

TRANSPORTATION COMMITTEE

January 19, 2007

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF DECEMBER 8, 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 Bob Emery (Metropolitan Transit System [MTS]) and a second by Councilmember Jerome Stocks (North County Transit District [NCTD]), the Transportation Committee approved the minutes from the November 3, 2006, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chair Kellejian noted that under Item No. 2 are a couple of memos from staff: one responding to Councilmember Jim Madaffer's question regarding use of the *TransNet* funds for street lighting improvements on arterial roads, and a second memo is in response to Councilmember Toni Atkins' questions on goods movement on Interstate 15 (I-15) through the Mid-City area and bus rapid transit (BRT) on I-5 and I-15.

Don Stillwell, a member of the public, asked if the MTS Executive Committee overstepped its authority regarding taking over National City Transit services. After a long discussion, the MTS Board delayed a decision until the December MTS Board meeting. He thought that members of the SANDAG Board should be notified if the MTS Executive Committee has exceeded its authority.

Clive Richard, a member of the public, wished the Board a Merry Christmas and a happy New Year.

Dale Disharoon, representing the Villas Mallorca Homeowners' Association, expressed three concerns about the Super Loop project: routing, frequency of operation, and equipment chosen for the route. The Villas Mallorca Homeowners' Association has suggested several mitigation measures regarding this project and would like those to be considered. The Homeowners' Association recognizes that the majority of the traffic comes from outside its community and wants to keep engaged with SANDAG to ensure the right stations for this service are selected. Mr. Disharoon also asked that new equipment be demonstrated on the streets of this area before a final selection is made.

Chairman Kellejian suggested that this homeowners' association be added to a list and be made aware of the Super Loop project workshops scheduled in the area.

CONSENT ITEMS (3)

3. 2007 REGIONAL TRANSPORTATION PLAN WHITE PAPER: CROSS-BORDER TRANSPORTATION (INFORMATION)

Several white papers are being developed for use in the 2007 Regional Transportation Plan (RTP) update. This paper describes current cross-border travel patterns, discusses projected growth in the border region and implications for cross-border travel, and identifies issues and potential solutions for evaluation. The information in this report will be used in the development of the 2007 RTP.

Action: Upon a motion by Mayor Holt Pfeiler (North County Inland) and a second by Supervisor Bill Horn (County of San Diego), the Transportation Committee approved Consent Item 3.

REPORTS (4 through 9)

4. 2007 REGIONAL TRANSPORTATION PLAN: PROPOSED TRANSIT STRATEGY FOR 2030 UNCONSTRAINED NETWORK (APPROVE)

Dave Schumacher, Principal Planner, described the role of transit in the Regional Transportation Plan (RTP). He said that the regional transit system is an integral part of the RTP multimodal approach. The initial transit scenarios are designed as a "sketch" planning exercise to test different strategies to explore how best to maximize transit effectiveness, assess benefits to the overall highway/transit network, and provide input on the potential RTP transit network revisions. Staff has assumed a concurrent investment in roadways, including a Managed Lanes/BRT/FasTrak strategy. Four different scenarios were evaluated: updated unconstrained plan, alternative Managed Lanes strategies, transit corridor guideways, and high occupancy vehicle (HOV)/managed Lanes network. He reviewed the evaluation results. The next steps include: creation of an RTP Transit Network Vision based on the recommended transit strategy, combining with the updated highway network to determine effective transit services, and bringing back a progress report at the January 19, 2007, Transportation Committee meeting. Staff proposed two options to carry forward. Option 1 would develop a network of urban core routes consisting of 10-minute, all-day service and an arterial rapid bus network; peak services to key employment areas; investment in transit priority measures; further evaluation of selected guideways; and pursuit of the RCP strategic initiatives. Option 2 would include all of Option 1 plus further evaluation of an alternate Managed Lanes strategy in the I-805 corridor and of selected guidelines, including the I-805 corridor. Staff recommends that the Transportation Committee approve a 2007 RTP Transit Strategy that includes both Options 1 and 2.

