

TRANSPORTATION COMMITTEE

May 4, 2007

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF APRIL 20, 2007

The meeting of the Transportation Committee was called to order by Chair Jim Madaffer (City of San Diego) at 9:04 a.m. See the attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Chair Pro Tem Bob Emery, Metropolitan Transit System (MTS) and a second by Deputy Mayor Dave Druker, North County Coastal, the Transportation Committee approved the minutes from the April 6, 2007, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Mr. James Justus, a member of the public, stated that he lives in Sherman Heights and voiced his support for goods movement, Item No. 5, and asked the Committee to support the item. It is important for the community. He stated that he could not stay for the item thus spoke during this portion of the meeting.

CONSENT ITEMS

3. 2006 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM: AMENDMENT NO. 4 (APPROVE)

At its meeting on August 4, 2006, the SANDAG Board adopted the 2006 Regional Transportation Improvement Program (RTIP), the five-year program of major transportation projects in the San Diego region covering the period from FY 2007 to FY 2011. The Federal Highway Administration and Federal Transit Administration approved the 2006 RTIP on October 4, 2006. SANDAG processes amendments to the RTIP on a quarterly basis based on requests from member agencies. The Transportation Committee is asked to adopt Resolution No. 2007-23 approving Amendment No. 4 to the 2006 RTIP.

Action: Upon a motion by Chair Pro Tem Emery and a second by Deputy Mayor Druker, the Transportation Committee approved Consent Item 3, including Resolution No. 2007-23.

REPORTS

4. OVERVIEW OF URBAN PARTNERSHIP AGREEMENT AND BUS PROGRAM PROPOSALS (RECOMMEND)

Staff provided information on the U.S. Department of Transportation's Urban Partnership Agreement solicitation and the Federal Transit Administration's Bus and Bus Facilities program.

Jack Boda stated that this was a one-time opportunity to form a partnership to compete for \$1.2 billion dollars in grant funds. He stated that staff thinks we are positioned well and will be very competitive. At this time, staff wants the Board and Transportation Committee approval to go forward with this proposal. The proposal will link the Intelligent Transportation System (ITS) component to reduce congestion and increase transit ridership. These projects fit into MOBILITY 2030, and we will get a great return for our investment. We are looking at a short time frame for both applications, the end of this month for the Urban Partnership proposal and the end of next month for the FTA proposal.

Jack Boda stated that the 511 travel program has been launched, and this proposal will link transit to the 511 system along with the Smart Card. We can make both more user-friendly. We also can link to facilitate parking, FasTrak, and other connections. Due to the short time frame for applications, we are working with transit operators, private firms, member agencies, Caltrans, and others to find competitive projects that are currently underway.

Samuel Johnson then presented the Urban Partnership Agreement (UPA) proposal. The goal of the UPA is to develop relationships with private partners and others to improve transit, reduce congestion, and develop strategies that support the objectives. The four objectives are tolling, transit, telecommuting, and technology operations. Award of the UPA does not have direct funding but would give us preference for supporting funding. Staff identified the six areas where we would be most competitive focusing on intelligent transportation systems such as 511 and the Smart Card with value pricing. Our approach is consistent with what the DOT wants. The proposal goals are to accomplish the program within the twenty-one month limit and to focus on congestion when demand exceeds capacity. Staff discussed the ten project elements to accomplish the four objectives. These elements include *Swoop*, Smart Parking, Value Pricing on Managed Lanes, Connectors and Ramps, Smart Vehicles, Regional Wireless Data Network, Enhanced 511 Services, Universal Transportation Account, Flexible Transit and Alternative Services, and Congestion Avoidance Rewards and Integrated Performance Management. These goals and objectives are accomplished through partnerships with member agencies, the Department of Transportation (DOT), other transit agencies, private firms, and educational entities. SANDAG has a legacy of achievements that have made us competitive since 1996.

