

TRANSPORTATION COMMITTEE

June 1, 2007

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF May 18, 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 informed the public that on June 1, 2007, the Transportation Committee will meet from 9:30 a.m. to 10:30 a.m. followed by a Joint meeting with the Regional Planning Committee from 10:30 a.m. to 12 noon.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Chair Pro Tem Bob Emery, Metropolitan Transit System (MTS) and a second by Mayor Lori Holt Pfeiler, North County Inland, the Transportation Committee approved the minutes from the May 4, 2007, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chuck Lungerhausen, a member of the public, submitted written comments to the Board. Mr. Lungerhausen stated that he donated his award of \$500 back to the National Multiple Sclerosis (MS) Society bringing his total fund raising in excess of \$7,000. He reported that his Team Water Walkers had met their goal of over \$15,000. Mr. Lungerhausen commented that he found it interesting that the FAA was in support of expanding the airport facilities and he still supported Miramar joint use as the only option for any kind of economic future in the region. The freeway option for Lindbergh Field would not be feasible.

CHAIR'S REPORT

3. STATE ROUTE 905 STATUS UPDATE (INFORMATION)

Chair Madaffer reported that at the April 20, 2007, Transportation Committee meeting, a strike team was formed to keep stakeholders informed about the status of the State Route (SR) 905 corridor. Chair Madaffer stated that the Strike Team had met that morning at 8:30 a.m. and the meeting was very productive. He asked Caltrans District 11 Executive Director Pedro Orso-Delgado to report on the results of the first strike team meeting.

Mr. Orso-Delgado stated that the SR 905 project has two phases. Phase 1A, which is fully funded, would complete project improvements to the Britannia Boulevard interchange, and Phase 1B would complete the remainder of the project to connect with SR 805. Caltrans is moving forward with the first phase and groundbreaking is expected in January 2008. Funding has been allocated for the right-of-way cost increase. Of the 71 parcels required for the project, 54 are acquired and 11 lawsuits are pending with trial dates scheduled through February 2008.

Chair Madaffer reported that the strike team discussion will be held prior to the second Transportation Committee meeting each month and invited the public to attend.

Action: This item was presented for information only.

REPORTS

4. FY 2008 TDA/*TransNet* BICYCLE AND PEDESTRIAN PROJECTS (RECOMMEND)

Chair Madaffer thanked Councilmember Phil Monroe, City of Coronado, for the Bike to Work proclamation, which was presented to SANDAG.

Chris Kluth, Associate Regional Planner, stated that today was Bike to Work Day and thanked the member agencies for their support.

The SANDAG Board of Directors annually allocates funds under the Transportation Development Act (TDA) and the *TransNet* local sales tax program to support non-motorized transportation projects in the San Diego region. For FY 2008, approximately \$4.1 million is available for allocation for bicycle and pedestrian projects. The Bicycle and Pedestrian Working Group used the project selection criteria approved at the December 8, 2006, Transportation Committee meeting to produce this year's project list. The call for projects was issued in January and SANDAG received 18 new project applications. In addition, there are three projects with prior funding obligations and two projects requiring local matching funds that the Bicycle Pedestrian Working Group considered for this year's funding. On April 11, the Working Group considered the scoring of each project based on the criteria and recommended six new projects for funding in addition to the three projects with prior funding commitment and the two projects with local match requirements.

The Working Group will be developing a San Diego Regional Bicycle Plan and with this plan will develop policy goals and objectives to build the Regional Bike Way Network. Additionally, the Working Group will develop a financing plan and new project selection criteria for future programs.

Kathy Keehan, San Diego County Bicycle Coalition, thanked SANDAG for its support of Bike to Work Day. Ms. Keehan expressed the Coalition's support for funding the projects submitted. The Coalition felt the criteria worked well this year and Ms. Keehan urged the Committee's recommendation of the projects.

Action: Upon a motion by Deputy Mayor Dave Druker, North County Coastal, and a second by Mayor Holt Pfeiler, the Transportation Committee recommended that the SANDAG Board of Directors approve the list of bicycle and pedestrian projects.

Councilmember Monroe commented that he was very supportive of the development of a Regional Bike Way Network and asked the Transportation Committee to commit to finding full funding for this network in the same manner that the Committee fully funds highway networks.