Councilmember Emery commented that if Option 1 and 2 are the same except for further evaluation by MTS, why not just adopt Option 2. Gary Gallegos, Executive Director, agreed with that.

Supervisor Ron Roberts (County of San Diego) asked if staff held the number of carpools constant when the analysis was conducted on carpools and increased congestion. Mr. Schumacher replied affirmatively.

Supervisor Roberts stated it appears to him that we go into these studies with a preordained conclusion. He wondered what would happen if we opened up all of these lanes to general purpose. He questioned the foundation on which we built this whole system.

Councilmember Dave Druker (North County Coastal) asked about the corridor guidelines on the route from downtown San Diego to Kearny Mesa to Sorrento Mesa. Mr. Schumacher responded that the guidelines would connect I-805 from the South Bay to Kearny Mesa to further strengthen the whole corridor.

Councilmember Druker asked about the basis for the numbers related to the transit rider increase. Mr. Schumacher replied that of all trips to the downtown San Diego area, the peak home-to-work trips total 38 to 40 percent, but he didn't have the actual number.

Councilmember Druker asked what would happen if we were to beef up the urban core focus. Mr. Schumacher answered that the numbers reflect a combination of increased transit services across all the evaluated alternatives. That doesn't mean we only get improvements in the urban core or downtown San Diego area.

Councilmember Druker asked on which scenario the Sorrento Mesa numbers were based. Mr. Schumacher responded that the 4 percent figure is from Scenario 1 and the 8 percent figure is from Scenario 4.

Councilmember Druker asked for a definition of urban core. Mr. Schumacher stated that urban core was defined by the MTS Comprehensive Operational Analysis (COA). Examples of key urban core areas are University Towne Centre, south Chula Vista, and Mid-City. They include the main urban core areas of both the MTS and NCTD service areas.

Pedro Orso-Delgado, Caltrans District 11 Director, commented that they have been working together in the development of all of these systems, and as we further evaluate any corridor, we will do it collaboratively. We will not do work that will preclude something else from happening.

Sandy Shapery, Regional Planning Stakeholders Working Group, asked if it has been established that HOV lanes do increase total usage on a highway. Mr. Schumacher replied that HOVs increase the person-carrying capacity in the network. Mr. Gallegos added that on I-15 there are several programs going on including carpools. Those other programs ensure optimum capacity. If the definition of mobility is moving people, the HOV lanes work better than the general purpose lanes. You will move less people with open lanes.

Councilmember Stocks asked what would happen to travel times if we converted all lanes to general purpose lanes. Mike Hix, Principal Planner, said that we will combine this information with the highway side. We can look at an alternative to have all general purpose lanes. Mr. Gallegos noted that we looked at that in the last RTP. In the last analysis, a balanced approach maximized mobility.

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

Jay Powell, City Heights Community Development Corporation, endorsed some of the objectives being recommended in this strategy for transit. Investment in the Mid-City area has been significant and based on what has been done before. There is a spur that takes in the I-15 investment. The response to Councilmember Atkins' question regarding the interface between I-805 and I-15 acknowledges that interchange is critical and those middle stations are important sections. We want to see those investments pay off. We will work with SANDAG to develop the optimal transportation system for this area.

Clive Richard, a member of the public, noticed that Attachment 2 of the report says that the peak travel times comparison would be provided. Mr. Schumacher said he would provide those numbers.

Mr. Richard said he hoped the issues in Mid-City could be addressed. The center lanes were designed by Caltrans to consider the application of transit, and it seems that we are moving further away from that.

Mr. Schumacher stated that in Scenario 1 we assumed BRT lanes in the Mid-City area with stations at University Avenue and El Cajon Boulevard. Scenario 4 is a strategy for how to deliver those stations.

Chair Kellejian indicated there was an organized presentation by Save Our Forests and Ranchlands (SOFAR) by Duncan McFetridge.

