDOR AGENCY BOARD 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 May 10, 2006.

Action: Upon a motion by Councilmember Madaffer and a second by Councilmember Bob Emery (Metropolitan Transit System [MTS]), the Transportation Committee approved Consent Items 3 through 5.

### **CHAIR'S REPORTS**

6. INTRODUCTION OF SENATE PRESIDENT PRO TEM DON PERATA (INFORMATION)

Chair Kellejian said we are honored today to have California Senate President Pro Tem Don Perata in attendance. Senator Perata played a pivotal role in the development of the infrastructure bond for the 2006 November ballot. He thanked Senator Perata for listening to San Diego's needs. He believes that San Diego's suggestions helped to develop the bond issues 1A through 1E.

Chair Kellejian noted that the Senator distributed to Committee members information on the infrastructure bond.

Senator Perata, Senate Pro Tem, said that he left Los Angeles to drive to San Diego at 3:45 p.m. and arrived in San Diego at 7:15 p.m. He was able to have someone drive with him and, when getting into North County, noted the remarkable changes that have occurred. He said that what we have been doing in San Diego has been noted by many, and we are doing many things that he hoped other regions in the state would adopt. This is a series of bonds. The Transportation bond is \$19.9 billion and is a stand-alone bond. The housing bond contains first-time home buyer and infill development incentives. The idea with this bond is

that local government should not have to bear all of the off-site costs, nor should the developer. There is also an education bond and a levee bond. There are levees in Northern California that are at risk for flooding. Some are at a fail-safe point right now. If we had a large earthquake those levees would be vulnerable. If they were breached it would jeopardize water for millions of Southern Californians. He indicated a plan has been put together for investing in California's infrastructure. This is an investment that hasn't seen the light of day since the era of Governor Pat Brown. This is a large undertaking that took a two-thirds vote of the Legislature with a bipartisan effort. He credited several legislators for their efforts in this process. He said they were able to meet the schedule deadline to have the bonds placed on the November ballot. He noted that Senator Denise Ducheny has played an active part in this. Senator Ducheny will be budget chair next September, in part because she has the ability to get her arms around complex budget matters. San Diego County has so many platforms on which to build improved infrastructure, especially being next to the border with Mexico, in goods movement and other areas. This County will receive an estimated half a billion dollars from the formula distribution. San Diego will be eligible for bond funding for goods movement, air quality, infill housing, and a number of other categories. Bond 1A is the fix for Proposition 42 funds. If passed, there will be a constant flow of about \$1.5 billion to \$2 billion of transportation money to the road fund. There will be a lot of money on the table for various matches. The match requirement on the border was waived in recognition of how important that issue is. He said the aim was to give flexibility to SANDAG and other groups. The bonds were modeled after the half-cent sales tax measures. A lot of these funds will have some formula. Some of this will be re-regulated, but no new bureaucracies will be created. If adjustments have to be made in the existing language, they will be based upon something the Legislature should be more adaptive to. The Legislature will not be making all of these decisions. The California Transportation Commission (CTC) will have the responsibility for allocating these funds. Mr. Chalker will be a popular person in this area. They want the CTC to do what it is set up to do. They will be working between now and passage of the bonds in November to be prepared on December 6. Everything will be done by urgency measure to be able to do things within 90 days of bond passage to be off and running. He said the Legislature is providing funding through these bond measures, and then will get out of the way and let the CTC and the local regions implement the projects. So long as he is in the Senate and San Diego has the leadership in the Senate, he will do right by you as much as possible.

Senator Perata introduced his Transportation consultant, Brian Kelly, who has done all of the work on this bond, and Katharine Agar, his Director for Southern California. He stated that Ms. Agar would come to San Diego any time we need her. She will be the liaison for policy and will assist with any part of the campaign if we need her.

Chair Kellejian recognized Senator Ducheny in the audience.