Supervisor Ron Roberts, Chairman, County of San Diego, commented that Ms. Keehan should be commended for her support of several County community bicycle programs.

5. DRAFT 2008 TRANSIT AGENCY OPERATING BUDGETS (INFORMATION/POSSIBLE ACTION)

Renée Wasmund introduced the item. The Transportation Committee is responsible for approving the transit agency budgets for funding. The rate of growth is slowing for the *TransNet* and TDA sales tax thus SANDAG has revised these estimates for 2007 and 2008 downward. The transit agencies were recently notified and provided preliminary numbers based on these adjustments.

MTS Chief Executive Officer Paul Jablonski, MTS Chief Financial Officer Cliff Telfer, and MTS Budget Manager Larry Marinesi, presented the MTS budget projections. Mr. Jablonski stated that the MTS presentation was adjusted with the information recently received from SANDAG, but based on the new estimates further adjustments would be needed to balance the budget. Mr. Jablonski reported on the increase in ridership and productivity and the improvement in on-time performance and efficiencies. Mr. Jablonski reported that the consolidation of several contracts for services and negotiated procurement brought about significant cost savings. With these savings, MTS was able to purchase 26 new buses. MTS has continued to restructure since the consolidation with SANDAG. Also, the budget savings from the consolidation with National City allowed MTS to increase service to that area. The 2007 mid-year budget review was favorable and showed a significant savings. The savings is being placed in the contingency reserve. Mr. Jablonski reviewed the issues/constraints for the fiscal year 2008 operating budget. MTS had originally planned no fare increase for 2008 but with the lower revenue estimates, MTS may consider a fare increase. Negative impacts to the budget include lower revenues from the FasTrak[®] service, higher energy/fuel costs, impact of labor negotiations, and the lower than expected TDA and *TransNet* revenues. Mr. Jablonski reviewed the fiscal year 2008 projected budget and the five-year budget projections. He stated that MTS is one of the lowest agencies in the region in subsidy per passenger. MTS will be seeking additional funding and will continue to keep expenses down. MTS will be focusing on transit-oriented development, multi-year procurement contracts, fare structure review, smart card implementation, placing the new buses in service, and balancing the budget.

Mr. Shapery asked for clarification on the cost per revenue hour and subsidy per passenger and asked why other regions are getting more subsidies per passenger.

Mr. Jablonski stated that these regions have better tax programs for transit funding than our region.

Supervisor Roberts stated that the goal is to get the lowest subsidy per passenger. A lower subsidy indicates that a region is utilizing its tax dollars more efficiently.

Councilmember Monroe stated that the audit report from previous meeting indicated that MTS expenses had increased. This increase included the increased fuel costs and the impact to MTS expenses but the impact was not detailed in the audit. The MTS budget today reflects the negative impact of these increased fuel costs.

NCTD Director of Fiscal and Support Services Richard Hannasch, reported on the NCTD budget. He discussed the negative and positive impacts to the 2007 budget. Mr. Hannasch stated that NCTD programs and projects implemented during 2007 were very effective. The most significant program implemented in 2007 and into 2008 was the completion of the SPRINTER construction and beginning of operations. Mr. Hannasch stated that the NCTD budget projections were based on 2007 estimates and would have to be revised based on the recent downward TDA and *TransNet* revenue projections. He stated that the major impact to expenses for 2008 would be related to the SPRINTER implementation. Additionally, NCTD projects an increase to expenses from fuel costs, purchase transportation contracts and insurance premiums. Mr. Hannasch reviewed the five-year projections and the impacts to the budget. NCTD will focus on seeking new revenue sources, completion of the SPRINTER, and the smart card implementation.

Supervisor Bill Horn, County of San Diego, stated that both MTS and NCTD comparisons used 2005 data but one used transit database all modes and the other used fixed route data. He requested that both agencies use the same data for future comparisons.

Councilmember Monroe requested the projected subsidy per passenger for the SPRINTER operations first year.

Mr. Hannasch stated that he does not have the information available but could calculate the data and have it available for the next report on June 15.

Deputy Mayor Jerry Rindone, South County, stated that the farebox recovery for NCTD is about half of MTS farebox recovery and questioned staff why the report stated the recovery was in the same range.

