

# TRANSPORTATION COMMITTEE

December 14, 2007

AGENDA ITEM NO.: **1**

**Action Requested: APPROVE**

## TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF NOVEMBER 16, 2007

The meeting of the Transportation Committee was called to order by Vice Chair Jack Dale (East County) at 8:04 a.m. See the attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Deputy Mayor Jerry Rindone (South County) and a second by Chairman Ed Gallo (North County Transit District [NCTD]), the Transportation Committee approved the minutes from the October 19, 2007, meeting. Deputy Mayor Rindone abstained from voting due to his absence from the meeting of October 19, 2007.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

There were no public comments.

### REPORTS

3. UPDATE ON AIRPORT AND GROUND ACCESS PLANNING ISSUES (INFORMATION)

Linda Culp, Senior Regional Planner, presented this item. At the June 15, 2007, meeting, the Transportation Committee discussed a number of airport planning issues. The Committee recommended that SANDAG and the San Diego County Airport Authority (the Authority) work together to undertake a comprehensive regional air-rail network study to address the region's long-term aviation needs and develop a long-term master plan for the efficient utilization of the San Diego International Airport (SDIA). These plans would address: (1) site planning and possible expansion of SDIA; (2) ways to utilize other airports in the San Diego region and Southern California; and (3) include consideration of rail facilities to both improve airport access and alleviate short-haul aviation demands.

SANDAG and the Authority have been working together to prepare work programs for the air-rail network study and the long-term SDIA master plan and to ensure that the work complies with the airport planning requirements of Senate Bill 10 (SB 10). The main provisions of SB 10 include the development of a Regional Aviation Strategic Plan (RASP) and an Airport Multimodal Accessibility Plan (AMAP). Both SANDAG and the Authority will work closely together to prepare work programs for the air-rail study and the long-term SDIA master plan. SANDAG staff has initiated work on the air-rail network study by contracting with a consultant to assist with developing a scope of work, cost estimate, and potential study funding sources. This scoping effort will be completed this year. The air-rail

network study will address connections between the region's airports and airports in surrounding regions and evaluate the potential for existing and future passenger rail service to alleviate short-haul travel demand, including an evaluation of the California High-Speed Rail Authority's plan for a statewide high-speed rail system. Ms. Culp briefed the committee on the successful multi-modal project, utilizing rail for short-haul operations in Frankfurt, Germany. By increasing rail short-haul operations, airlines have been able to increase their long-haul and international flights. In our region, 43 percent of total operations from SDIA are short-haul operations to San Francisco, Las Vegas, Phoenix, and Los Angeles. The plan will consider expanded use of the region's general aviation airports and improved connections to airports in Los Angeles, the Inland Empire, and Tijuana. The results of these studies will be incorporated into the RTP update in 2011.

Ted Anasis, Manager of Airport Planning, the Authority briefed the committee on the SDIA Master Plan. Partway through the process of preparing the long-term Airport Master Plan, Authority staff will commence with development of the RASP. Major provisions of the RASP include development of a forecast of passenger and cargo demand, a strategy to accommodate additional demand, and a financial strategy and program of investments, as well as identification of existing airport capacity and consideration of aviation plans from surrounding regions.

With regard to short-term planning for SDIA, the Authority has recently completed a revised traffic study and revised draft Environmental Impact Report (EIR) for the proposed interim improvements. The comment period for the draft EIR was recently extended from November 30, 2007, to January 4, 2008. The draft EIR includes alternative development plans for the airport, including the option to include or exclude the parking structure, and the option of pursuing development of a consolidated rental car and an inter-modal transit center on the north side of the airfield.

Deputy Mayor Dave Druker (North County Coastal) requested clarification regarding the listing of the Los Angeles airport on the map for short-haul operations and why the airport was not indicated on the air-rail network study map.

Ms. Culp stated that the Los Angeles Airport was not indicated on the air-rail network map because it was not considered an airport with excess capacity. She stated that the airport would be considered in the complete analysis.