Councilmember Madaffer thanked Senator Perata, Mr. Kelly, and Ms. Agar for coming to San Diego. He asked of the half a billion dollars this region will get back by formula, how much more money we think will be out there that San Diego will be eligible for. Senator Perata said there are two primary areas: transportation and housing. Mr. Kelly responded that \$73 million is available for formula-based accounts. He added that there are no new formulas in this bond bill. The cities and counties receive a part of the gas tax through the State Transportation Improvement Program (STIP) and the county minimum

formula. The bonds will use this formula. The state/local partnership program funds will help match dollars from the self-help counties (those counties having their own sales tax funds). He said that an estimate would be 1/18 of the state, with San Diego County receiving about \$55 million—because of the sophistication of San Diego's sales tax measure and having ready-to-go projects that would be a low number for this County. The transit modernization account sends funds to transit operators and regional agencies based on population and farebox revenue in the region. An amount of \$222 million has been identified for this region. In the seismic retrofit program, there are eight or nine San Diego projects on that list valued at about \$28 million. What the bond provides is the local match for federal dollars for this program. The bond is broader after the formula portion. An amount of \$10 billion is formula-based, and the rest will be through a competitive process through the CTC. That's an additional \$9.9 billion for projects like corridor mobility improvements or state highways with significant congestion. In this region, Interstate 5 (I-5), I-15, I-805, and others would be eligible for this funding. They are putting state dollars toward improving trade corridors in this bond.

Councilmember Madaffer thanked him for the \$1 billion earmarked for cities and counties. He asked of that \$9 billion, over what period of time might a region like San Diego be able to apply for these funds? Mr. Kelly said that the bond starts with the suggestion that all of the \$19.9 billion be paid over a 10-year horizon. There is direction from the Legislature for CTC to adopt a geographically-based program. The Legislation requires the CTC to begin accepting nominations for projects by January 2007. Then by March 2007 it would allocate the first portion of funds. The Legislation authorizes the initial program in March 2007 and then updates the program every two years.

Councilmember Jerry Rindone (South County) thanked Senator Perata for joining us. He said that the transit modernization funds are formula-based for farebox recovery revenue. He asked if that was high or low farebox recovery. Mr. Kelly said that 20 percent of the Proposition 42 funds flow to transit based half on population and half on farebox recovery. Those with a high farebox recovery rate will be in a better position to receive these funds. The bond bill created no new formulas; it was modeled on the Proposition 42 transit piece. It breaks it up and flows to the regions based on that formula.

Councilmember Rindone said that action would bode well for us as San Diego has the highest farebox recovery rate in the state, although there is always room for improvement. He was pleased to hear that it is using that portion of the formula to reward those who do well.

Chair Kellejian said that San Diego is in pretty good shape, and he hoped the citizens of San Diego County will make this infrastructure bond a reality. Being a self-help county and having a lot of projects that are ready to go puts us in a good position to keep San Diego moving.

Councilmember Madaffer asked that item No. 8 be heard at this time. Chair Kellejian agreed to move up this item.

8. *TransNet* DASHBOARD AND WEB PAGES (INFORMATION)

Richard Chavez, Senior Engineer, reported that progress continues with transportation projects here in the San Diego region in large part due to the passage of *TransNet*, our half-cent sales tax for transportation projects that was approved by the voters in November 2004. This 40-year extension of the half-cent sales tax for transportation improvements was passed by a slim margin. In an effort to keep faith with the voters, we began this effort to create a *TransNet* dashboard and Web pages to get meaningful and timely information to the public. We created an interface on the Web that will go live to the public on August 7. He said that project managers will be the central location for information and we will be housing this information at our SANDAG-owned-and-operated "keepsandiegomoving.com" Web site. He reviewed the various aspects of this Web site's home page. This effort stresses the partnership between SANDAG, Caltrans, MTS, and North County Transit District (NCTD) on this program. There are Web pages for the individual corridors. He showed examples of those pages for I-5 and I-15. He noted that there also is a "newsroom" for the media with high resolution photos and press releases on the program. He explained the dashboard, which contains the schedule, budget, and expenditure information for each corridor. The dashboard is designed with the ability to provide a quick snapshot of the program. He explained the status process. We will be able to measure a variance over time. There is also a trends, risks, and issues page as well as a section on cost estimates, comparing the project budget to estimates. We will track those over time, comparing original budgets to escalated budgets, approved budgets, and cost estimates.