Susan Brown continued the presentation and discussed the Standard Bus Discretionary Program portion of the proposal. The bus program funds are the first to come available under the program. Of the total funds appropriated for bus and bus-related facilities, there are \$438 million un-earmarked funds available. Two notices were sent out to support these projects, with the UPA program to get the significant portion of these funds and further preference to programs which improve urban services and use of clean fuels. The bus

program funds are limited to bus or bus-related capital projects. Because of the short turn-around period, the application is due by May 22; staff is working with transit agencies to submit two applications, one for each program recognizing that there will be some overlap.

Samuel Johnson continued by stating that the ITOC has already stated its support for the program. The next steps are to garner support from the Transportation Committee and then the Board, in order to submit the two proposals on time. The DOT will negotiate with the short-listed urban partners. Only five to ten regions will be selected for the funds, and the grant will be awarded in October 2007. Staff is asking the Committee to recommend that the Board of Directors approve the submittal of proposals for the UPA and other supporting grant opportunities.

Chair Madaffer stated that SANDAG received a letter dated April 12, 2007, from the Regional Chamber of Commerce in support of this proposal. He continued to comment that these are all things that will make public transportation more palatable to the public. This is not a lot of money to go around, but San Diego has programs that make us competitive. We have to move quickly. We have the opportunity to negotiate and with our track record, we will do well.

Deputy Mayor Jerry Rindone, City of Chula Vista, commented that these are things our community is expecting for services. He was pleased with staff's inclusion of the BRT. There is a need to link growing communities, which will be addressed with this program.

Mr. Sandor Shapery, Regional Planning Stakeholders Working Group, added that the auto industry is working to make our cars smarter and combining this type of program with that will improve transit movement.

Chair Ed Gallo, North County Transit District (NCTD), stated that Bill Gates commented recently that we are at the cusp of what technology can do for us. He then questioned why this proposal is bus-oriented.

Samuel Johnson replied that the proposal is balanced, but the timeline for projects is twenty-one months and not a lot of infrastructure can be built within that timeline, and although the proposal does look at COASTER and other transit, there is more emphasis on the bus.

Chair Gallo asked if there would be an opportunity down the road to include the SRINTER. Mr. Johnson stated that this is a one-time opportunity, however, if it is successful, the DOT would want to fund the UPA program in the future.

Chair Madaffer stated that this will give us the opportunity to make all things transit have the ability to talk to each other. This type of technology will enable cars to drive closer to one another. It is like avoiding the construction of two new travel lanes.

Mr. Pedro Orso Delgado, Caltrans District 11, commented that we need to add the folks from the highway into this partnership.

Deputy Mayor Druker stated that technology is important; our kids use it more than we do, and they rely on it. The more our systems are technologically advanced, the better off we will be. If we are successful, we need more parking for COASTER and SPRINTER. We can't reserve space that isn't there.

Councilmember Phil Monroe, City of Coronado, stated that looking ahead, we have a maintenance facility that could be used as a transit center. Under bus-related facilities, we need to develop a transit center and need to identify funds. Councilmember Monroe asked staff to identify what, under "5/21," is improved by 5 percent.

Samuel Johnson stated that we want to improve congestion by 5 percent or reduce travel time by 5 percent or increase ridership or parking by 5 percent. He stated that we are still working at identifying performance measures, and we are working with transit partners and with the DOT to identify these measures and define the areas.

Pedro Orso Delgado stated that you now have a choice and one area could be with 511. You can now choose: a) the most direct route, b) the most time-efficient, and c) to identify accidents and alternate routes. We can move vehicles closer and increase the number of vehicles per lane.

Councilmember Jerry Kern, City of Oceanside, commented that based on the timing, it looks like we are looking for projects that are ready to go and are competitive. He questioned staff as to whether they have projects prioritized and identified based on the amount of funds given, and if the program is successful, would we have another round next year.