Deputy Mayor Druker stated that the reason the Los Angeles Airport may not have excess capacity is that there are a number of short-haul operations from San Diego. Also, many passengers from San Diego to Los Angeles are traveling for connecting flights.

Mayor Jim Desmond (the Authority) expressed his appreciation for the collaborative efforts of SANDAG and the Authority.

Charlene Zettel (the Authority) stated that funding for the high-speed rail study will become very important and provides an opportunity for grant funding from the Federal Aviation Administration. SANDAG and the Authority need to develop partnerships for support of funding for effective high-speed, short-haul rail operations that will lead to increased airport capacity.

Chairman Gallo requested clarification regarding the difference between rail travel and air travel times from Frankfurt to Cologne.

Peggy Ducey, Peggy Ducey and Associates, consultant for the air-rail network plan, stated that the travel time for air is about one hour. The positive impact is that rail travels directly into downtown Cologne and avoids any additional security check-in. She stated that the Frankfurt Airport plans to eliminate all air travel between Frankfurt and Cologne because the rail operations have allowed airlines to backfill with more lucrative operations.

Ms. Zettel stated that there is potential for huge economic impacts for SDIA with implementation of rail operations. This would increase capacity to allow more non-stop flights to operate from SDIA and benefit our tourism, employment, and the Region's economy.

Councilmember Phil Monroe (South County) commented that he recently had a tour of SDIA and was briefed on the short-term plans for the airport. He commented that we need to bring transit to SDIA. He commented that during a recent trip to Portland, his party was able to take transit directly from the airport to within blocks of his hotel. He felt that our Region needs to focus on plans for transit for SDIA. Councilmember Monroe also stated that he would like to have data on ridership, funding, subsidy per passenger, and other data that measures the success of the program in Frankfurt.

Bob Leiter stated that in conjunction with Phase One of the SDIA Master Plan, SANDAG, Metropolitan Transit System (MTS), and North County Transit District (NCTD) are working together to develop plans to improve transit connections to SDIA and will report on that at the December meeting. Also, Phase Two of the Master Plan will focus on more regional transit service and inter-modal operations.

Councilmember Jerry Kern (North County Coastal) stated that we need to study not just where passengers are going but why. The study needs to reflect why people are going to their destination and whether there is a benefit to placing rail operations at that location.

Vice Chair Dale commented that staff would be returning at the December meeting with information on the short-term improvements and the draft EIR.

Action: This item was presented for information only.

4. METROPOLITAN TRANSIT SYSTEM AND NORTH COUNTY TRANSIT DISTRICT TRANSIT SERVICE CHANGES (APPROVE/INFORMATION)

Dan Levy, Senior Regional Planner, presented this item. He provided an overview of the service changes proposed by North County Transit District (NCTD) and Metropolitan Transit System (MTS). The NCTD changes are primarily based on adjustments needed to accommodate the SPRINTER service, while the MTS service changes are intended to help bridge the recently identified \$9.2 million funding gap.

NCTD held two public hearings on its proposed changes to the BREEZE and the COASTER. The BREEZE service changes are associated with the anticipated introduction of SPRINTER service in December 2007, and the proposed COASTER changes include minor weekday

schedule adjustments for some trips and schedule adjustments to all trains running on Saturday.

The MTS Board approved service reductions to several bus routes and the Green Line Trolley. The MTS Board also approved the creation of a new route (Route 86) and deferred two service reductions regarding Routes 28 and DART (Direct Access to Regional Transit) service in Rancho Bernardo and Scripps Ranch. All of the changes proposed by MTS, except the reductions to Route 89, were not found to be regionally significant and, within the context of fiscal restraint, are consistent with the SANDAG Short-Range Transit Plan.