Mr. Chavez described the effort that went into accomplishing this effort in a four-month period. This dashboard is tailored to the Early Action Program. We were able to "mine" the financial data from those SANDAG and Caltrans systems. We are calling this version "1.0" and have the ability to add sections to it at a later date. This provides a good interface with the public.

Chair Kellejian indicated that there was a request to speak on this item.

Marian Babaki, Chair of the Independent Taxpayers Oversight Committee (ITOC), said that ITOC is very excited about the dashboard and how it all came together. It took the cooperation of Caltrans and SANDAG staffs and many other agencies. Part of ITOC's responsibility is to provide quarterly status reports. We needed something to look at independently and assess how projects are doing. The dashboard provides that data. This tool provides us with a way to get the information directly. It is a milestone. No other agency in California is doing that now. She expressed her thanks for this program.

Councilmember Jerome Stocks (NCTD) agreed this is a very impressive Web site, especially the level of program content that went into it. He asked if there is a mechanism for updating the Web site. Mr. Chavez responded that financial information is being updated on a monthly basis through our partnership with Caltrans. We also have our PBS&J team out of Orlando, Florida, working on the dashboard and will help with updates. Our PBS&J team in Las Vegas will also assist with updating the Web pages. Project managers have a direct relationship with the PBS&J teams.

Councilmember Dave Druker (North County Coastal) asked how automated is the scheduling update; whether it is directly from another computer or if someone manually updates this information. Gary Gallegos, Executive Director, replied that this program mines the information from other computer programs. The public will be scrutinizing these projects, so the project managers will be keeping their information up-to-date.

Councilmember Phil Monroe (South County) agreed that this is a great program, and congratulated Jack Boda and his staff. He was a little confused about all programs starting at zero. He wanted to go to the original estimate, what the estimate is today, and the funding. Mr. Chavez brought up the part of the dashboard that includes that information. With regard to schedules, we felt it was important to give project managers time to get their schedules in place so the baseline equals current schedules.

Councilmember Monroe said he would like to see one chart that includes both the budget and the schedule. Mr. Chavez displayed a feature on the dashboard that provides that information.

Second Vice Chair Pfeiler asked if there is a way to get the SPRINTER and other major transit projects added to the dashboard. Mr. Gallegos said the goal is to eventually weave all the projects in the region into the dashboard. We started with the *TransNet* Early Action Program, and the SPRINTER is not one of these projects but we hope to evolve it so the whole program is included.

Action: This item was presented for information.

## **REPORTS (7 through 11)**

### **7. PUBLIC HEARING: 2006 CONGESTION MANAGEMENT PROGRAM UPDATE (APPROVE)**

Chair Kellejian introduced this item. He said that SANDAG is required by state law to prepare and regularly update a Congestion Management Program (CMP). At the June 16 meeting, the draft 2006 CMP was released for public review and scheduled a public hearing at this meeting. The draft CMP was reviewed by SANDAG technical committees, including the Cities/County Transportation Advisory Committee (CTAC). This public hearing was noticed in local newspapers and on SANDAG's Web site. The action today would be to open the public hearing for testimony and, after considering public testimony, approve the 2006 CMP Update.

