

TRANSPORTATION COMMITTEE

November 3, 2006

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF OCTOBER 20, 2006

The meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal) at 9:02 a.m. See the attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Supervisor Bill Horn (County of San Diego) and a second by Councilmember Jim Madaffer (City of San Diego), the Transportation Committee approved the minutes from the October 6, 2006, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chuck Lungerhausen, a member of the public, expressed disappointment that the question about the location of a new airport as it relates to Proposition A on the November ballot is confused with our support of the Marines. He thought that various military flights could be moved to Camp Pendleton or Yuma, Arizona, without any negative impacts. He said that an affirmative vote on Proposition A is about our region's future possibilities, not whether we support today's Marines.

Don Stillwell, a member of the public, showed a schedule for the Green Line in 2005 that showed bus Routes 13 and 14 leaving Mission Valley stations before the trolley arrived. In 2006, he conducted similar time comparisons and found that the buses are still leaving before the trolley arrives at every stop from Fashion Valley to Amaya Drive. He suggested that those bus routes arrive at 5 minutes and 35 minutes after the hour in order for a timed connection to take place between the bus and trolley. This would provide a five-minute wait. He recommended that Transportation Committee members take the trolley and experience this misconnection to the bus anywhere on the Green Line.

Jay Powell, City Heights Community Development Corporation, wanted to place on the record this community's concern with the adoption of a Goods Movement Action Plan for Interstate 15 (I-15). He said that Caltrans and SANDAG are engaged in a project study report on that corridor to resolve conflicts between high occupancy vehicle (HOV) lanes and bus rapid transit (BRT) operations. They have been approached and are working with the two staffs on this issue. The introduction of additional freight traffic in this already constrained corridor is not advisable. The original freeway agreement included a commitment that the state would direct truck traffic away from this project area to I-805. It explicitly identified air quality and noise impacts. Increases in freight traffic are not compatible with these

commitments and concerns. The study should include a diversion from the I-15 Mid-City corridor. He also was concerned about children's health and the economic development of this area.

REPORTS

3. 2007 REGIONAL TRANSPORTATION PLAN: REGIONAL ARTERIAL SYSTEM SCREENING CRITERIA (APPROVE)

Heather Werdick, Senior Planner, reported that the Regional Arterial System (RAS) is the portion of the local street and road network that, in conjunction with the system of highways and transit services, provides for significant mobility throughout the region and accessibility between communities. The first RAS was added to the Regional Transportation Plan in 1989 and the last update occurred in 2003. The RAS is modified as needed and a Transportation Project Evaluation Criteria Ad Hoc Working Group (TPEC) was formed for this purpose. It has been meeting since January 2006 and has developed the criteria for the RAS. Ms. Werdick said that arterials must meet one of four proposed criteria; the first criterion is that the arterial is already included in the existing RAS. Any additions to the network must meet one of the remaining three criteria: provide parallel capacity in high volume corridors, provide capacity and a direct connection between regional transportation facilities, or provide for regional and/or corridor transit service. These criteria were reviewed with the Cities/County Transportation Advisory Committee (CTAC), the Regional Planning Stakeholders Working Group (RPSWG), as well as staff from Caltrans, the Metropolitan Transit System (MTS), and the North County Transit District (NCTD).

Ms. Werdick stated that the *TransNet* Regional Transportation Congestion Improvement Program (RTCIP) includes a new fee per dwelling unit with those funds to be used for the RAS and related transportation improvements. Eligible improvements for this funding include new or widened arterials, traffic signal coordination, freeway interchange and improvements, and express bus and rail transit improvements. The next steps are to call for modifications to the RAS, evaluate the proposed modifications, revise the RAS in early 2007, and include the updated RAS in the 2007 RTP.

Councilmember Madaffer asked if there is an appeal process if cities don't agree with these new criteria. Ms. Werdick said that responses received from the call for modifications will be evaluated and discussed with RPSWG and CTAC.