Jack Boda replied that there are several projects that can happen quickly and that are competitive: the 511 expansion, the Compass Card expansion, and other projects. He said that this is a trial program that may be turned into a local program in the future.

Mayor Madrid asked for clarification regarding the fact that we only identified one carrier for the *Swoop* portion and UPS, and he questioned what the rationale would be to select one over the other.

Jack Boda explained that due to the identified program with the road shoulder in the South Bay area, UPS has a large southern distribution center, and UPS came to us to partner with the program.

Mayor Madrid stated that based on driver training for right-hand turns, UPS is an appropriate partner and asked whether we should ask other agencies for support letters to accompany the application.

Chair Madaffer stated that we need to do so as it will increase our competitiveness.

Gary Gallegos stated that this is a great opportunity and is a departure from business as usual. Historically, these funds are earmarked by Congress and a little is given out to everyone. This year, Congress is looking for urban partnerships. Competition will be intense with other larger regions, and the funds will be going to a smaller number of regions. This opportunity is a one-time deal and probably will not come back but we are in the right

place at the right time with our projects already under way but even then, there will be a lot of competition.

Action: Upon a motion by Deputy Mayor Rindone and a second by Deputy Mayor Druker, the Transportation Committee recommended that the Board of Directors approve the SANDAG submittal of proposals for the Urban Partnership Agreements and other supporting grant opportunities.

5. 2007 REGIONAL TRANSPORTATION PLAN DRAFT REVENUE CONSTRAINED AND REASONABLY EXPECTED REVENUE SCENARIOS (RECOMMEND)

Chair Madaffer introduced the item.

Mike Hix presented the Draft Revenue Constrained and Reasonably Expected Revenue Scenarios for the 2007 Regional Transportation Plan (RTP). These scenarios will be included in the Draft 2007 RTP scheduled to be released in June 2007.

Staff recommendation is Option 2A, with an additional investment of \$10 billion which would reduce congestion and boost transit ridership and would improve transit flexibility. Option 2A balances the additional \$10 billion between highway and transit improvements. Under the Highway Option, 2B, we would improve and finish all highway projects in the previously approved Revenue Constrained and Reasonably Expected Revenue Plan. In Option 2C, the additional \$10 billion would all be used to fund transit improvements. Option 1 limits improvements and managed lanes with limited investment in transit services and BRT. Staff also recommended adding to all options the build out of Interstate 5 (I-5) and Interstate 15 (I-15) managed lanes as toll lanes; SANDAG would be able to add these and not affect investment in the rest of the region.

Mr. Conan Cheung, Metropolitan Transit System (MTS), stated that the MTS portion of the plan was not fully implemented due to funding constraints and resulted in over crowding and longer wait times. In the future these corridor improvements will be addressed and the BRT and express services will be considered.

Andy Trujillo, Chula Vista Transit, stated that Chula Vista supports the MTS position and that the Comprehensive Operational Analysis (COA) plan in Chula Vista has resulted in increased ridership. The express bus service from East County to downtown also has had positive results but the service is projected to end in two months due to lack of funding.

Chair Madaffer read an e-mail from Mayor Crystal Crawford, City of Del Mar, regarding her high regard for the members of the Stakeholders Working Group.

Ms. Sandy Smith, a member of the Stakeholders Working Group, provided public comment regarding the Group's support of Option 2A because of its balanced approach. She stated that having funds to improve existing services is important, and we have a system in place that is working. We also need to improve bike and pedestrian services as an alternate commute mode. We should add incentives for businesses to support transit use like the bus, trolley, etc. Also, the group discussed enhancing research and development to look for transportation services that are a little out of the box. She commented that she drives to a

transit center to take the bus to downtown for work. One thing that could help is to improve ramp meter times where cars wait longer on the ramps than on the commute itself.