Mario Oropeza, Senior Regional Planner, said that the purposes of the CMP are to monitor transportation system performance, integration transportation and land use planning, and develop short-range programs to better manage congestion. The 2006 CMP Update changes include updated roadway level of service (LOS) analysis, updated transit corridor analysis, and a new analysis of deficient roadways. The results of the CMP Roadway Monitoring analysis indicate that compared to the 2004 analysis, there have been neither changes in the number of deficient freeway or convention highway segments nor changes in the total deficient freeway mileage. For CMP arterials, there has been an increase in the number of deficient segments; however, total CMP arterial-deficient mileage actually declined by

2.5 miles. The Transit Service Monitoring analysis noted that in general there is a decline in central city transit ridership, as was the case comparing the 2004 to the 2001 and 2003 transit data; however, by contrast, the past two years North County east-west corridors have seen ridership increases. Overall, the region meets the CMP standard that 50 percent of the region's total population lives within ¼-mile of a transit stop and that 80 percent of the population lives within ½-mile of a transit stop. A new approach for evaluating deficient roadway segments was implemented with this CMP Update. This approach involves using the most current Regional Transportation Plan (RTP), MOBILITY 2030, to determine if recommended RTP improvements address the deficient roadway segments. Based upon the analysis, deficient CMP roadway network mileage decreases by 78 percent in 2030, with the improvements contained within MOBILITY 2030; however, even with this significant reduction in deficient mileage, 37 miles are projected to operate at LOS F in the future. Deficient segments not addressed by the RTP recommendations would be candidates for future study within the context of the next RTP Update and Regional Comprehensive Plan (RCP) subregional plans.

Action: Upon a motion by Mayor Art Madrid (East County) and a second by Councilmember Stocks, the Committee unanimously voted to open the public hearing at 10:06 a.m. No public comments were forthcoming.

Action: Upon a motion by Councilmember Stocks and a second by Councilmember Madaffer, the Committee unanimously voted to close the public hearing and approved the 2006 CMP Update.

9. ESTABLISHING A SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC) (RECOMMEND)

Senior Planner Dan Levy reported that in 1979 the SANDAG Board created the Subcommittee for Accessible Transportation (SCAT), and its initial role was to advise on seniors and disabled transportation issues. Then it was assigned the role of the Social Service Transportation Advisory Council (SSTAC) and given the responsibility to review the federal 5310 applications, which provide federal grant money for vans for social service agencies. SCAT grew to 64 voting members; however, with this many members, difficulties have arisen, including compliance with the conflict of interest rules, compliance with financial disclosure rules, and the ability to obtain a required quorum. The California Public Utilities Commission (CPUC) has specific member requirements for a SSTAC consisting of a total membership of nine, with three-year terms. In addition, meetings are subject to the Brown Act; members must meet conflict of interest requirements; members must file a Form 700, Statement of Economic Interests; and meetings must follow the SANDAG quorum rules and Robert's Rules of Order. The need for change was discussed with SCAT and a subcommittee was formed that nominated members for the new SSTAC. The Transportation Committee would appoint the initial members and all future members. He reviewed the proposed membership of the SSTAC and the proposed charter, which complies with the California Public Utilities Code; fulfills requirements of the federal Section 5310 program; provides for the Unmet Needs Hearings, if required; and fulfills other advisory roles on Senior and Disabled transportation issues for SANDAG.

Chair Kellejian stated that this matter will go to the Board for approval. There were no requests to speak on this item.

Mayor Madrid commented that due to the makeup of our constituency, we have to be sensitive to the representation on this committee. He asked if there is any plan for this committee to meet out in the communities. Mr. Levy said that the committee in the past has met quarterly and the Unmet Needs Hearings were held throughout the County. The committee is required to have one publicly-noticed hearing each year.

Action: Upon a motion by Councilmember Stocks and a second by Councilmember Madaffer, the Transportation Committee recommended that the SANDAG Board of Directors: (1) create a new SSTAC to replace the Subcommittee on Accessible Transit (SCAT); (2) approve the SSTAC membership structure and initial members as outlined in this report; (3) delegate to SSTAC the responsibility for future membership appointments; (4) delegate to SSTAC the role of Local Review Committee for Section 5310 grant applications; and (5) approve the proposed SSTAC Charter.