Mr. McFetridge said he liked what was said about the transit improvements, but he has some concerns about whether the guidelines in Independent Transit Planning Review are being followed. He said that land consumption with projected growth is the essence of this report because it connects housing and transportation. Specifically dedicated infrastructure and the effects on housing. With increased density and specifically dedicated infrastructure that links transportation and land use, you can satisfy your entire housing needs. Along with sprawl comes an energy dependent increase, a global warming increase, and environmental catastrophe. If you lay transit on top of freeways, you still have all the disadvantages of cars, and you do not meet the benefits. We have an affordable housing crisis. We have to link up transit and housing in a progressive way. The time of cheap energy is coming to an end. The alternative that is coming into the RTP is critically important. They recommended that if this transit review is right, then transit has to be in the constrained category, and roads should be in the unconstrained category. Use the guidelines in evaluating the effects of the transportation system and bring to this region a really good transit-based alternative. You can reduce housing prices with decreased parking requirements.

Board member comments:

Councilmember Phil Monroe (South County) said that he is a transit supporter, and we need transit. The most important factor is to assess the benefits to the overall highway/transit network. However, we didn't talk about what the effects are to the number of people per hour that are being moved. We should always know how many people per hour are being affected in the general purpose lanes if changes are being made to the carpool lanes.

Councilmember Monroe said he isn't sure whether we are moving more people in the Managed Lanes than in the general purpose lanes. He doesn't see us maximizing the number of people being moved in this corridor. He wanted to see the data that Mr. Gallegos mentioned that shows more people being moved in Managed Lanes rather than in the general purpose lanes.

Councilmember Druker commented that reducing traffic congestion is a fool's dream. Our goal is to provide alternatives for people so that if they want to get out of their cars, they have that option. The bottom line is that we are not going to get rid of traffic congestion. The traffic congestion is going to be maintained. He believes it is extremely important that we provide the best transit system possible for our residents.

Chair Kellejian noted that when the *TransNet* focus groups were being held, when the BRT and Managed Lanes concept was explained, between 70 and 80 percent of the people were sold on it. We went ahead with a plan in *TransNet* that responded to what the people of San Diego County said they wanted.

Supervisor Roberts agreed with Councilmember Druker's comments. At the end of the day, you want the best public transit system along with the best road network. The question is, are we managing our road network. If you go in with a bias and explain the bias, you will get expected results. We have Managed Lanes now and the reason why they are working is because we are selling the excess capacity. Mr. Gallegos stated that during the peak periods the Managed Lanes are filled with 60 percent HOV and 40 percent with sold capacity. He added that we are going to change the system. The weakness of today's system is that there is only one place to get on and one place to get off.

Supervisor Roberts suggested conducting a sensitively study that would show the various factors for the increased carpool usage. His concern is that if you are going to increase the Managed Lanes capacity dramatically and if carpool use increases, we will need to increase the number of those who will pay to use these lanes. Then, if you can afford it, you will have a way to travel faster on the road system. We are paying for that capacity and we are not using it. We will have a road system if you are willing to pay. Mr. Gallegos added that you can carpool or use transit, which also uses these lanes.

Supervisor Roberts thought that you are ending up with a large amount of unused capacity. It will be a system based on the privilege of being able to pay. Mr. Gallegos said that pricing may be one of the strategies used to manage these lanes. There is nothing to preclude you from lowering the price or eliminating a price altogether. We want to create options for San Diegans. That's why the transit component is to create options.

Supervisor Roberts said that we need to understand the reason for the carpool increases. Most of our models are politically driven rather than objectively driven.

Chair Kellejian commented that we owe the people in San Diego County what they voted for. If they didn't like it, they wouldn't have approved this plan.

Councilmember Emery agreed with Councilmember Druker's remarks. We can study using all of the lanes, but the transit strategy is the heart of this and how it fits in the overall scheme. We need to make sure we don't forget the transit portion of the plan.