Councilmember Madaffer asked if cities can use this funding for streetlights. Ms. Werdick didn't think the *TransNet* Ordinance included streetlights as an eligible use for RAS improvement funds; however, cities can use their local *TransNet* money for that purpose. She offered to verify that fact.

Councilmember Madaffer asked if a date has been set when the RAS improvements will come back to the Transportation Committee for review. Ms. Werdick replied that it is scheduled to come back to this Committee in early February 2007.

Pedro Orso-Delgado, Caltrans District 11 Director, said that we have regional arterials in the general plans but sometimes they are dropped from the list and don't get completed. He asked if there is a process for elimination from this list. Ms. Werdick stated that if there are

regional arterials that are on the list but have been dropped from city general plans, we will work with the cities on that issue.

Councilmember Lesa Heebner (NCTD) wondered if there are any travel time requirements given that road widening is part of this. Ms. Werdick replied that there are design characteristics and guidelines, but didn't think there were specific speed requirements; however, part of the general plan circulation elements contain speed requirements.

Councilmember Heebner asked if Lomas Santa Fe going east to west is included. Ms. Werdick replied that if it was in the MOBILITY 2030 plan then it is included. Gary Gallegos, Executive Director, clarified that Loma Santa Fe was not in this plan, and this is an opportunity for Solana Beach to get it into the system.

Action: Upon a motion by Councilmember Jerome Stocks (NCTD) and a second by Councilmember Bob Emery (MTS), the Transportation Committee approved the RAS screening criteria, which will be used to update the RAS network for the 2007 RTP .

4. 2006 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM: QUARTERLY AMENDMENT NO. 1 (RECOMMEND)

Councilmember Kellejian stated that usually the approval of Regional Transportation Improvement Program (RTIP) amendments rests with the Transportation Committee, but because this action involves *TransNet* funds, it will need approval by the SANDAG Board of Directors.

Ms. Sookyung Kim, Financial Programming Manager, reported that SANDAG as the Metropolitan Planning Organization is responsible for the adoption of a biennial RTIP. The RTIP is the five-year program of projects in the San Diego region that covers the period, FY 2007-2011. On August 4, 2006, the SANDAG Board approved the FY 2007-2011 RTIP, and on October 2, 2006, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued a joint letter of approval. SANDAG processes amendments on a quarterly basis.

Ms. Kim stated that the Transportation Committee has the authority to approve RTIP amendments; however, this report includes a transfer of *TransNet* funds to a non-*TransNet* eligible project. In this case, the authority to approve non-*TransNet* projects rests with the SANDAG Board. Ms. Kim referred Committee members to the tables attached to this agenda item for specific information regarding the proposed amendments. She noted that this is a fiscally constrained document.

Councilmember Madaffer pointed out that Caltrans should be commended that the I-5 HOV/Managed Lane Auxiliary facility will be done for less money than anticipated.

Sandor Shapery (RPSWG) noted a 10 percent violation rate for HOV lane operations. He wondered if it would make any sense to put up a camera to monitor this. Mr. Gallegos responded that we have been meeting with the California Highway Patrol (CHP) on photo enforcement. The CHP has historically been opposed to that, but we continue to have discussions with them on this matter. We may have a technology piece that will help with the enforcement issue. We hope to bring back an idea that would need legislative help to

allow monies from enforcement efforts to come back to the transit agencies. He said he had an opportunity recently to participate in an ITS World Congress meeting in London, and some meeting attendees thought our violation rates were very low.

Action: Upon a motion by Mayor Lori Holt Pfeiler (North County Inland) and a second by Councilmember Madaffer, the Transportation Committee recommended that the Board of Directors approve Amendment No. 1 to the 2006 RTIP .

5. MODIFICATION TO STATE ROUTE 54 HIGH OCCUPANCY VEHICLE FACILITY (RECOMMEND)

Chair Kellejian said this item will go to the SANDAG Board to approve the amendments proposed today.