10. COMPREHENSIVE 2007 REGIONAL TRANSPORTATION PLAN: INITIAL TRANSIT SCENARIO CONCEPTS (INFORMATION/POSSIBLE ACTION)

Dave Schumacher, Principal Planner, reported that this item discusses a number of transit scenarios for the 2007 RTP Update. The Board accepted the Independent Transit Peer Review (ITPR) report for planning purposes. The ITPR suggested several themes for improving the role of transit in our area. For the RTP Update, it was suggested that we test alternative scenarios to explore how best to maximize transit system effectiveness. This item highlights the scenario concepts and asks Transportation Committee members to provide comments.

Mr. Schumacher said that the current RTP has a multimodal approach and transit is an integral part. An effective transit system accomplishes the following: provides more travel choices, maximizes the person-carrying capacity in key corridors, focuses transit infrastructure in smart growth areas to link land use and transit, and reduces the demand on the highway network.

Mr. Schumacher said that the overarching themes from the ITPR's report included: better linking between transportation and land use; start with a good system plan, then focus on corridor-level planning; and focus on corridor-specific transit mode share goals rather than one regional goal. The current regional goal is a 10 percent mode split during peak hours. The ITPR's transit system strategy consisted of: developing a good underlying local bus system, placing more emphasis on dedicated transit guideways, considering alternative strategies to best manage the managed lanes, minimizing transit facility investment in nonurban core areas, and retaining downtown San Diego as key transit focus. The purpose of these scenarios is to do a sketch planning exercise to test the performance and strategies and assuming a concurrent investment in roadways, including a managed lanes/bus rapid transit/FasTrak (ML/BRT/FasTrak) strategy. It is a recommendation that we carry forth the multimodal strategy in the current RTP to the 2007 RTP.

Mr. Schumacher highlighted different transit scenario alternatives: RTP unconstrained plan revisited, update the current network, and benchmark for comparing with other alternatives. The next steps are to further develop the scenarios in conjunction with MTS and NCTD, evaluate scenario concepts in terms of benefits to the overall transit/highway network, and present the recommendations on a possible revised transit planning approach at the October SANDAG Board meeting.

Councilmember Rindone thanked Mr. Schumacher for an excellent report. He asked if the downtown/urban core area is restricted to downtown San Diego. Mr. Schumacher clarified it as downtown/urban core for the key downtown areas in the region with high-density development.

Councilmember Rindone mentioned that the development of the Chula Vista Bayfront will be significant and regional. It will be a huge transportation hub for roads and waterways. There will be a water taxi between this development and other points in San Diego Bay, including the San Diego Convention Center facilities in San Diego and Coronado. We want to include significant regional attractions to alter the transportation needs.

Councilmember Emery said that we want to make sure that there is flexibility in this system to be able to switch from individual autos to lanes for transit. People will want a larger availability to transit. We need to have in the plan the recognition of that flexibility.

Chair Kellejian commented that we can manage the Managed Lanes any way we want to accommodate that flexibility. Mr. Gallegos said that is precisely what we have been trying to accomplish with the flexibility to reconfigure the Managed Lanes. This will maximize the investment to be able to move people and goods.

Mr. Sandor Shapery, Regional Planning Stakeholders Working Group, said that he chaired one of the presentations for the ITPR. He said some of their ideas were great, but we should look at their recommendations in light of their applicability to the San Diego County region and what impact they will have.

Mr. Gallegos said that is what these alternative scenarios will do. We are going to run the models and come back with real data to explain what it means, determine what's good for transit and mobility, and how to maximize movement in a corridor. We will set up what we have done in the past with other alternatives and compare. Then the policymakers would decide where to go.

Pedro Orso-Delgado, Director, Caltrans District 11, said that what we are doing is the right approach. It will tell us if we are on the right track. Caltrans will help in this effort.

Councilmember Monroe said there was a phrase in the presentation that we should develop a good underlying local bus system. It didn't mention the Comprehensive Operational Analysis (COA). That's what we tried to do. He asked how the COA goes into this.

Chair Kellejian noted that Mr. Schumacher mentioned the COA twice during his presentation.

Mr. Schumacher stated that when we develop the alternatives, the first alternative to the update to the RTP in the unconstrained plan would factor in the COA. We built off of the COA.

