

TRANSPORTATION COMMITTEE

March 16, 2007

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF MARCH 2, 2007

The meeting of the Transportation Committee was called to order by Chair Jim Madaffer (City of San Diego) at 9:06 a.m. See the attached attendance sheet for Transportation Committee member attendance.

Chair Madaffer noted that we have a special guest and a hero for San Diego—our own California Transportation Commission (CTC) Commissioner, John Chalker.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Deputy Mayor Jerry Rindone (South County) and a second by Councilmember Ed Gallo (North County Transit District [NCTD]), the Transportation Committee approved the minutes from the February 16, 2007, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chuck Lungerhausen, a member of the public, asked for sponsorship donations for the 2007 Multiple Sclerosis (MS) Walk next month. He thanked City of San Diego Mayor Jerry Sanders and Councilmember Jim Madaffer for getting at least 10 percent of the voter-approved state bond funds for transportation infrastructure improvements in San Diego County that were doled out last week. He also wanted to thank whoever was responsible for starting the ball rolling to obtain funding for more low-floor trolley cars. These new vehicles will provide quicker boarding and deboarding of the trolleys for everyone, not just those who are mobility-impaired.

Don Stillwell, a member of the public, provided comments relative to his opinion that the MTS Board violated the Brown Act when it came to the matter of taking over operations of National City Transit. He wondered if a similar kind of takeover has happened to other cities.

Chris Marsh, State Assemblyman Joel Anderson's office, asked for consideration of endorsement of Assembly Bill (AB) 4, which would increase the hours of operation for the Caltrans Traffic Management Center to seven days a week, 24 hours a day. These increased hours of operation would relieve safety and traffic concerns in San Diego County. He said that San Diego is the only center that does not operate full-time, and seconds and minutes can make the difference in saving lives of traffic-accident victims. Increasing the hours of

operation for this Center will dramatically increase the number of saved lives. Next week, the SANDAG Executive Committee will look to endorse this bill. He asked that Transportation Committee members contact Executive Committee members in support of this bill.

Chair Madaffer agreed that this matter will be on the Executive Committee agenda next week and consideration will occur at that time.

Clive Richard, a member of the public, said he was proud to be on the elevator when Mayor Sanders, Chair Madaffer, Second Vice Chair Jerome Stocks, and Executive Director Gallegos were on their way to a press conference with some interesting information they were about to deliver. He heard that SANDAG had received \$450 million from the CTC. That shows what we can do when everyone is working together and when the region has a lot of good, effective projects that are ready to go. When a project is ready to go, it makes it a lot easier for people to fund the project. He encouraged Transportation Committee members to continue to work well together to reach the benefits of all of the funding sources available in this state. He also hoped there would be this same cooperation in obtaining low-floor trolley vehicles and money for transit operations. He congratulated the entire SANDAG Board because it took everyone's hard work to make this happen.

Chair Madaffer agreed that Clive did run into them as they were coming back from the CTC meeting in Irvine and were on their way to San Diego City Hall for a press conference because the region had been awarded over \$451 million. There were 147 projects in the Congestion Management Improvement Assistance (CMIA) program. Those 147 projects totaled \$11.3 billion. We submitted \$1.5 billion in projects. The first CTC staff recommendation had only 43 projects. Thanks to the action of the CTC, and especially to our San Diego-based Commissioner, the CTC awarded 50 projects at a total of \$4.5 billion. We received more than our fair share. The State Legislature still has to vote on this.

Chair Madaffer indicated that we have a special duty to perform with CTC Commissioner Chalker, and that is to administer to him the oath of office from the State of California as a member of the CTC. Chair Madaffer was pleased to administer the oath of office to Mr. Chalker and noted that his term is until February 1, 2011.

Mr. Chalker noted that he was an official Commissioner so his vote on these projects did count. It is his pleasure to represent San Diego. He was pleased with the advocacy efforts that have occurred on this project. Funding transportation from a systems approach is a new way of doing business, and it will be a lot more responsive to the needs of the public and to San Diego. We were very well prepared (thanks to Mr. Gallegos, SANDAG staff, and SANDAG Board members) by having the projects ready to go. We had some of the highest-scoring projects.

Chair Madaffer mentioned that Mayor Sanders tried to get to this meeting, but something came up. He passed along his thanks and congratulations.

Chair Madaffer asked Gary Gallegos to say a few words. He said that without some of the key staff members, we would not have had the level of project readiness that was achieved. Of the top five projects that scored the highest point total of 14 points, three were from San Diego. That speaks volumes about SANDAG.

Gary Gallegos, Executive Director, stated that it's all about teamwork that allows us to be successful. It starts with the Board and Transportation Committee, with the support and direction you give us. This is a new era of making sure we are looking at this from a systems perspective. The action the Transportation Committee and the Board took a few years ago set us up for this success. We had just gotten through *TransNet* and were in a position to improve our transportation corridors. We recognized that we needed to look at whole corridors and manage them differently. We chose to partner with Caltrans. He thanked Pedro Orso-Delgado, Caltrans District 11 Director. We went to the state to get a Corridor Director position with joint funding from SANDAG and Caltrans. He introduced the three Caltrans/SANDAG corridor directors: Allan Kossup for I-5, Gustavo Dallarda for I-15, and Joel Haven for I-805. These three gentlemen deserve a lot of the credit for pulling together the information we needed. The project scores were based on the applications. Our applications were some of the best in how they were written and structured. It was a total team effort, but they deserve a lot of the credit.