Dean Hiatt, Senior Engineer, explained that State Route (SR) 54 is a six-lane freeway that runs east-west between Interstate 5 (I-5) and SR 125. SR 54 serves Chula Vista, National City, and a portion of the unincorporated area of the County. Currently, two of the six lanes operate as HOV lanes during peak commute periods for an approximately 2.5-mile segment between I-805 and Briarwood Road. In 1994, the SANDAG Board approved a resolution to open the State Route (SR) 54 with two general purpose lanes plus one HOV lane in each direction, rather than three general purpose lanes in each direction as originally planned. The Board's intent was to test whether the early establishment of HOV lanes would encourage greater carpooling in the corridor and improve air quality. He introduced Lou Melendez, the Caltrans Corridor Manager for SR 54/125.

Mr. Melendez stated that data has shown operational deficiencies with this lane configuration that can be resolved. He showed aerial photos of the four segments in this corridor: I-5 to I-805, I-805 to Briarwood Road, Briarwood Road to Jamacha Boulevard ("The Gap"), and Jamacha Boulevard to SR 94, and reviewed the future proposed improvements. The deficiencies of the current HOV lanes include a mix of segments with varying lane configurations, peak-hour congestion which degrades the Level of Service, no connection to a larger HOV network, and the HOV lanes on SR 54 operate only during peak hours. Mr. Melendez noted that the standard for HOV lanes is three or more mixed-se lanes. He noted that there is a plan for HOV lanes on connecting freeways. He said that Caltrans and SANDAG are committed to implementing HOV lanes throughout the corridor. Caltrans is in the initial stages of development for a project that proposes to convert the 2.5-mile segment within SR 54 with existing HOV lanes to general purpose lanes. This work is part of the Governor's "GO California" program. This project will use State Highway Operation and Protection Program (SHOPP) funds with total project costs estimated at \$90,000. It is scheduled to be complete in July 2007.

Councilmember Jerry Rindone (South County) noted that the South Bay cities support this modification. SR 54 is an essential east-west arterial. He was pleased to see the 2007 completion date and said that we should move forward on it.

Chair Kellejian noted that National City Vice Mayor Ron Morrison has expressed his support of this project.

Councilmember Stocks thanked staff for the report to improve conditions for motorists in this area.

Councilmember Dave Druker (North County Coastal) asked if SR 54 will eventually have HOV lanes. Mr. Hiatt replied that a decision would be made by the Board when the next set of plans is implemented. The plan is to have eight lanes; three general purpose lanes in each direction and an HOV lane in each direction. Mr. Gallegos said that our experience has been that you need at least three general purpose lanes to enable the HOV lanes to operate properly.

Councilmember Emery wanted to make sure that HOV lanes in SR 54 are not lost in the long term. Mr. Gallegos noted that Attachment 3 in the report shows the network of HOV facilities, and SR 54 is part of that network.

Mr. Orso-Delgado assured Councilmember Emery that it is in the plan and that we have sufficient right-of-way in the median for HOV lanes on this segment and on SR 125.

Councilmember Madaffer commented that it is refreshing that a government agency could admit that what was originally decided didn't work out for the best. This change will be met with great appreciation from the motoring public.

Action: Upon a motion by Councilmember Stocks and a second by Councilmember Madaffer, the Transportation Committee recommended that the SANDAG Board of Directors approve the rescission of Resolution RC94-29 in order to support Caltrans' plan to convert the HOV lanes on SR 54 from I-805 to Briarwood Road to general purpose lanes.

Chair Kellejian asked Mr. Gallegos to introduce a new face at today's meeting. Mr. Gallegos introduced Rob Rundle, Principal Planner, as the new lead staff person for the Transportation Committee. Mr. Gallegos noted that Mr. Rundle volunteered for this position and said that he is a great addition to our team on the transportation side of the staff.

6. *TransNet* EARLY ACTION PROGRAM: I-805 CORRIDOR UPDATE (INFORMATION)

Joel Haven, Caltrans I-805 corridor Project Manager, reviewed the goals for this corridor, which are to design an efficient transportation system including transit/HOV/FasTrak, provide access to high population areas, and minimize out-of-direction travel for BRT. The plan calls for two Managed Lanes northbound and southbound with a fixed barrier. He reviewed the corridor that is broken down into three segments: northern, middle, and southern. He also reviewed the proposed improvements in each segment. If Proposition 1B is approved, we may look at changes to the middle segment.