Route 89 is a regionally significant service since it serves regional travel demand corridors that cross transit agency jurisdictional boundaries. A change to a route of regional significance requires that SANDAG conduct an "Administrative Review of Service Consistency" or make a "Finding of Overriding Considerations." SANDAG conducted ridership counts on Route 89 in April and October 2007. There is an average of 102 daily riders (60 percent of the total boardings) who ride on the northern section of Route 89. Of those riders, an average of 70 people (41 percent of the total boardings) travel between the COASTER station and the northern terminus of the route. The MTS proposal would result in the loss of about 60 percent of ridership and result in the loss of about \$5,000 in revenue. MTS believes that ridership on the remaining portion of the route will increase as the number of trips is planned to grow from four trips per peak to five trips per peak. As a COASTER Connection, the majority of passengers are transferring from the NCTD COASTER and do not directly pay a fare. NCTD contributes 5 percent of all COASTER revenues to MTS to cover the cost of providing connecting services. Each COASTER passenger generates about \$0.20 per ride on a COASTER Connection for MTS. In contrast, each MTS fare-paying passenger contributes about \$0.85 per ride. In addition Route 89 is losing the special Caltrans mitigation funding that was available to cover the extra subsidy required. These two factors combine to make Route 89 high on the list of services for MTS to cut in order to balance its budget. A greater financial benefit accrues to MTS from cancelling this route than would accrue by cancelling any other non-COASTER Connection MTS route. SANDAG finds that there are overriding considerations from the current budget situation at MTS that lead to the conclusion that service on Route 89 may be discontinued, north of Sorrento Valley Station. SANDAG staff will work with employers in the area, and the Fare and Revenue Study Consultant as well, to seek other funding sources in order to restore the service as soon as possible.

Additionally, staff anticipates a funding problem that will affect eight other Sorrento Valley COASTER Connection services. COASTER riders with COASTER tickets and monthly passes can transfer to the Sorrento Valley COASTER Connection services at no additional charge. The result is that farebox recovery rates on these routes tend to be lower than other MTS routes. The annual subsidy required to operate these services comes from several sources: COASTER Fare Revenue Sharing, MTS Transportation Development Act, Air Pollution Control District (APCD) Funding, and Caltrans I-5 Mitigation Funds. APCD Funding and Caltrans I-5 Mitigation Funds are expected to not be available for FY 2008. Loss of these revenues, combined with the limited revenue allocated from the COASTER and the larger budget problems faced by both NCTD and MTS, means that the COASTER Connections may be targeted for service reductions. SANDAG will pursue discussions with the County of San Diego on the future of APCD funding and other options such as fare surcharges and COASTER revenue allocations, employer contributions, and route adjustments that could

improve service efficiencies. SANDAG, in coordination with MTS and NCTD, will take the lead in exploring funding options.

The most notable NCTD service change is the arrival of SPRINTER service which will connect the Escondido Transit Center with the Oceanside Transit Center. The associated BREEZE fixed-route bus changes were developed and then revised to address concerns raised during the Public Hearing including a desire to reduce transfers, maintain service to senior areas, the need for any changes to be cost-neutral, having earlier service start times to some employment centers, and retaining the other benefits of the Service Plan, such as bus-train coordination, improved college access, and ridership increases.

The NCTD COASTER Saturday changes also are being proposed to ensure better connection times with the new SPRINTER service, while midweek COASTER changes are minor corrections to reflect actual running times. These proposed service changes only involve schedule adjustments and are not regionally significant. The changes do not have any budget impacts.

Wendy Kelly, a member of the public, commented that she is a North County resident. She stated that there is a need for a northbound shuttle and stated her opposition to the elimination of the northern Route 89. She stated that her company is willing to subsidize Route 89 and that many of the passengers of Route 89 are willing to pay an additional fee to keep the Route 89 north shuttle operational.

Amy Farrington, a member of the public representing shuttle 89 riders, stated their opposition to the elimination of the northern Route 89 shuttle and asked for an extension while finding funding. She stated that many riders are dependant on the shuttle and that it always runs at near full capacity. Elimination of the shuttle will put more vehicles back on the highway.

Morton Printz, Chair of Torrey Pines Community Planning Group and member of the public, stated his opposition to the elimination of the northern Route 89 shuttle. He stated that his organization completed a survey regarding service along Del Mar Heights Road between Del Mar and Carmel Valley and the results showed a large demand for this service. He submitted the written results of the survey and requested the committee members review the survey. He also made a short presentation regarding the appeal for continuation or reinstatement and extension of bus Route 89. He stated that SANDAG should consider passengers who are paying for use of the transit system.