Karen King, NCTD Executive Director, said that the framework strategy forms the key elements to develop the 2030 RTP. When the MOBILITY 2030 plan was first developed it had an emphasis on corridor and not mode and developing transportation within those corridors. Pages 4 through 5 of the staff report outline six key factors that are embodied in any of these options. There are many things that are implicit in this strategy and not spelled out specifically because the analysis is still to be conducted. We have become more mode-specific. She said that we need to include the coastal rail corridor as part of the strategy. It is operating at capacity now and has the potential to increase capacity. The I-5 corridor is an important link as people travel through the San Diego corridor between Los Angeles and the border.

Councilmember Rindone stated that the Managed Lanes strategy creates two systems: one with people who can afford to pay to use the lanes and another for those who cannot. He is philosophically opposed to that. The purpose of the SANDAG Transportation Committee is to look at the big picture and not do the same that has been done before. We have to do the best we can with the resources we have available. It would be folly to increase the Managed Lanes but not increase capacity. One option has to be no HOV lanes. The bottom line is we need to utilize our resources and plan a system that benefits everyone, not just those who can afford it. We have to look at all alternatives, including no HOV lanes.

Councilmember Madaffer indicated that there is a precedent for getting rid of HOV lanes; we just did that on State Route (SR) 54. In that situation, it was beneficial to do so. In this situation, it merits review, and it's fair to get another assessment. If this is reviewed on a rich versus poor basis, then we need a workshop on this subject. We need to incentivize carpooling. We also need to consider using those lanes for goods movement. We cannot keep paving more and more lanes. When we look at the structure along I-15, we cannot get any wider. We will need more capacity for the one million or more people we will have in the near future. He reminded Committee members that funds collected from the FasTrak program are used for transit services. There are a lot of things here that need further discussion.

Mr. Orso-Delgado said that one of the alternatives we looked at for I-5 and I-805 was mixed-use lanes. We wouldn't be able to handle the demand with that kind of system. We are analyzing all of the alternatives. Having mixed modes is the only way we can sustain the existing level of congestion and provide more choices.

Councilmember Rindone said it is time to have a healthy reexamination and look at those factors. He hopes staff will schedule a workshop to look at this. He is not supportive of the "Robin Hood" principle.

Mayor Pfeiler said that with four Managed Lanes in the center of I-15, if managed correctly, we have more choices. There are a lot of activities on the HOV lanes that have an impact on the general purpose lanes. If managed properly, we will have balance on all of the lanes. With regard to the focus groups, the key points that people understand is that we cannot continue to pave more highway, and we have to have other alternatives.

Action: Upon a motion by Councilmember Emery and a second by Councilmember Stocks, the Transportation Committee approved Option 2, which is the Transit Strategy that includes both Options 1 and 2 in the development of the 2007 Regional Transportation Plan (RTP) Transit Network.

5. AMENDMENT TO CLIFF STREET BICYCLE AND PEDESTRIAN BRIDGE FUNDING AGREEMENT (APPROVE)

Stephan Vance, Senior Planner, described the Cliff Street Bicycle and Pedestrian Bridge project. SANDAG has previously allocated \$750,000 for this project from Transportation Development Act (TDA)/*TransNet* program. We recently received bids for this project and the total is \$1.9 million; however, the original agreement with the City of Solana Beach does not provide adequate funding to cover the cost of the low bid. To cover this increase, Solana Beach is providing \$750,000 of local money and has requested another \$400,000 from SANDAG. Staff is recommending that these funds come from the TDA/*TransNet* bicycle program.

Chair Kellejian noted there was one request to speak on this item.

Kathy Keehan, representing the Bicycle Coalition, stated that they think this Cliff Street Bridge is a very good project. She also wanted to commend the City of Solana Beach for chipping in a significant amount of money to construct this bridge. This sets a good precedent for other cities in the County. She expressed concern about this funding proposal not going through the Bicycle/Pedestrian Working Group. There are other projects that are in similar straits and everyone should have the opportunity to access funds through the Bike/Pedestrian Working Group process.