Mr. Orso-Delgado announced that one of corridor directors was celebrating his birthday today, and that was Allan Kossup. The Transportation Committee wished Mr. Kossup a happy birthday.

Deputy Mayor Dave Druker (NCTD) said that the NCTD Board announced the upcoming implementation of a smart card. He asked that a presentation on this subject be scheduled for an upcoming Transportation Committee meeting.

Sandor Shapery recognized SANDAG Executive Director Gary Gallegos for all of his efforts in successfully being awarded this bond funding.

Chair Madaffer agreed and said that Mr. Gallegos really worked hard on this.

CONSENT ITEMS (3 through 4)

Chair Madaffer stated that Item No. 4 was pulled from Consent by a member of the public.

3. LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO (LOSSAN) RAIL CORRIDOR AGENCY BOARD OF DIRECTORS 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. The report summarizes the actions from the LOSSAN Board meeting on January 10, 2007.

Action: Upon a motion by Councilmember Bob Emery (MTS) and a second by Deputy Mayor Druker, the Transportation Committee approved Consent Item No. 3.

4. MARCH 2007 TRANSIT SERVICE CHANGES (INFORMATION)

This report summarizes the service changes to be implemented by Metropolitan Transit System (MTS) on March 4, 2007. This is the final set of service changes required by the Comprehensive Operational Analysis (COA). The changes were approved by the MTS Board

following a public hearing in March 2006. All of the changes are consistent with the regional transit policy. No service changes are being made by NCTD.

Dave Schumacher, Principal Planner, said that this is the last of the changes resulting from the COA. SANDAG was actively involved in planning for the COA and has fully endorsed the changes made over the last year and a half. Most of the new changes will occur in the South Bay and East County areas. This item was to notify the Transportation Committee of changes to be made.

Don Stillwell, a member of the public, thought there should be more of an explanation of what is happening in National City. He wondered about the changes to service in that area. Paul Jablonski, MTS Chief Executive Officer, responded that the whole service plan has been completely redone, adding 40 percent more in terms of service and miles. The structure of National City Transit is to be more of a grid system and more regionally connected to the trolley, north and south connections, for easier accessibility to San Diego State University (SDSU), and to Kearny Mesa and other employment centers. It is a drastic improvement in service in terms of frequency and span of service on nights and weekends.

Deputy Mayor Rindone said that the large enhancement of services will tremendously benefit both National City and the public. We are happy to see such huge improvements in this area.

Action: This item was presented for information only

REPORTS

5. 2006 STATE TRANSPORTATION IMPROVEMENT PROGRAM AUGMENTATION (RECOMMEND)

Chair Madaffer referred Committees to a blue sheet that was distributed.

Jose Nuncio, Senior Engineer/Financial Programming, provided an update on the transportation report given to the Transportation Committee two weeks ago. He highlighted important changes that were alluded to in earlier comments related to the programming of bond funds. The State Transportation Improvement Program (STIP) is reviewed every two years. No new money was added in 2004 and 2006; there was only a rearranging of existing funds. With passage of Proposition 1B, \$2 billion in new funds was added. Now we need to program those dollars. The CTC provided regional targets: for highways, the target of about \$85 million was identified for the San Diego region. In addition, \$35 million was targeted from previously unprogrammed Public Transportation Account funding. We are in the middle of a cycle, so the CTC is allowing us to program in advance of the FY 2011-2012 funds, estimated at \$44 million. The total is close to \$164 million. He summarized the criteria that were used: finish what has been started, focus on the *TransNet* Early Action Program (EAP), and focus on projects that are ready to go.

Mr. Nuncio said that the area that changed the most since last time was the 85 percent going to the *TransNet* EAP, which is \$139 million. The portion of that 85 percent to highway projects is \$122 million. We proposed programming those funds on three projects: the SR 52 extension (\$23.5 million), I-15 Managed Lanes (South) \$50 million; and SR 52 Managed

Lanes widening (\$48.7 million). There are no additional funds remaining. As we go to the 2008 and 2010 STIP cycles, we will look at other *TransNet* EAP projects that are approaching readiness.