Parthiv Shah, a member of the public, stated that he is employed at a company on El Camino Real at Valley Center Drive and takes the COASTER several days a week. He stated his support for increasing the routes and trips of the COASTER. He stated that his company has worked with SANDAG in the past to develop transit routes to support bus travel to their location and are currently subsidizing employee costs for Route 89. Carmel Valley is a high tech employment area and many people want to have the option of using transit. He stated his opposition to the elimination of the northern Route 89.

Amy Huff Shah stated her support for continuation of the northern Route 89 shuttle.

Deputy Mayor Rindone stated that inadequate funding is the reason for these cuts in service to transit. Transit agencies are challenged to provide services and need to reasonably look at what services are provided. Funding will be even more challenging in 2008. He stated that cutting the northern Route 89 was necessary because of a lack of funding. The original funding for the route was temporary through Caltrans mitigation during construction. Once that funding ended, MTS did a study to find out if there was ridership to support the continuation of the route. He stated that the counts used in the SANDAG study were taken over only two days and reflect numbers that are 25 percent higher than the actual daily counts made by MTS. He stated that approving the service cut is necessary due to funding challenges, but he recommends the issue be referred to NCTD and MTS to find alternative funding sources to include potential public/private partnerships.

Deputy Mayor Druker stated that it has been historically difficult to find funding to support Route 89. He stated his opposition to cutting the route. He stated that there needs to be more marketing for the route. MTS, NCTD, and SANDAG should lobby employers in the region to urge their support and get their employees to ride the bus. He stated that SANDAG needs to find funding to maintain the route for the next six months and also identify funding sources for all COASTER connections by June 2008. The COASTER fulfills an important role in reducing congestion by reducing traffic on Interstate 5 (I-5) by one lane, both during both morning and afternoon commutes. He stated that he would also like to see a shuttle from Solana Beach to Del Mar Heights. Carmel Valley's employers' economic impact to the Region is growing and transit agencies and SANDAG need to focus on providing transportation alternatives. Deputy Mayor Druker stated that the Committee needs to find the funding to maintain Route 89 for the next six months and find a comprehensive solution for funding to maintain this COASTER connection.

Chair Pro Tem Bob Emery (MTS) stated that bus service is needed in the Sorrento Valley area, but there is no funding in the MTS budget for Route 89. Following the Comprehensive Operational Analysis, MTS attempted to continue Route 89, but there is no funding so the MTS Board made the decision to cut the route. Additionally, MTS does not feel the route has a regional significance and feels that this is an internal matter. Chair Pro Tem Emery stated that the route needs to be analyzed. He moved adoption of the staff recommendation while acknowledging that Transportation Committee approval is not necessary to cut this route and referred the issue of Route 89 back to MTS or another appropriate committee to find funding sources to allow the route to be reinstated in June 2008. The motion was seconded by Deputy Mayor Rindone.

Councilmember Ben Hueso (City of San Diego) stated that in the past he had organized a transit service in Logan Heights. He worked with businesses to fund services for the bus operations and for those businesses that provided funding. We provided signage stating that this shuttle stops at this business. The concept was so successful that each business purchased a van for free shuttle service in the neighborhood. He used the concept again in San Ysidro and is attempting to work out the operations in that area too. He commented that there are businesses in the north area that should also be approached to subsidize or fund transit operations. Councilmember Hueso stated his support of the motion, but with the condition that SANDAG work toward finding a similar solution for Route 89. Councilmember Hueso requested clarification of the amount of funding needed for Route 89.

Gary Gallegos, Executive Director, stated that the funding for all COASTER connections is approximately \$600,000 to \$1 million annually.

Mr. Levy stated that according to the MTS Board report, they would save \$30,000 by cutting Route 89.

Councilmember Hueso stated that \$30,000 could be generated from local businesses to support the route.