Councilmember Stocks asked how far Cliff Street is from the Lomas Santa Fe crossing. Chair Kellejian replied that it is about one half-mile.

Councilmember Stocks said there is an additional benefit to this project that allows a safer crossing because there is no vehicular traffic. Chair Kellejian agreed with that statement and said that this project will connect the Coastal Rail Trail and restore the historical route to the beach and Highway 101.

Councilmember Stocks commented that this is another example of a grade separation being implemented after the fact because the money wasn't available before and is now.

Action: Upon a motion by Councilmember Stocks and a second by Councilmember Madaffer, the Transportation Committee authorized the Executive Director to execute an amendment to the 2004 agreement with the City of Solana Beach regarding the Cliff Street Bicycle and Pedestrian Bridge, and to program additional *TransNet* Bicycle Program funds for the project to fulfill the terms of the amended agreement.

6. FY 2008 TDA/*TransNet* BICYCLE AND PEDESTRIAN PROJECT EVALUATION CRITERIA (APPROVE)

Chris Kluth, Associate Planner, reported that proposed TDA/*TransNet* Bicycle and Pedestrian project evaluation criteria were developed through a process of the Transportation Committee and the Bicycle and Pedestrian Working Group through the Regional Transportation Plan (RTP) and the Regional Comprehensive Plan (RCP). The criteria were last reviewed in May 2006. The Committee discussed criteria weights and other issues. The proposed FY 08 criteria reflect direction from the Transportation Committee to place a higher priority on gap closure and regional connectivity. The amount in this fund averages \$3.5 million to \$4 million annually. He reviewed the evaluation criteria and associated points. Next steps include leveraging regional funding, preparing for the FY 08 funding allocation in May 2007, and developing a San Diego Regional Bicycle Plan. Mr. Kluth mentioned that SANDAG received a Caltrans Community-Based Grant to produce a regional bicycle plan for a comprehensive approach for a bicycle network and long-term funding strategy.

Councilmember Druker asked if the affordable housing requirement is based on a jurisdiction's actual housing construction or its housing element. Mr. Kluth responded that it is based on the actual number of units constructed according to each jurisdiction's housing element.

Councilmember Druker asked how this would be determined if a jurisdiction's housing element does not have housing units. Mr. Kluth said that we will rely on the figures provided by local staff.

Councilmember Stocks said that these improvements should not be held hostage by housing. Mr. Gallegos said that these were the housing numbers reached during the Regional Housing Needs Assessment (RHNA) process and were approved by the SANDAG Board

Chair Kellejian noted that there was one request to speak on this item.

Kathy Keehan, Bike Coalition and Bicycle/Pedestrian Working Group, said that both of these groups support the criteria and understand the concerns about the housing element. Regional connectivity and increasing the points for safety improvements is a good balance. She noted that this is the last year to use these criteria and then the process for the *TransNet* Extension funds will be developed.

Councilmember Madaffer wondered why we are giving a higher priority to connectivity than safety. Mr. Kluth said that the points were based on direction given by the Transportation Committee last spring. He recognized that safety is one of the most

important elements. There is a slight difference between criteria 3 and 4; one relates to a regional connection and the other focuses on local connections.

Councilmember Madaffer was concerned that it appears we aren't concerned about safety issues. He said that the state and federal governments are looking into incentivizing housing. We have to build affordable housing. With respect to criteria 3, 4, and 7, he would be more inclined to shave points from those and add points to the safety criterion.

Ms. Keehan agreed with the concern that there was too much of an emphasis on connectivity and not enough attention paid to safety. Given the feedback from the Transportation Committee and discussions from the Bicycle and Pedestrian Working Group, this is a decent compromise. For this year, we can support it. We will be talking about this again in the *TransNet* Extension program.

Councilmember Monroe commented that he is a big fan of connectivity to make sure we have a network of bike paths around San Diego County. He is hoping with this emphasis that we will be able to complete the Bayshore Bike Project as well as others. To get in the ball game for these discretionary funds, your jurisdiction has to have an approved Housing Element. The City of Coronado has hired a consultant, and it will have a Housing Element.