Chair Kellejian said that NCTD's Fast Forward plan would also be incorporated.

Mayor Madrid commented that we have to have flexibility with the rising cost of oil and gasoline. Public agencies have been called reactive. He asked if we have a method of making a determination about the reduction of traffic volumes on arterial roads to show that people are being impacted by the price of fuel and using public transit/carpools. He would like to see that information incorporated.

Chair Kellejian said that there is a test to determine how gas prices affect our driving habits.

Mr. Gallegos stated that we are working on trying to instrument the transportation system to show that data and better performance monitoring. Technology will benefit us with this information. We will be able to map that information, show the trends, and compare it with oil/gas prices. We will get there but it will take time to get those performance measures.

Mayor Madrid asked about the ridership increase as a result of the Green Line service through San Diego State University (SDSU). Before that, all of those students got to school by driving. We should show the drop-off in auto driving due to the Green Line. Mr. Gallegos said that we have been partnering with Caltrans in the performance monitoring system (PEMS) and are in the process of trying to expand that program to add a transit element. Our bigger challenge is to include the local arterial system.

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

Reyna Shigetomi-Toyama, representing Save Our Forests and Ranchlands (SOFAR), expressed support for the scenario concept 5. She thanked SANDAG staff for incorporating the positive suggestions of the ITPR. The ITPR said that public transit is most effective serving high-density origins and designation trips. The downtown San Diego location makes it a strong location for transit patronage. It can act as a catalyst for an improved transit system throughout the County.

Jay Powell, representing City Heights Community Development Corporation, expressed support for staff conducting this study of scenarios and drafting a plan. He was particularly interested in the dedication of lanes and in-line transit stations through the Mid-City area. He supported the observation that different scenario concepts might perform differently in corridors. He also supported the scenarios that accelerate the center line stations into service and create links up and down the corridor. He recently visited the new Caltrans Headquarters building to discuss the coordination for I-805, I-15, and State Route (SR) 94. He was looking forward to the teams on I-15.

Councilmember Druker said he was having some difficulty with carrying forth the current multimodal strategy. The ITPR report said that we should start first with transit and move everything around it. The 2030 plan should be a vision to create an incredible transit system rather than the phased approach we have now. He worried about retaining downtown

San Diego as the key focus and putting the University City and Sorrento Valley areas on the back seat. Transit is to get people to work. Most of the highway congestion is by people getting to work. The University City and Sorrento Valley areas are major employment centers that need to have better service and this approach doesn't take that into consideration. Intelligent Transportation Systems (ITS) and dedicated transit guideways are not in these scenarios. We need to build transit first and go from there.

Action: This item was presented for information.

11. AMENDMENTS TO FY 2007 PROGRAM BUDGET AND OWP: NEW SAFETEA-LU FUNDING AND REORGANIZATION OF THE CONSOLIDATED TRANSPORTATION SERVICES AGENCY (APPROVE)

Councilmember Madaffer asked if this item will go to the Board. Mr. Levy responded affirmatively.

Mr. Levy reported that this item relates to changes for the 2007 Overall Work Program (OWP) Short-Range Transit Planning and Coordinated Transit Service Agency (CTSA) accounts. The Budget must be amended due to the recent designation of an outside CTSA provider and the federal government approving SAFETEA-LU ((Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users).

Mr. Gallegos noted that matter is within the Transportation Committee's \$500,000 authority limit, so this Committee can act on it.

Councilmember Madaffer wanted that clarification on the record.

Mr. Levy reviewed the changes for these three OWP amendments: 30047, CTSA; 30011, Transportation Planning for Seniors/Persons with Disabilities; and 30023, Regional Short-Range Transit Planning. For OWP 300047/30011, Transportation Development Act (TDA) money flows to the CTSA and any remaining money is transferred to Seniors & Persons with Disabilities (OWP 30011). In order for MTS/NCTD or another agency to receive Federal Transit Administration (FTA) Jobs Access and Reverse Commute (JARC)/New Freedom matching money, SAFETEA-LU requires SANDAG to first prepare annually a Coordinated Public Transit Human Services Transportation Plan, and annually develop/manage a competitive process to award \$2.1 million per year in JARC and New Freedom funds.