Mr. Shapery commented that the big issue was looking at whether we want to solve transit problems or highway problems. This group recognizes that we can't build our way out of congestion. There is a need to emphasize transit service by improving existing services and routes rather than adding more or new routes. We can improve signage and other types of information. Also, work on identifying additional resources for transit centers such as increased bike access, better pedestrian movement, and using smart growth concepts to improve the existing system. We can put more money into maintenance and operating costs and make transit more user-friendly with better station amenities. Also, we support the toll facilities, which would shift costs to actual users.

Clive Richard, a member of the public and a member of the Stakeholders Working Group stated that he supports Option 2A.

Larry Glavinic, a member of the Stakeholders Working Group, commented that we need to set aside funds for technological solutions, 1 or 2 percent of the funds for a project that will bring greater improvements. The projects in the proposed plan are worthy, but we need to fund or be prepared to fund these types of technology projects.

Chair Madaffer stated that this is a \$50 billion plan, but we still need to find \$10 billion of it. There is not a lot of funding out there to do these types of technology projects, and the funds are highly competitive.

Chair Pro Tem Emery asked staff to respond to the comment on express service in Chula Vista.

Susan Brown stated that there are some funds identified in this option that go toward implementation of the COA.

Deputy Mayor Stocks stated that we need to be looking at the additional \$10 billion, and we are looking at user fees not raising taxes, which is a positive direction. Currently, we are extending diamond lanes on the I-5 strictly for HOV, but perhaps we should look at adding managed lanes also, which could be an opportunity to reduce congestion.

Deputy Mayor Rindone stated that if we support Option 2A, which staff recommends, we need to address the interchange of I-805 and State Route 54 (SR 54). He asked staff to keep him apprised of this issue. He also stated that this report only shows I-805 being widened to 10 lanes south to H Street, and it should be further south to Telegraph Canyon Road. Deputy Mayor Rindone asked staff to confirm with him in an e-mail that the widening of I-805 does continue to Telegraph Canyon Road.

Bob Leiter stated that we have addressed this interchange with Chula Vista's engineering staff and Caltrans' staff. Caltrans staff is preparing a technical analysis from which we will develop plans for future improvements. SANDAG can include specific recommendations from Caltrans if we get the recommendations from the report in time for the preparation of the RTP.

Mike Hix confirmed that the lane widening is through to Telegraph Canyon Road and costs are included in the unconstrained costs.

Gary Gallegos stated that the RTP is updated every four years and once we have the technical analysis, we can add these projects to the plan in the future.

Deputy Mayor Druker directed attention to page 5 of the staff report, the performance measures graph, and stated that the speed differential is minimal. Staff confirmed the information on the table and clarified that performance measures for specific corridors would be generated, which would highlight the benefits of corridor-specific investments. Deputy Mayor Druker asked staff to describe the problems a toll road on I-5 would solve.

Mike Hix stated that the toll road would address the congestion in the north without impacting the budgets of other regional projects.

Deputy Mayor Druker stated that he was strongly in favor of Option 2C. We need to emphasize transit and provide better options to get people out of their cars. The only way to do this is to provide a much better transit option through investment in more transit. He stated that the transportation system is based on 19th century technology. Flex time and telecommuting is increasing but that will not solve the congestion problem. We need to have the transit emphasis.

Supervisor Ron Roberts, County of San Diego, pointed out an error under Option 1. The number should be \$52 billion not \$53 billion, and staff confirmed the mistake. Supervisor Roberts asked staff to explain how a managed lane/toll road on I-15 North would work.

Gary Gallegos commented that a toll facility would be priced in a way that the revenues generated would pay for the cost of the facility.

Supervisor Roberts expressed concern that the new lanes would be very different than what we currently have and would create an environment where there would be people who can pay and people who cannot.

Gary Gallegos explained that the road would be similar to what we have with the SR 125, a toll road paid for by investors who will recover their costs over a number of years. After the facility has paid for the road, it will revert to a public road. This is the type of project that works under public/private partnerships and makes us competitive.