Mr. Haven said that the South Bay BRT system starts at the Otay Mesa border crossing area and extends along SR 125 to Palomar Street, to I-805, to SR 94, and into downtown San Diego. He described the station concepts for the I-805 corridor. He said that they are working with the City of Chula Vista and local developers on these stations. They have set aside a median transitway through the Otay Ranch residential villages. He showed video clips of the three segments and noted station concepts and ramp locations. He noted that we would join these BRT lanes with the ones on I-5.

Mr. Gallegos said that we are working with the City of San Diego on the Carroll Canyon project. This is a good example of partnering a local project and a freeway project to maximize cost-effectiveness.

Mr. Haven stated that \$155 million that has been programmed will cover the environmental phase, right-of-way purchase, and vehicle procurement for the South Bay BRT. The entire cost for improvements in this corridor is \$2.78 billion. He reviewed the schedule for this project.

Mr. Orso-Delgado pointed out that the critical part of this schedule is for the north and south segments to meet the criteria in the infrastructure bond measure. Mr. Gallegos clarified that the infrastructure bonds include projects that are ready to go by 2012, and we are working with Caltrans to make sure that happens.

Mr. Haven said that the next steps are to conduct value engineering, evaluate alternatives, develop a freeway shoulder operating plan, evaluate New Starts funding, and release the draft environmental document.

Mr. Emery recognized that this is a work in progress and that staffs are working together. He wanted staff to consider the following impacts on transit operations in the corridor: (1) the possible relocation of the 47th Street Trolley Station, (2) HOV-to-HOV interchanges that are not part of the *TransNet* Ordinance but are an integral part of this system, and (3) the fact that there is no operating plan for BRT.

Councilmember Rindone concurred with Councilmember Emery's concept. In 2009, when construction begins in Chula Vista, there will be a lot of controversy due to the removal of the landscape median. However, it was disclosed in all real estate transactions that this area was planned for transit. The intent was to have 90 percent of the residents living within a quarter-mile walking distance of the transit line.

Chair Kellejian noted that there are signs in the right-of-way indicating that it is a future transitway. Mr. Gallegos stated that from staff's point of view, we are counting on the City of Chula Vista and the City Council to help with concerns in that area.

Councilmember Toni Atkins (City of San Diego) would like a report on connectivity between the BRT systems on both I-805 and I-15. In addition, Councilmember Atkins would like to better understand how HOV, Managed Lanes, and goods movement between improvements will all fit in the I-15 and I-805 corridors.

Harry Mathis, Chairman of MTS, said that while some projects are not specifically called out in the *TransNet* Ordinance, they are integral to the functionality of projects in *TransNet*.

Councilmember Monroe said he is confused about planning versus operations for these projects. Mr. Gallegos said that it is a partnership among SANDAG, Caltrans, and the transit operators. We look at the regional need and try to work closely with both operators for the operations plan. We are learning from the I-15 project.

Mr. Orso-Delgado added that we are trying to enable SANDAG to implement an early action project by utilizing the freeway shoulders.

Mr. Haven stated that MTS is part of the project development team, and no decision will be made without its participation.

Action: This item was presented for information only .

7. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for November 3, 2006, at 9 a.m.

8. ADJOURNMENT

Chair Kellejian adjourned the meeting at 10:08 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
OCTOBER 20, 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	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	No
	----	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	Yes
San Diego County Regional Airport Authority	City of Lemon Grove	Mary Sessom	Member	No
	Governor's Appointee	Xema Jacobson	Alternate	No
ADVISORY/LIAISON Caltrans	----	Pedro Orso-Delgado	Member	Yes
	—	Bill Figge	Alternate	Yes
Regional Planning Stakeholders Working Group	—	Sandor Shapery	Member	Yes
		Kathy Keehan (Alternate)	Alternate	Yes