

TRANSPORTATION COMMITTEE

September 21, 2007

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF AUGUST 3, 2007

The meeting of the Transportation Committee was called to order by Chair Jim Madaffer (City of San Diego) at 9:05 a.m. See the attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Deputy Mayor Dave Druker (North County Coastal) and a second by Supervisor Ron Roberts (County of San Diego), the Transportation Committee approved the minutes from the July 20, 2007, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chuck Lungerhausen, a member of the public, submitted written comments and read them into the record regarding discussion during the televised San Diego City Council Land Use Subcommittee meeting.

REPORTS

3. SUPER LOOP TRANSIT PROJECT NEGATIVE DECLARATION (ADOPT)

Christine Rychel, Senior Engineer, presented the item. The Super Loop Transit Project, a *TransNet* Early Action project, is a new circulator transit route planned to provide frequent, higher-speed transit service in the North University City area. Key elements of the project include traffic priority treatments, upgraded transit stop amenities, and state-of-the-art vehicles. A Negative Declaration was prepared for the project and circulated for a 30-day public review period with an additional 28-day extension.

Ms. Rychel stated that this North University City project is included in the early action program. The route covers eight miles with 15 stations. Project elements include simple loop routing to provide direct service, frequent service, upgraded station amenities, and distinctive vehicles. Priority treatments are a key feature for the project including traffic signal priority. As the bus approaches the signal, it can send a signal to lengthen the green light so the bus can advance through the intersection. Additional priority treatments include queue jumper lanes which allow the bus to go first through the intersection, and new turn lanes. Ms. Rychel stated that the service would be bi-directional and run from 5:00 a.m. to 10:00 p.m. daily with peak service every 10 minutes and off-peak every 15 minutes. The right

hand turn route takes approximately 27 minutes and the left hand turn route takes approximately 33 minutes. Specific station amenities would include distinct shelters with lighting, benches, landscaping, next bus message signs, and information kiosks. New vehicles would be procured that utilize alternative fuels propulsion system and are shorter than usual at 35 feet in length.

Public outreach and environmental review have been conducted. Staff received a total of fifteen letters with specific concerns regarding impacts from noise, traffic and parking, air quality, and trash. Staff investigated each concern and found no significant impacts would result from the project. Additionally, an alternative route turning north on Villa La Jolla was suggested. Staff found that the alternative route would eliminate one station that shows a strong demand. Also, the current route is a faster travel time due to heavy congestion on Villa La Jolla. The Negative Declaration summary found that the project has no significant effect on the environment.

Staff will continue working on the stations and branding concepts and enter into agreements with Metropolitan Transit System (MTS), the City of San Diego, and University of California, San Diego.

Chairman Ed Gallo (North County Transit District (NCTD)) requested clarification regarding the right and left turn travel times and whether they were cumulative for a total of a one hour loop ride.

Ms. Rychel clarified that the Loop ride going clockwise, right turns only, is a total of 27 minutes and the total ride is 33 minutes going counter-clockwise, left turns only.

Chairman Gallo also asked if there was a COASTER connection for the Loop.

Ms. Rychel stated that the COASTER connection would be provided by other services until the future Nobel Drive station is built.

Supervisor Roberts asked staff to explain in detail the mechanism utilized to alter the traffic signals. He questioned whether there was a control in place to prevent a shortened green light from the other direction. Supervisor Roberts also inquired as to whether the signal priority was automatic or controlled by the driver.

Ms. Rychel stated that the system is programmed to allow the signal priority only when certain conditions are met.

Mr. Roderick Diaz, West Coast Planning Manager, STV Inc., stated that the traffic signal priority works only if the bus is behind schedule. The bus must meet certain conditions within the timing of the green phase to trigger the signal priority. The tripping for signal priority is automatic and not controlled by the driver. The system will not change a red light to green light but will only extend a green light if the bus is arriving close to the green phase. Additionally, it will not shorten the green light in the opposite direction.

Councilmember Scott Peters, Council District One, City of San Diego, stated under public comment that this is a significant step for this project and meets the purposes of *TransNet*.

He stated that there is a great amount of support for this project in his community and thanked staff for working so closely with the public and listening to their concerns.

Clive Richard, a member of the public, stated that he fully supports this project. He stated that people who are involved in transit have been looking forward to project completion. This project shows that by using technology, we can find a way to put transit in the University Heights area.

Chair Pro Tem Bob Emery (MTS) asked how the project implementation is funded.

Ms. Rychel stated that the project is funded through *TransNet*.

Chair Madaffer complimented staff on its focus on extensive public outreach and response to public comments.