Mr. Hannasch stated that the fixed route farebox recovery increases approximately 25 percent with suburban service. Suburban routes have less population concentration and lower ridership with longer trips.

NCTD Executive Director Karen King stated that NCTD would not be able to present its final budget at the June 15 meeting and requested an extension to a later meeting.

Mayor Art Madrid, East County, expressed concern that the transit agencies did not receive the revised revenue estimates in a timely manner and suggested that the Committee revise the reporting timeline.

Chief Deputy Executive Director Diane Eidam stated that staff would commit to revising a timeline for reporting based on projections from the state level.

Deputy Mayor Druker stated that these deficits were a result of the state raid on spillover funds and asked for staff assurance that SANDAG would work to fully fund transit operations.

Ms. Eidam stated that SANDAG would commit to working with the legislature on the issue.

Supervisor Horn stated that staff should consider changing the method of projecting the transit budgets to coincide with the state budget approval process and timeline.

Chair Madaffer requested that staff place this item on a future Executive Committee agenda for discussion.

Action: This item was presented for information only

6. STATE ROUTE (SR) 125 GAP AND CONNECTOR PROJECT RIGHT-OF-WAY BUDGET AUGMENTATION(RECOMMEND)

SANDAG Program Manager Muggs Stoll, Greg Hulsizer, CEO, South Bay Expressway and CEO California Transportation Ventures, Inc. (CTV), and Caltrans District 11 Right-of-Way Manager Cheryl Revell, provided a review of the right-of-way costs associated with the SR 125 Gap and Connector projects. The projects are being constructed on behalf of SANDAG and Caltrans by CTV as part of the SR 125 South Toll Road.

Mr. Stoll stated that the SR 125 project is actually three projects. The first project is the gap at SR 54 and SR 125. The second piece is the connector, which connects the SR 54 to the toll road at San Miguel Road. The final portion of the project is the toll road that runs from San Miguel Road to SR 905 in the south. The distinction is important because the gap and connector portion are publicly funded portions and the toll road is the privately funded portion of the project. Mr. Stoll explained the reason for the partnership with CTV and the details of the agreement.

Mr. Hulsizer reported on the status of construction and presented photographs of various areas of the project. CTV expects a late summer opening for the toll road and gap and connector segments.

Mr. Stoll reported that under the current franchise agreement with CTV, right-of-way cost increases were not the responsibility of CTV. SANDAG and Caltrans have been monitoring these right-of-way costs. Current cost estimates show an 86 percent increase in the right-of-way budget since July of 2002. This increase is caused by dramatically escalating real estate values, difficulty in finding park land replacement, condemnation costs, and various changes in County of San Diego land use and zoning policies. These factors, along with a project construction scope reduction of \$6.6 million, have caused a total amended budget increase of \$15 million. Since 2002, SANDAG and Caltrans have been monitoring this project due to the liability of right-of-way costs and have held in reserve Federal Regional Surface

Transportation Program (RSTP) funds in the amount of \$15 million to fund this deficit. Mr. Stoll reported that negotiations are currently underway regarding the franchise agreement extension in accordance with Senate Bill 463 (SB 463), but actual revenue operations from the toll road are essential to develop data for these negotiations.

Deputy Mayor Druker and Supervisor Horn asked staff for clarification of the types of projects that can be funded by RSTP funds and what projects were not being funded if the \$15 million was used to fund this project.

Staff stated that these funds were earmarked for this project and there were no other projects identified for use of these funds. These funds must be used for projects that are underway and have federal approval. The funds could be used for highways, railroads, transit, and other capital needs. The funds cannot be used for operating costs.

Discussion ensued regarding the types of projects that could be funded under this program.

Supervisor Roberts asked staff to report the balance in the RSTP fund and whether any remaining funds could be used for other projects. Additionally, he expressed concern that other funds or accounts could exist of which the Committee is not aware.

José Nuncio, Senior Engineer, Financial Programming, stated that the balance of the fund is \$15 million and staff had identified the right-of-way liability and earmarked these funds for that purpose.

Discussion ensued regarding the RSTP funds and other funds or accounts that are available for projects in the region and their concerns that the Committee is not aware of all of the possible funds or accounts.

Mayor Art Madrid, East County, requested that staff also prepare a list of all projects that have been approved for additional funding by the Committee due to cost overruns and what account or fund was used to fully fund these projects.