Mr. Gallegos stated \$30,000 would only fund Route 89 through the end of the fiscal year.

Paul Jablonski, Chief Executive Officer, MTS, stated that, while he is supportive of finding funding for all the COASTER connections, Route 89 was implemented using one-time funding from Caltrans as a mitigation measure during construction of the I-5/I-805 interchange. There was no intention to keep the route after the funding ended. MTS did extend the service northward in the hope that the route would generate revenue. He stated that MTS was not cutting the entire route. The most heavily used portion from the Sorrento Valley COASTER station into University Town Center would not be cut. Only the most northern portion is being cut. In order to maintain the most heavily used portion of the route. MTS is backfilling the necessary funding.

Chairman Gallo commented that even after hearing all the benefits of the route in the presentation, we are still being asked to cut it. He stated that a transit agency's role is to move people. NCTD is faced with these same issues every year and that public transit will always be subsidized. Chairman Gallo recommended that the route be maintained until June 2008. He commented that we need to market the route and work at finding a funding solution prior to that deadline of June 2008. He stated that cutting the bus service would also cut COASTER ridership. We need to look at the system as a whole and not judge each route individually.

Councilmember Bob Campbell (North County Inland) stated that although MTS feels that cutting the route is in its purview, there is a financial impact to NCTD, and MTS needs to work with NCTD to find a common solution regardless of the vote today. Councilmember Campbell also asked about the policy of charging a surcharge to cover the cost of funding for an interim six months, and whether this Committee could consider this option.

Mr. Levy stated that the COASTER revenue is approximately \$30,000 for the six months, and MTS does have the authority to implement a temporary fare.

Supervisor Bill Horn (County of San Diego) stated that he had worked for years to get a bus route to connect to the COASTER in this area. Del Mar Heights is a very densely populated neighborhood, and we need to find a solution to keep the route in place. SANDAG's goal is to find connections for transit and promote smart growth. He stated that there is potential growth for public transit in this area, and we need to support the continuation of this route. SANDAG needs to find revenue sources to keep this route operating.

Councilmember Monroe stated that there are two issues before the Committee today. The first issue, on which a motion was made, is whether to continue the route. The second issue is whether SANDAG has any jurisdiction over this issue. He stated he would like to address the second issue after a vote on the motion.

Deputy Mayor Druker made a substitute motion, seconded by Chairman Gallo, to accept the staff recommendations 2 and 3 and find immediate funding to maintain Route 89 for the next six months.

Mr. Jablonski stated that reducing the northern portion of the route saves approximately \$50,000 over the six months.

Deputy Mayor Druker stated that SANDAG needs to find the funding to continue the route through June 2008 and work at finding other funding sources during that time to continue the route. He stated that the route is regionally significant because it does connect the COASTER with an underserved region.

Chairman Ron Roberts (County of San Diego) stated that if SANDAG has a \$50,000 funding source, this Committee needs to hear about it. He stated that the route supports a very low number of riders and the route is highly subsidized. This route was an experiment for a year, and the experiment failed. The route did not increase ridership or revenue. There is no reason to continue the route. He stated that every route could be marketed better. He stated that if funding one route is mandated then there would need to be cuts to other routes to fund it. Ridership would potentially be more negatively affected by doing cuts elsewhere. He stated that unless there is funding identified today to fund the route; the route needs to be cut. The state budget is projecting a \$10 billion deficit. There won't be more funds for transit next year...there will be even less. He stated that there will be more cuts to service next year due to lack of funding. The cut to this route is only to the portion that is not producing revenue. This committee needs to look at the entire system and the funding necessary to keep the system running.

Mayor Lori Holt Pfeiler (North County Inland) requested clarification regarding the ridership and subsidy to Route 89 and whether the funds were for the COASTER. MTS is not receiving the full funding but a cost share portion.

Mr. Levy stated that 5 percent of COASTER revenues are contributed to MTS for connecting services. COASTER passengers only contribute 20 cents per trip on Route 89, whereas passengers not transferring from the COASTER contribute about 85 cents per trip on Route 89. There is not a large amount of revenue contributed by the COASTER passengers under the cost-sharing agreement.