Councilmember Monroe stated that yesterday (December 7, 2006), there were about 30 stakeholders discussing economic prosperity for the San Diego region. Every 3 to 4 years we work on this strategy and look at concerns of 25 cities around the United States. This group tries to pick up strategies for the region. We are at the bottom of the barrel on housing, and we will need to focus on this area. It is important to connect this program with the Housing Elements in the region. We will continue to be faced with this housing problem.

Chair Kellejian commented that half of the cities in San Diego County have an approved Housing Element and many of them are working on ones.

Councilmember Druker stated that the City of Del Mar is not against this type of concept that incentivizes a Housing Element, however, he does not want the criteria based on housing unit construction. Del Mar does subsidize low-income housing. He agreed that links should be provided on the bike paths. He appreciated this criteria coming back to the Transportation Committee prior to making the awards.

Action Taken: Upon a motion by Councilmember Madaffer and a second by Mayor Pfeiler, the Committee voted on the approval of the FY 2008 TDA/*TransNet* Bicycle and Pedestrian project application and evaluation criteria. The motion failed to receive a majority vote; the votes in favor were: Kellejian, Madaffer, Pfeiler, Monroe; the votes against were: Horn, Emery, Dale, and Stocks.

Mr. Gallegos indicated that with this action, there will not be an allocation of funds for bicycle projects in FY 08.

Councilmember Madaffer suggested that this item be re-docketed on January 19 2007. Mr. Gallegos said that if you can't get this out of committee, it should be sent to the full Board for action.

Councilmember Dale said that the City of Santee is concerned about the other issues involved with increased density as there is a domino affect that impacts other infrastructure areas. Several jurisdictions have issues with this program. He suggested we continue this discussion.

Councilmember Stocks said that he is not opposed to have some weighing for the RHNA numbers. His opposition is the number of points for housing. It was increased from 25 points to 50 points.

Mr. Gallegos responded that the 50 points complies with a policy that the whole Board of Directors approved as part of the RHNA. Perhaps this should be referred back to the Board to change the policy. Staff is complying with the direction from the Board. This Committee is disregarding Board policy. The policy is to be reviewed on an annual basis. The numbers were based upon a compromise solution.

Councilmember Monroe suggested that staff come back with Policy 33 attached, though he encouraged the Committee to try to move this forward today.

Mayor Pfeiler said that we shouldn't have to argue the policy.

Mr. Gallegos said that the housing numbers were shifted between jurisdictions to get this policy approved. It's going to get tougher as we go along. The RHNA is going to be a challenging number for the region.

Susan Baldwin, Senior Planner, noted that the next process will be at the end of the next fiscal year.

Chair Kellejian said that would be in July 2008 as it is a five-year cycle.

Councilmember Madaffer agreed that when we get the numbers back five years from now it will be worse than today.

Coleen Clementson, Principal Planner, added that 50 points is 25 percent of the total available and is graduated based on the number of units produced in an annual increment. It is unlikely that any jurisdiction will get 50 points in the first cycle.

Councilmember Dale agreed to change his vote with the understanding that this will come back for reconsideration.

Action: Upon a motion by Councilmember Madaffer and a second by Councilmember Monroe, the Transportation Committee approved the FY 2008 TDA/*TransNet* Bicycle and Pedestrian project application and evaluation criteria. The motion passed with the following votes in favor: Kellejian, Madaffer, Pfeiler, Monroe, and Dale; opposition: Horn, Emery, and Stocks.

7. SPRINTER PROJECT STATUS REPORT AND SANDAG INDEPENDENT ASSESSMENT (INFORMATION)

Jim Linthicum, Director of Engineering and Construction, provided a report that included current progress, schedule issues, cost, and project concerns. He said that 19 of the 32 miles have been placed, 32 of the 36 grade crossings have been built, and station platform work has begun. He said that four major projects are 70 percent complete, and all of the Diesel Multiple Unit (DMU) vehicles are now on-site. Schedule concerns reviewed included: the mainline contractor may not have an adequate workforce to stay on schedule, NCTD is conducting a simulated schedule test of critical items of work to determine if there are adequate man hours to mitigate this risk, the master schedule still calculates revenue service in January 2008, and NCTD needs to work with the contractor and contract operation to ensure all work critical to revenue service is completed first to ensure a December 2007 opening.