Discussion ensued regarding the request for staff to return at a future meeting with information on all funds or accounts and the guidelines and/or restrictions for these accounts or funds.

Chair Madaffer requested that staff report at the next appropriate meeting on a comprehensive list identifying all available funds and account balances and the guidelines and restrictions for use of each of those funds and any commitment of those funds.

Action: Upon a motion by Deputy Mayor Rindone and a second by Supervisor Roberts, the Transportation Committee recommended approval of a budget augmentation for the project and continued negotiations with CTV in accordance with SB 463 using data obtained from revenue operations when the Toll Road opens later this year. In addition, the Transportation Committee requested that staff prepare a comprehensive report on all funds or accounts available, and guidelines, restrictions, and project commitment of those funds. Staff will present an initial report at the June 15 meeting and continue at any subsequent meeting as necessary to fully inform the Committee on these accounts or funds.

Mayor Madrid commented that there is a problem with graffiti along the SR 125 construction corridor and requested that Caltrans protect this area with increased security. Mr. Orso-Delgado stated that Caltrans would work toward that goal.

7. 2007 REGIONAL TRANSPORTATION PLAN ENVIRONMENTAL IMPACT REPORT – ALTERNATIVES ANALYSIS/SETTLEMENT AGREEMENT AMENDMENT (RECOMMEND)

Rob Rundle, Principal Regional Planner, reported that after the adoption of the 2003 Regional Transportation Plan (RTP), MOBILITY 2030, Save Our Forests and Ranchlands (SOFAR) threatened legal action against the adequacy of the Environmental Impact Report (EIR) for the RTP. SANDAG entered into a settlement agreement with SOFAR to avoid legal action and agreed to analyze an alternative in the next update of the RTP. Since that time, staff has discussed a modification to that alternative with SOFAR to look at building on the revenue constrained plan by adding toll facilities and the goods movement expenditures. The modification would take the additional investment of \$10 billion to fund only transit in the urban core area.

Mr. Rundle stated that he received information from SOFAR that morning and it had concerns with the modifications that had been discussed. Staff would like the Committee's approval to continue discussions with SOFAR to reach an agreement on the proposed modification to the settlement agreement with the knowledge that if an agreement with SOFAR cannot be reached the original settlement agreement would remain in place.

Members expressed concern regarding voting on an item which still required negotiation, and discussion ensued regarding the timing of the EIR and RTP and the impact of current discussions with SOFAR to the settlement agreement. Staff clarified that if an agreement on the modification is not reached prior to the Board of Directors meeting, the original settlement agreement would remain in place.

Discussion ensued regarding the options and alternatives that staff is required to evaluate with the EIR process. Staff clarified that they are required to consider and evaluate several alternatives in the environmental document.

Action: Upon a motion by Deputy Mayor Druker and a second by NCTD Chairman Ed Gallo, the Transportation Committee recommended that the SANDAG Board of Directors approve the execution of an amendment to the Settlement Agreement between SANDAG and SOFAR. If approved, an alternative known as the "Transit Emphasis Urban Core Alternative" would be analyzed in the 2007 RTP EIR.

8. 2007 REGIONAL TRANSPORTATION PLAN WHITE PAPER: AVIATION AND GROUND ACCESS ISSUES (INFORMATION)

Bob Leiter, Director, Land Use and Transportation Planning, introduced the item. SANDAG staff has been working with the San Diego County Regional Airport Authority (the Authority) and the two transit agencies to develop a white paper, which discusses how the RTP should address regional aviation and ground access issues. Staff also is working with the

Authority on specific airport planning efforts, including the draft 2015 San Diego International Airport (SDIA) Master Plan, the related EIR, and a transit plan.

Authority Airport System Planning Director Keith Wilschetz discussed the San Diego International Airport's current conditions and its short- and long-term needs to improve aviation and ground transportation needs. The white paper details plans to build a new terminal with 10 gates, enlarge the airfield, and build another parking garage. Additional runway improvements are not feasible in order to meet capacity requirements. The Authority is considering joint operations with other regional airports, a cross-border terminal, and air/rail links to improve ground transportation. The Authority is also looking at the north side of the airport for long-term planning needs.