Mr. Levy explained the SRTP change (OWP 30023) is that 10 percent JARC/New Freedom funds can be claimed by SANDAG for planning and administration (added to OWP 30023), and that percentage may decrease in the future.

Councilmember Madaffer referred to a phrase on page 8, "5% - develop a proposal for a program for the allocation of new money to become available for transit operations as part of *TransNet* in FY 2009." He asked if this was germane to increasing Program Work Element 30023 for the Regional Short-Range Transit Planning. Toni Bates, Director of Transportation Planning, replied that contained in SAFETEA-LU is the development of a competitive grant process for specialized transportation services. Those monies are available to transit agencies and social service agencies. Before anyone is eligible to receive those funds they have to

develop a Corridor Human Services Transit plan. Then the applications for new monies have to be consistent with that plan.

Councilmember Madaffer asked if these budget amendments have been done in partnership with the transit operators. Ms. Bates replied affirmatively.

Action: Upon a motion by Second Vice Chair Pfeiler and a second by Councilmember Madaffer, the Transportation Committee approved the following changes to the FY 2007 Program Budget and OWP: eliminate Program Work Element 30047, CTSA, as a result of the designation of FACT as the new CTSA for San Diego County; increase Program Work Element 30011, Transportation Planning for Seniors and Persons with Disabilities, to \$110,125 to provide oversight of the new CTSA; and increase Program Work Element 30023, Regional Short-Range Transit Planning, to \$502,054 to fund preparation of the Coordinated Public Transit Human Services Transportation Plan and competitive award process for new FTA Sections 5316 and 5317 funding required by SAFETEA-LU. All changes are fully funded through new and existing resources.

## 12. UPCOMING MEETINGS

Chair Kellejian reviewed upcoming meetings. He reminded Committee members that on Friday, August 4, there is a SANDAG Board meeting from 8-10 a.m., a Transportation Committee meeting from 10-11 a.m., a joint meeting with the Regional Planning Committee from 11 a.m.-12 p.m., and a Regional Planning Committee meeting from 12-1 p.m.

The next meeting of the Transportation Committee is scheduled for Friday, August 4, 2006, at 10 a.m.

Mr. Gallegos commented that the SANDAG Board requested its July 28 Board meeting be rescheduled to August 4 due to a conflict with a League of California Cities event.

Councilmember Monroe said that we have a great chance to look at the effect of the new 125 toll road on the surface street situation. It would be a great time to capture the data in this corridor. He asked about the traffic flow and traffic speeds on the connecting arterial streets to the 125 toll road, and then we could show what happens after the 125 opens. We need the data today to see the effects in the future. He asked if there is a way to study this. Chair Kellejian suggested that Councilmember Monroe discuss this with SANDAG staff following this meeting.

## 13. ADJOURNMENT

Chair Kellejian adjourned the meeting at 10:59 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE  
SANDAG TRANSPORTATION COMMITTEE MEETING  
JULY 21, 2006**

| GEOGRAPHICAL AREA/<br>ORGANIZATION           | JURISDICTION         | NAME                  | MEMBER/<br>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            | No        |
| East County                                  | City of Santee       | Jack Dale             | Member               | No        |
|  | 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 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 | Lesa Heebner          | Alternate            | No        |
| San Diego County Regional Airport Authority  | City of Lemon Grove  | Mary Sessom           | Member               | Yes       |
|  | Governor's Appointee | Xema Jacobson         | Alternate            | No        |
| ADVISORY/LIAISON<br>Caltrans                 | ----                 | Pedro Orso-Delgado    | Member               | Yes       |
|  | —                    | Bill Figge            | Alternate            | Yes       |
| Regional Planning Stakeholders Working Group | —                    | Sandor Shapery        | Member               | Yes       |