Chair Ed Gallo stated that before we consider toll roads, we need to have more coordination between the Transportation Committee and the Borders Committee to balance some other issues like jobs and housing. He then stated that as NCTD chair, he must address Option 2C and promote that option. We do not have a good multi-modal transportation system here, although the SPRINTER will help correct that. When looking at emissions, run off, and other issues, it seems Option 2C would be the better choice.

Karen King, Executive Director, NCTD, stated that the challenge to the Transportation Committee and the Board is to not take an approach that extends the status quo. Option 2A just continues the status quo. We need to look at how to make our current investment work better for us. COASTER improvements are essential, but the University City tunnel is left out of the Reasonably Expected Scenario because it is not cost-effective. Also, what are we doing to improve the Sorrento Valley to Miramar corridor, and what local match has been identified for funding.

Susan Brown stated that the double tracking for the COASTER is included in the Revenue Constrained Plan, which includes the Sorrento Valley to Miramar portion of the track. The University City tunnel shows up in the Reasonably Expected Scenario starting with Option 2A. The funding historically is 75 percent from state and/or federal and 25 percent from local sources. For these projects, there is a different split, which allows us to include them in the Revenue Constrained Scenario.

Action: Upon a motion by Deputy Mayor Druker and a second by Chair Pro Tem Bob Emery, the Transportation Committee voted on the motion to accept Option 2C. The motion failed by a vote of 3 in favor (Druker, Emery, Roberts) and 5 opposed (Madaffer, Dale, Pfeiler, Rindone, Gallo).

Chair Madaffer stated that taxes only go so far, and we can only raise them so much. He disagreed that Option 2A is the status quo; the voters wanted Option 2A when they voted for *TransNet*. He stated that he cannot recommend Option 2C when we don't know how to fund that level of transit improvement. Option 2A is the best option to balance the needs of the highway system and transit.

Supervisor Roberts asked that the action for this item be bifurcated and that the toll facilities be voted on separately.

Action: Upon a motion by Deputy Mayor Rindone and a second by Mayor Lori Holt Pfeiler, City of Escondido, to approve staff recommendation of Option 2A, without the I-5/I-15 toll lanes, the motion carried with a 6/2 vote (Gallo, Druker).

Action: Upon a motion by Deputy Mayor Rindone and a second by Mayor Holt Pfeiler to approve the staff recommendation of the addition of the I-5/I-15 toll lanes, the motion carried with a 7/1 vote (Roberts).

Deputy Mayor Druker commented that he strongly rejects Option 2A.
Chair Madaffer called for a break at 11:25 a.m.

Chair Madaffer called the meeting back to order at 11:35 a.m.

7. STATE ROUTE 52 CORRIDOR UPDATE (RECOMMEND)

Chair Madaffer moved Item 7 on the agenda before Item 6.

The Caltrans Corridor Director, Joel Haven, provided an update on the status of the State Route (SR) 52 corridor. This review included updated cost estimates for both the completion of SR 52 to SR 67 and the HOV/Managed Lanes on SR 52 from SR 125 to I-15 as included in the *TransNet* Extension Ordinance. Staff recommended Option A, which will allow for the completion of SR 52 Extension project (a Tier 1 *TransNet* project) and the completion of the environmental phase of the SR 52 Managed Lanes project. Regional funding priorities will be reestablished in the update to the Regional Transportation Plan that is currently underway.

Mr. Haven stated that due to environmental constraints that impacted construction of east and west bound auxiliary lanes, the project was delayed. Mr. Haven briefed the Committee on the new projected construction dates.

He stated that the HOV/managed lanes segment 1 has a budget shortfall of \$91.8 million, and Caltrans is looking at re-evaluating the project to come within budget. The SR 52 funding shortfall is due to construction cost increases, cost of fuel, and revisions to scope.

The Value Analysis Study kept the right-of-way capital costs within budget. Also, the decision to build a retaining wall meant Caltrans did not have to purchase as much right-of-way or relocate businesses.