Mr. Linthicum stated that cost controls have been developed and are being implemented. Each budget line item has a responsible party and procedures on how cost is to be calculated. The current estimate at completion is \$445 million, which includes an unallocated contingency of \$10.6 million.

Mr. Linthicum cited the following project concerns: the designer is implementing a new plan that will help control and predict redesign costs, final construction quantities are still to be determined, and the landslide at Rancho del Oro will cost about \$2 million to \$2.5 million to repair with potential schedule risks. This money is included in the \$445 million estimate and not in the contingency. The Cost Control procedures now must be implemented and maintained. NCTD is conducting a workshop next month with regulators to flush out any remaining issues with the DMU vehicles. NCTD has time to finalize any concerns of these agencies with the vehicles. There are no major concerns on the horizon to impact the schedule.

Mr. Shapery asked if the unallocated contingency implies that a large contingency has already been allocated. He also wondered if the 2.5 percent contingency is enough to be comfortable with on this size of a contract. Mr. Linthicum responded that the contingency is based on how the estimate was determined. The unallocated contingency is for unexpected factors. The 2.5 percent is still tight but it is a decent amount for what they do know and some left for true unknowns. Cost overruns were not in the construction work; the majority of overruns were in the "soft" costs.

Councilmember Stocks thanked Mr. Linthicum and SANDAG staff again for this oversight work. He said that Mr. Linthicum's report indicates that we will be under the budgeted amount.

Action: This item was presented for information only.

8. STATUS REPORT ON THE FOOTHILL-SOUTH CORRIDOR/STATE ROUTE 241 TOLL ROAD (INFORMATION)

Councilmember Druker recused himself from this item.

Heather Werdick, Senior Planner, reported that at the August 4, 2006, meeting, Board members asked staff to work with the Borders Committee and the Transportation Corridors Agency (TCA) to provide a presentation on this subject to the Borders Committee. A status report was provided to the Borders Committee on October 27, 2006, and Borders Committee members suggested that this report be referred to the Transportation Committee. She introduced Mr. Peter Herzog to provide this report.

Mr. Herzog, Board Member of the Foothill/Eastern Transportation Corridor Agency, stated that this is a public agency with joint powers authority. It has been meeting twice a month over the last six years to determine a final alignment for the Foothill-South Corridor/State Route 241 Toll Road project. The purpose of this project is "to provide improvements to the transportation infrastructure system that would help alleviate future traffic congestion and accommodate the need for mobility, access, goods movement, and future demand on I-5." He also mentioned that a collaboration of agencies developed the purpose statement and the alternatives that would be analyzed. The alignment that was chosen would relieve traffic on I-5 and arterial intersections, is the least environmentally damaging practicable alternative, is located along the eastern boundary of Camp Pendleton and will not impact military operations, and does not displace homes or businesses. He reviewed various aspects of the project related to the San Onofre State Beach (inland subunit), sediment flow at Trestles surf break, water quality, county-to-county traffic transition, and Camp Pendleton. He noted that the entire 4.5-mile segment of toll road in San Diego County is in Camp Pendleton. The TCA has worked with Camp Pendleton Marines for 15 years and has complied with their requirements. The final project will include training enhancements, improvements to gate security, and anti-terrorist measures. He said that the Environmental Impact Report (EIR) was certified in February 2006. The next steps include finalizing the Environmental Impact Statement (EIS), Camp Pendleton will review/approve that document, the final EIS notice period will be followed, and we will need to obtain final permits from resource agencies. He thanked SANDAG for including this project in its RTP.