For Transit EAP, staff proposes that I-15 BRT stations program \$12.1 million, \$500,000 for Blue Line light rail vehicles (LRVs), and \$4.4 million for Blue Line Station Improvements. After programming for the EAP, there is 15 percent remaining for non-*TransNet* EAP projects. We worked closely with transit operators to develop these projects: Smart Card Project (\$2.8 million), Centralized Train Control System (\$8.2 million), Regional Transportation Management System (\$4.5 million), Escondido BRT (\$2.8 million), Sorrento Valley Station Platform Extension (\$1.2 million), Escondido Bus Maintenance Facility (\$2.2 million), San Luis Rey Transit Center (\$0.5 million), SANDAG 1 percent Noise Barrier Retrofit (\$1.6 million), and SANDAG Planning and Program Monitoring (FY 2011/2012) (\$0.6 million). The total is \$24.6 million. All of these projects have been approved by the Board and will maintain their funding levels. This item was reviewed by the Independent Taxpayers Oversight Committee (ITOC). The next steps include going before the SANDAG Board on March 23 for approval, meeting the CTC submittal of April 2, and CTC consideration for adoption on June 8, 2007.

Councilmember Gallo asked for an explanation for the Noise Barrier Retrofit Project and how critical it is. Mr. Nuncio said this would provide noise mitigation at existing locations adjacent to freeways. He noted that this is not a lot of money. Mr. Gallegos added that when the Board made this decision there was a backlog of these projects. The state thought Caltrans had the responsibility for this program. One challenge was a 50-50 funding match. Because of the match requirement, there were not many takers. At that time the Board decided to take 1 percent of the STIP programming and use it for this purpose. We can now start working on these projects in the region.

Councilmember Phil Monroe (South County) said he thought that the Oceanside City Council asked us not to proceed with one of these projects in its area. Mr. Gallegos explained that Oceanside was going to take the lead and then halfway through the process the responsibility was transferred to Caltrans, and then we ran out of money. Now we are working on it through Caltrans as part of the I-5 improvements.

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

Kathy Keehan, San Diego County Bicycle Coalition, asked for clarification on an item on page one related to potential advanced funds from 2011/2012. She wanted to know if this money could be spent on highway or transit. Mr. Nuncio responded that the CTC did not specify either way. Mr. Gallegos said that the remaining 15 percent of the STIP funds is what we are looking at. The priority in this round will be to fund critically-needed transit projects.

Ms. Keehan said that she is also on the Regional Planning Stakeholders Working Group and asked if we are programming money for the update of the Regional Transportation Plan (RTP). Mr. Gallegos replied that this is part of the STIP and it looks out five years. The RTP is a long-range plan that looks out 20-30 years. We may not see a tremendous amount of change over the next five years; however, there may be more changes in the "out" years.

Chair Madaffer commented that these funds are a result of Proposition 1B.

Action: Upon a motion by Mayor Pfeiler and a second by Deputy Mayor Rindone, the Transportation Committee recommended that the SANDAG Board of Directors approve programming \$163.7 million in 2006 STIP Augmentation funding for the high-priority projects listed in Table 2 of the agenda report.

6. LAKE HODGES BICYCLE AND PEDESTRIAN BRIDGE FUNDING (APPROVE)

Chair Madaffer indicated that this item was being returned to staff as it needs to be reviewed by ITOC before it comes to this Committee. Mr. Gallegos stated that we can still make the funding timelines. We need a recommendation from ITOC before a Board decision can be made.

Councilmember Monroe said that on the Roger Hedgecock show, Mayor Sanders did an outstanding job defending SANDAG. Mr. Hedgecock expressed concern that there was no money for general purpose lanes. Councilmember Monroe said that we need to ensure that what we are doing is getting publicized. He said that Mayor Sanders did a great job explaining the purpose of these High-Occupancy-Vehicle (HOV)/Managed Lanes and how they will help relieve congestion in the general purpose lanes. He cited several projects that have recently been completed to emphasize that point. He said that the airways are being filled with information that all we are doing is bus rapid transit (BRT) and public transit, and not helping the individual driver. He is proud of the work SANDAG is doing.

7. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for Friday, March 16, 2007, at 9 a.m.

8. ADJOURNMENT

Chair Madaffer adjourned the meeting at 9:55 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
MARCH 2, 2007**

GEOGRAPHICAL AREA/ ORGANIZATION	JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING
North County Coastal	City of Del Mar	David Druker	Member	Yes
	City of Oceanside	Jerry Kern	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, Vice Chair	Member	Yes
	City of La Mesa	Art Madrid	Alternate	No
South County	City of Chula Vista	Jerry Rindone	Member	Yes
	City of Coronado	Phil Monroe	Alternate	Yes
City of San Diego	----	Jim Madaffer, Chair	Member	Yes
	----	Scott Peters	Alternate	No
	----	Ben Hueso	Alternate	No
County of San Diego	----	Ron Roberts	Member	Yes
	----	Bill Horn	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		Ed Gallo	Member	Yes
		Jerome Stocks	Alternate	No
		David Druker	Alternate	No
San Diego County Regional Airport Authority		Paul Nieto	Member	Yes
		Vacant	Alternate	No
ADVISORY/LIAISON Caltrans	----	Pedro Orso-Delgado	Member	Yes
	---	Bill Figge	Alternate	No
Regional Planning Stakeholders Working Group	---	Sandor Shapery	Member	Yes
		Gary Nordstrom	Alternate	No
		Kathy Keehan	Alternate	No
SCTCA	---	Kevin Siva	Member	Yes
		Albert Phoenix	Alternate	Yes