Action: Upon a motion by Supervisor Roberts and a second by Deputy Mayor Jerry Rindone, (South County), the Transportation Committee considered the public comments and adopted the Final Initial Study/Negative Declaration for the Super Loop Transit Project.

Chair Madaffer welcomed Councilman Ben Hueso (San Diego Alternate).

4. FEDERAL FY 2007 JOBS ACCESS AND REVERSE COMMUTE/NEW FREEDOM FUNDING CRITERIA AND PROCESS (APPROVE)

Mr. Dan Levy, Senior Regional Planner, presented the item. As the designated recipient of Jobs Access and Reverse Commute (JARC) and New Freedom funds for the San Diego region, SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) requires SANDAG to develop and manage an annual competitive process to allocate the funding to eligible agencies, which can include both public transit operators and human service agency transportation providers.

SANDAG was appointed by the Governor to be the designated recipient for these funds. SANDAG will hold a competitive process for award of approximately \$2 million. Recipients have to provide matching funds. SANDAG is following Federal Guidance and, as Caltrans has funds under this program, is also following their process as much as possible. SANDAG is using the same criteria as last year with changes based on lessons learned and federal guidance and review by the Coordinated Plan Review Committee. One change was to add sustainability and drop geographic diversity for the project scoring for the same point score. After approval of criteria and scoring, staff will advertise for proposals, hold public meetings and attain approval from the Transportation Committee of the projects they recommend.

Chairman Gallo expressed concern that innovation was only rated five points and requested clarification of how we would award for innovative projects.

Mr. Levy stated that innovation is considered under the other criteria as well. Chair Madaffer stated that a total of 45 points could be awarded for both implementation and innovation under those criteria.

Deputy Mayor Druker asked what types of projects were approved in the last cycle.

Mr. Levy stated that under JARC, MTS received funds for bus routes and NCTD received funds for bus stop improvements. Under New Freedom the Coordinated Transportation Services Agency received funds for planning work, a senior community center received funds to purchase a van, and the cities of La Mesa and Oceanside received funds to operate volunteer driver services. All JARC funds were awarded. There is a carry over of New Freedom funds in the amount of \$450,000.

Councilmember Bob Campbell (North County Coastal) requested clarification on potential conflicts of interest with awarding these funds as many of the Transportation Committee's members were involved in developing the criteria and scoring for this program.

Ms. Julie Wiley, General Counsel, stated that compensation that a public officer receives is not considered to be a conflict of interest under State Statutes and stated she would confirm that.

Councilmember Campbell requested the Chair's concurrence for the Full Access to Coordinated Transportation (FACT) Committee to make a presentation to the Transportation Committee and provide an update on their activities. Chair Madaffer approved this request.

Action: Upon a motion by Mayor Lori Holt Pfeiler (North County Inland) and a second by Deputy Mayor Rindone, the Transportation Committee approved the scoring criteria for use in prioritizing eligible JARC and New Freedom projects.

5. REGIONAL SHORT RANGE TRANSIT PLAN AND COORDINATED PUBLIC TRANSIT AND HUMAN SERVICES TRANSPORTATION PLAN (APPROVE)

Mr. Levy provided an introduction to the combined draft of the Regional Short Range Transit Plan (RSRTP) and Coordinated Public Transit and Human Services Transportation Plan for 2007-2012. This policy plan presents a blueprint to guide development of public transit and human service transportation in San Diego County over the next five years. The coordinated plan is a federal requirement under SAFETEA-LU and must be completed in order to be eligible to receive certain Federal Transit Administration formula funds. The Short Range Transit Plan is required under SANDAG Board Policy No. 018.

This is the first time this plan has been completed by SANDAG. The goal is to be able to coordinate federal transit and transportation services funding for the region. Staff determined that state and local requirements could be consolidated into one document. Staff will update the plan annually. Staff focused on a One Region – One Network – One Plan concept that comprehensively covers all transit and transportation services both public and private in the region. The plan uses a passenger centered approach looking first at mobility needs then finding the appropriate mode to fit that need. Mr. Levy presented a brief description of the plan by chapter. Chapters cover: outreach, vision and goals, objectives, socio-economic factors, system inventory, needs assessment, strategies and projects, financial plan, and implementation.

Mr. Levy presented the next steps which include a public comment period and approval by the Transportation Committee of the Plan. The closing date for proposals is October 19, 2007. Approval of recommended grants by the Transportation Committee is scheduled for November 16, 2007.

Deputy Mayor Druker asked how the urban/suburban/rural map coordinates with the RCP.

Mr. Bob Leiter, Director of Land Use and Transportation Planning, stated that there is an interrelationship between the RCP and the Plan. The RCP looked at what types of transportation services would be needed to support the different smart growth type development. The urban areas need a higher level of transit services, the suburban areas relate to community centers, and the rural services relate to the rural villages.