Chair Kellejian noted that there were several speakers for this item.

Stephany Stiffich, Vice Chair of the Surfrider Foundation, provided a presentation highlighting what the Surfrider Foundation feels are the undeniable impacts of this project, including the devastation of park and open space, paving of a watershed, water quality, habitat of endangered species, and disruption of sediment flow. She stated that two lawsuits on this project have been filed by the California Attorney General. There has also been an environmental lawsuit. All of these lawsuits claim that the TCA failed to identify impacts, mitigations, and alternatives. She said that state law indicates that the San Onofre State Beach was to be preserved as a park in perpetuity and used solely for park and recreation purposes. This project will set a dangerous precedent for more development for other state parks, allow a financially struggling entity to undertake an expensive project, and dismissal of the public interest.

Sarah McClure, with the Sierra Club, stated that this is a land grab by an outside jurisdiction. The TCA has claimed to work with other agencies. What has happened is that the TCA has managed to get exemptions for this project. This San Onofre State Park was intended to be protected forever. In February, of this year they commissioned a poll of over 800 voters throughout the state and the results showed opposition for putting a toll road through a

state park. San Diego was 74 percent opposed to building this toll road. Studies contradict toll road benefits. She thought that widening I-5 and improving arterials would provide better transportation.

Lance McLean, Vice Chairman of the Foothills Transportation Agency, reiterated that many project alternative alignments were studied extensively, and we have followed all of the regulatory processes. This project has become controversial because of a few, narrowly focused interest groups. It is the residents of this area that want this roadway to be built. If nothing is done, it will take an hour to drive a 15-mile segment. This will provide traffic relief in this area.

Larry Rannals, representing the Marine Corp Base at Camp Pendleton, commented that the only portion of this project that is in San Diego County is on Department of the Navy property. The ultimate decision about this alignment going through the base will be made by the Department of the Navy and the Secretary of the Navy based on the commandant of the Marine Corps recommendation. The Marine Corps has concurred that the selected alignment is acceptable as it does not affect our mission or our operational flexibility. However, the final decision by the military will not be made until after it has reviewed the EIS.

Councilmember Emery provided his personal opinion in opposition to this project alignment. He said that he is an avid, avid user of public parks and they should be sacrosanct.

Action: This item was presented for information only.

9. OLDER ADULT TRANSPORTATION NEEDS STUDY (INFORMATION)

Danielle Kochman, Assistant Planner, reported that a survey was conducted to learn about the needs of older adult transportation clients. The survey was only intended to represent older adults who currently use agency services and was not intended to represent all older adults in the San Diego region. The survey contained 11 questions and was sent to over 24,000 agency clients. Of that amount, 2,354 completed surveys were returned. Ms. Kochman reviewed the survey results related to numbers of seniors with driver's licenses, mobility limitations, transportation needs, trip origins and destinations, and alternative transportation. The survey conclusions included the importance of smart growth policies, the need for expanded travel training, and the need for enhanced transportation services for basic mobility needs outside of peak periods. Next steps are to develop the Coordinated Public Transit Human Services Transportation Plan, and to develop the *TransNet* Senior Mini-Grant Program that will begin in 2009.

Chair Kellejian commented on the low number of survey responses received.

Councilmember Monroe stated that he is on the Full Access to Coordinated Transportation (FACT) Board and will pursue this further, with a report back on FACT in January 2007.

Action: This item was presented for information only.

10. UPCOMING MEETINGS

Chair Kellejian announced that out in the foyer are two large TV screens that show live traffic feeds.

The next meeting of the Transportation Committee scheduled for Friday, January 5, 2007, has been cancelled; the next meeting is Friday, January 19, 2007, at 9 a.m.

11. ADJOURNMENT

Chair Kellejian adjourned the meeting at 11:34 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
DECEMBER 8, 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	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	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	Alternate	No
Regional Planning Stakeholders Working Group	—	Sandor Shapery	Member	Yes
		Kathy Keehan (Alternate)	Alternate	Yes