Miriam Kirshner, Senior Regional Planner, provided a status report on efforts to plan for improved airport facilities and improved ground access to the regional air transportation system. The RTP is currently being updated and will include a discussion of these air and ground access issues. Ms. Kirshner discussed addressing long-term airport and ground access needs, and how to address these issues in the RTP. Several recommendations for transit improvements to existing services would be included in the RTP such as frequency enhancements, driver training, ticket vending machines, signage and next bus signals. Improvements in marketing and branding of services that provide direct access to the airport would also be included. Additionally, improvements to those services providing access to the airport would be included such as developing new transit routes, BRT, and providing access from remote locations. Highway improvements to be included in the RTP include northbound and southbound direct ramps from the I-5 freeway to access the north terminal directly.

Chair Madaffer stated that the draft recommendation included several options working toward a comprehensive solution for the region including joint operations with other regional airports, the cross-border terminal, building a rail/air transit hub providing access with the SPRINTER, the COASTER, and other transit and building a new taxi way on the north side of the airport.

Councilmember Jim Desmond, City of San Marcos (Authority Board member), stated his support of a collaboration between SANDAG and the Authority to work together to find a comprehensive solution. Creating a transportation node with transit options will create a much more successful airport including the additional parking other options discussed.

Chair Madaffer departed the meeting at 11:10 a.m. and Vice Chair Jack Dale, East County, chaired the meeting from this point.

Mr. Shapery stated his support for the Authority's joint operations airport strategy. He asked for clarification regarding the high speed rail options in the white paper and whether both the I-15 and the I-5 corridors were being considered.

Mr. Leiter stated that initial discussions were looking at only the I-15 corridor and high speed rail options, which could include Magnetic levitation (Maglev) and conventional high speed rail. Further discussion is necessary regarding options for the I-5 corridor.

Paul Nieto, the Authority, stated that there were originally plans that connected I-5 and I-15 with high speed rail. Mr. Nieto stated that regional strategies and collaboration were necessary to determine funding sources and improve airport services. Additionally, the ten new gates would impact ground transportation but moving the rental car facility and adding a transit hub would improve congestion.

Supervisor Roberts expressed concern regarding the addition of 10 new gates and the impact on public transportation and stated that the master plan previously reflected additions to the north side of the airport with plans for parking and transit.

Discussion ensued among the Committee members over concerns with the white paper recommendations. Consensus among Committee members is that the airport improvements are not transit friendly, ground transportation and congestion are negatively impacted, high speed rail needs to be addressed more specifically, and the ten new gates on the south side of the airport will not improve operations in the long-term and should not be considered until the ground access issues are resolved.

Mr. Leiter stated that he would incorporate the Committee's comments into the white paper and into the draft RTP.

Supervisor Roberts stated that he cannot support an option that includes the addition of ten gates to the south and this option should not be included in the planning phase or the RTP.

Vice Chair Dale directed staff to separate the white paper on the airport from the RTP and to bring this item back to the Committee for further discussion.

Action: Upon a motion by Deputy Mayor Druker and a second by Councilmember Monroe, the Transportation Committee directed staff to separate the Aviation and Ground Access white paper from the RTP, to bring the item back to the Committee at a future meeting for discussion, and to express to the Authority the Committee's concerns with the options presented in the current white paper.

9. REGIONAL TRANSIT FARE STUDY AND REVENUE SHARING STUDY UPDATE (INFORMATION)

Dan Levy, Senior Regional Planner presented a brief update on the status of the regional transit fare study. The Committee has approved a fare policy and a regional transit fare ordinance, and we are now developing a consolidated fare system. The system will incorporate improvements to the revenue structure, smart card enhancements, and other new products. SANDAG is waiting for feedback from the transit operators. The consultant will develop new revenue sharing formulas.

Action: This item was presented for information only.

10. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for Friday, June 1, 2007, from 9:30 a.m. to 10:30 a.m., followed by the Regional Planning Committee joint meeting from 10:30 a.m. to 12 noon.

11. ADJOURNMENT

Vice Chair Dale adjourned the meeting at 11:59 a.m.

Attachment: Attendance Sheet

CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
May 18, 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 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	Yes
	----	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	?
San Diego County Regional Airport Authority		Paul Nieto	Member	Yes
		Vacant	Alternate	?
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