Other areas identified to keep the project on budget were to find local suppliers for earthwork instead of moving dirt long distances, deleting or minimizing some project features such as message signs, architectural treatments, fiber optics, and refining project design elements.

Even with these refinements, there is still a funding shortfall. Staff looked at two options. Option A moves funds from SR 52 managed lanes project and Option B delays the construction of connectors to SR 67. Option B still has a budget shortfall but is much closer to budget. Staff recommends moving forward with Option A and recommending that option to the Board.

Councilmember Monroe stated that Option B is not the best and that it would not be prudent to let a six-lane highway dump into city streets.

Deputy Mayor Druker requested clarification of where the funds were coming from under Option A.

Mr. Haven stated that they would move the HOV/managed lanes funds to this project. There would still be \$60 million remaining, which would continue the HOV/managed lane project through the completion of the environmental phase.

Clive Richard, a member of the public, commented that it is a bad idea to bring a freeway to the center of town and stop a project half way when it could be done correctly. Mr. Richard supports Option A.

Deputy Mayor Stocks commented that due to the realities of construction costs, difficult decisions must be made, and we need to get the project done and have enhancements, such as the managed lanes, come later.

Chair Madaffer stated that this was a very important vote today. This vote will honor commitments made years ago. Chair Madaffer agreed that building an incomplete project is not the way to go and that we need to complete the whole project with enhancements to come later.

Action: Upon a motion by Chair Pro Tem Emery and a second by Mayor Holt Pfeiler, the Transportation Committee recommended to the Board of Directors Option A, which will allow for the completion of SR 52 Freeway Extension project (a Tier 1 *TransNet* project) and the completion of the environmental phase of the SR 52 Managed Lanes project. Regional funding priorities will be reestablished in the update to the Regional Transportation Plan that is currently underway.

6. STATE ROUTE 905 - STATUS UPDATE (INFORMATION)

Chair Madaffer introduced the item and stated that he has requested this update to be a regular item on the Committee's agenda.

Pedro Orso-Delgado, Caltrans, gave a presentation that provided an update on the status of the SR 905 corridor. The overview included updated cost estimates for the project and construction phasing that can be accomplished within the budget constraints.

Funding is provided through border infrastructure funds that can't be used for other purposes. The right-of-way escalation estimate continues to increase due to lawsuits on condemnation and other issues. The budget increase is estimated at \$80 million. Caltrans also is working with the California Transportation Commission (CTC) to reprogram State Transportation Improvement Program (STIP) and Border Infrastructure funds. Because of this, the project is being split into Phase 1A, which is fully funded and takes the project to the Britannia Boulevard interchange, and Phase 1B that completes the remainder of the project. The timeline is an August 2007 date to advertise for construction bids and a construction start date of January 2008.

Mayor Madrid requested that Mr. Orso-Delgado provide the Committee with the names of the individuals suing Caltrans for this right-of-way.

Mr. Ordo-Delgado stated that he would check with his legal department to see if he could release the names to the Transportation Committee.

Alejandra Mier y Teran, Otay Mesa Chamber of Commerce, and Dave Nielsen, Otay Mesa Planning Group, spoke during public comment and stated their support of this project.

Action: This item was presented for information only.

8. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for Friday, May 4, 2007, at 9 a.m.

9. ADJOURNMENT

Chair Madaffer adjourned the meeting at 12:12 p.m.

Attachment: Attendance Sheet

CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
April 20, 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	Yes
South County	City of Coronado	Jerry Rindone	Member	Yes
	City of Chula Vista	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	Yes
		David Druker	Alternate	?
San Diego County Regional Airport Authority		Paul Nieto	Member	No
		Vacant	Alternate	?
ADVISORY/LIAISON Caltrans	----	Pedro Orso-Delgado	Member	Yes
	---	Bill Figge	Alternate	Yes
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