Deputy Mayor Druker commented that Oceanside and Chula Vista would not consider themselves urban environments but suburban.

Mr. Paul Jablonski stated that guidelines and requirements can become contradictory. We need to find the balance between current resources and services that can be provided and ensure that we utilize those resources to provide a service where it would be most beneficial. Mr. Jablonski commented that this Plan focuses on expanding transit but expressed his concern with the lack of funding.

Councilmember Jerry Kern (North County Coastal) commented that Oceanside does have an urban core that is being redeveloped and many in the community feel that it is a mix of urban and suburban. Deputy Mayor Rindone stated his concurrence with his comment as it relates to Chula Vista.

Action: Upon a motion by Deputy Mayor Rindone and a second Deputy Mayor Druker, the Transportation Committee received the report and approved release for public review and comment of the draft RS RTP and the Coordinated Plan and scheduled a public hearing at the September 21, 2007, Transportation Committee meeting.

6. REPORT ON SR 76 (I-15 to SR 79) OPERATIONAL IMPROVEMENTS STUDY (INFORMATION)

Mr. Kevin Siva (Southern California Tribal Chairmen's Association) introduced the item. He stated that this informational report will demonstrate what has been achieved in Indian country in collaboration with Caltrans. For several years, tribes have been concerned about safety issues and the need for operational improvements in the State Route (SR) 76 East Corridor. Tribal governments have the responsibility to address traffic issues in the region and to work with other agencies to reduce congestion, improve mobility and address safety issues. In 2006, Caltrans District 11 received a grant to collaborate with the Reservation Transportation Authority (RTA) to conduct an operational improvement study of the SR 76 Corridor east of Interstate 15 (I-15). Additionally, the Pala Band of Mission Indians provided the local match to execute the study in order to mitigate the impacts of traffic on employment, economic development and entertainment. The Tribal Transportation Working Group at SANDAG provides the institutional mechanism to offer a broader interest in discussing issues, developing strategies, and implementing projects together. RTA will develop a Tribal Transportation Management Association to serve the southern California

tribes. Strategic priorities were developed at last year's Tribal Summit to bring new funding to the region and to identify tribally affected corridor studies, such as the one presented today. The RTA has applied to funding only available to tribal governments to develop a transportation program.

Mark Bobotis (Caltrans) presented the item and briefed the Committee on the study findings. The purpose of the study was to investigate the existing impacts to the SR 76 East Corridor and to determine the need for operational improvements. The study developed a list of recommended improvements based on long-term traffic forecasts and modeling. The most important purpose of the study was to foster relationships with the tribal governments in the region. The Working Group collected and analyzed traffic and roadway conditions in the corridor. The study analyzed traffic at major intersections at peak hour and also developed average daily traffic counts. Criteria for proposed operational improvements were developed and a list of proposed operational improvements created. The study also addressed future proposed development and its impact over the long-term on traffic in the corridor. The Working Group will prioritize projects, identify funding opportunities and work toward implementation of the operational improvements.

Action: This item was presented for information only.

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

The NCTD SPRINTER Rail Project converts an existing 22-mile freight rail corridor into a diesel multiple unit (DMU) transit system connecting Oceanside, Vista, unincorporated County areas, San Marcos, and Escondido. The SPRINTER is a *TransNet*-funded project. In response to requests from NCTD and the Federal Transit Administration (FTA), SANDAG staff is currently providing support and oversight services for the project.

Jim Linthicum, Division Director, provides support and oversight services for the project and presented a monthly progress report to include current progress and schedule, estimate at completion and project concerns. He stated that great progress was made in the past month. Critical work was completed on communications systems and they successfully became operational at select stations. One quality issue continues to be monitored on the San Marcos loop project. The rail anchors on the bridges are loose with some concrete cracking; the contractor has taken full responsibility and will replace all 5000 anchors. Test trains will begin running through a portion of the corridor next week. The schedule continues to be driven by the Settlement Agreement. Nine critical milestones are at issue in the Agreement. Final cost is also driven by the Settlement Agreement mainly from impact damages due to design changes. Current estimate at completion (EAC) is \$470 million, which is still below the not to exceed budget of \$484.1 million. Recent EAC workshops validated the conclusion that NCTD has a good system for tracking costs as long as the information is entered into the system. Information on the mainline construction has not been entered thus remains a high risk for unknown costs. All other budget line items are under control. Mr. Linthicum stated the milestones are working as intended to keep the project on schedule. The very tight schedule and great volume of work requires intense coordination by the contractor and oversight by NCTD. Mr. Linthicum stated that we are on schedule to be operational in December 2007. Mr. Linthicum stated that one of the project

recommendations is for NCTD to provide a higher level of scrutiny and monthly reviews of the EAC.

Action: This item was presented for information only.

8. PRESENTATION ON CONSTRUCTION AGGREGATE RESOURCES (INFORMATION)

Warren Coalson, EnviroMINE, Inc., a San Diego based firm, provided a presentation on the scarcity of permitted construction aggregate resources in San Diego County, including implications for future development. Mr. Coalson described the composition of construction aggregate and how it is utilized. There are only four sources of construction aggregate in San Diego County each of different composition. Demand continues to be higher than production. In the mid-1990s, the County lost a great percentage of its production sites which caused a major dip in meeting demand. Production sites dropped from 49 in 1970 to only 14 today. In the next three years, three more sites will be lost. The loss of quarries continues to increase and production continues to decrease making it difficult to meet demands today. Additionally, aggregate reserves have been dropping and if the trend continues there will be no reserves by 2015. Land use conflicts continue to be an issue with finding new resources for aggregate and permitting costs have risen and become time constrictive. Mr. Coalson described the four goals for meeting demand: increased production at existing quarries, import aggregate from other areas, increased use of recycled material, and permitting new resources. Additionally, increased transportation costs have affected the final price of aggregate. Import materials are also in short supply and will soon be depleted. Use of recycled materials is growing but is still negatively affected by land use conflicts. Mr. Coalson stated that local general plans need to set aside mineral resource reserves guaranteed for future production. On a general plan and project basis we need to include in kind replacement of any mineral resource reserves affected by conflicting land use development. Zoning ordinances need to classify reserve lands for extractive use and also set aside additional lands. We need better maintenance of reservoirs by removing sand and finally permitting processes need to be made more efficient and less prohibitive.

Deputy Mayor Rindone stated that Mexico is exporting sand to China and asked how that impacted our region.

Mr. Coalson stated that he did not think there was an impact and Mexico was already exporting approximately one and a half million tons of sand to the San Diego region.

Mr. Gallegos stated that SANDAG was recently contacted by a group that wants to build a conveyor belt in the Otay region to facilitate importing products. The border crossing process is difficult and costly and the proposed conveyor belt would mitigate some of these issues.

Councilmember Ben Hueso (San Diego) commented that the City of San Diego has been looking for opportunities to increase the water line in local reservoirs to increase capacity. Increased amounts of sand and silt settling into the reservoirs is one of the major causes of decreased capacity and working collaboratively with the construction industry to remove the sand for aggregate uses would satisfy the needs of both the City and the industry.

Chair Madaffer stated that he would work with Mr. Coalson to facilitate opening a dialogue with the City of San Diego to address this great collaborative opportunity.

Supervisor Roberts stated that we need to plan for the future. We are projecting to build roads and other transportation systems and the major component is concrete and the major component of concrete is aggregate. This committee needs to facilitate the process in a more significant manner. We need to focus on improving the permitting process. We should consider future impacts of land use decisions on the aggregate industry such as preserving mineral reserves resources. SANDAG should take the initiative to address this issue with the city and county agencies in the region.

Chair Madaffer stated that he would speak with the Chair of the City of San Diego's Natural Resources and Culture Committee to place this presentation on a future agenda. He also stated that SANDAG needs to institutionalize aggregate resources and perhaps include this issue in the next RCP.

Mayor Pfeiler agreed that SANDAG needs to be involved and stated that the region needs a strategy to address the rising costs and decreased supply of aggregate which would lower the overall costs of construction and help make housing more affordable in the region.

Action: This item was presented for information only.

9. UPCOMING MEETINGS

The Transportation Committee meetings, originally scheduled for Friday, August 18, and Friday, September 7, 2007, have been cancelled. The next regular meeting of the Transportation Committee is scheduled for Friday, September 21, 2007, at 9:00 a.m. The Transportation Committee will hold a special meeting on September 20, 2007, at 12:30 p.m. at NCTD in order to hold a public hearing on the fare structure for the SPRINTER.

10. ADJOURNMENT

Chair Madaffer adjourned the meeting at 10:35 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
August 3, 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	No
	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	Yes
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		vacant	Member	?
		Charlene Zettel	Alternate	Yes
ADVISORY/LIAISON Caltrans	----	Pedro Orso-Delgado	Member	No
	—	Bill Figge	Alternate	Yes
Regional Planning Stakeholders Working Group	—	Sandor Shapery	Member	No
		Gary Nordstrom	Alternate	No
		Kathy Keehan	Alternate	No
SCTCA	—	Kevin Siva	Member	Yes
		Albert Phoenix	Alternate	Yes