Mayor Pfeiler commented that revenue sharing is part of the challenge. The challenge is to find a way to share revenue that can fund both systems.

Deputy Mayor Druker repeated his substitute motion that the Committee accepts staff recommendation except to find immediate funding and continue the northern part of Route 89 for the next six months.

Chairman Harry Mathis (MTS) commented that MTS has taken the action to discontinue Route 89. SANDAG has made a decision that this is a regionally significant route even though it falls entirely under MTS jurisdiction. We are setting a precedent by allowing the Transportation Committee to make a decision that effectively overrules the MTS Board on an issue that is entirely under MTS jurisdiction.

Vice Chair Jack Dale called for a vote by show of hands on the substitute motion. The motion failed.

Chair Pro Tem Emery repeated his original motion to accept staff recommendation without setting precedent for any admission of authority or statement that the Transportation Committee has jurisdiction over this particular route and to institute a study to find funding to reinstate the route. The motion was seconded by Deputy Mayor Rindone. Vice Chair Dale called for a vote on the motion by a show of hands. The motion passed with Deputy Mayor Druker voting against.

Councilmember Monroe expressed his displeasure that SANDAG was involved in the decision to eliminate Route 89. He stated that the route is totally within MTS jurisdiction and that SANDAG should not be involved in any decision eliminating this route. He expressed his concern that this item has caused a break in communications between MTS and NCTD.

Councilmember Campbell stated that there is impact to NCTD revenues and service and SANDAG should be a part of the decision to eliminate the route.

Mayor Pfeiler stated that if there is impact to both the NCTD COASTER and MTS Route 89, it qualifies this as a regional issue. The Route may be totally within MTS jurisdiction but there is a direct impact to NCTD.

Action: Upon a motion by Chair Pro Tem Emery and a second by Deputy Mayor Rindone, the Transportation Committee: (1) approved the elimination of Route 89 north of Sorrento Valley COASTER Station due to a finding of overriding considerations without setting precedent for any admission of authority or statement that the Transportation Committee has jurisdiction over this particular route; (2) directed staff to develop a comprehensive plan for funding the return of Route 89 and other Sorrento Valley COASTER Connection operations; and (3) received for information the proposed service changes from MTS and NCTD.

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

Jim Linthicum provided a monthly status report on the SPRINTER rail project, including discussion of implementation and effectiveness of project cost-control measures. NCTD and the Mainline contractor are advancing toward a December completion of all work required for revenue operations. The signals and communication work remain critical. There was no damage to any of the work from the recent wild fires. The Mainline contractor was shut down for a week, and SDG&E crews that were connecting the stations with permanent power were diverted elsewhere. Twelve of the fifteen stations have power and leased generators energize the remaining three stations. The corridor is divided into five separate zones for signal work; two of the five are complete. When all zones are complete, the

operator will be able to perform full pre-revenue operations over the entire line. The SPRINTER Operations Facility (SOF) is complete. The San Marcos Loop contract is complete, except for final inspection of the elevator at the California State University San Marcos station. The milestones agreed to by the contractor last spring greatly accelerated the work but proved to be too aggressive, and each date has been missed. If the contractor is able to turn over each of the signal zones to NCTD per the revised schedule, there should be adequate time for pre-revenue operations, and revenue service could begin in December. NCTD plans to switch to its fully integrated and regularly scheduled bus and SPRINTER service beginning January 13, 2008. Collection of liquidated damages by NCTD is not a certainty since the contractor will likely claim they were delayed by conditions outside their control.

The California Public Utilities Commission (CPUC) requires certain approvals prior to certifying operations. The certifications for the SOF, the San Marcos Loop, and the Diesel Multiple Unit (DMU) vehicles were to be submitted November 15. The Mainline certifications are about half complete and will be submitted in early December. It was identified that the gap between the edge of the station gangway and the vehicle is too wide outside the door area of the DMU. The Mainline contractor is fabricating an extension that will be bolted on to each gangway to close this gap. The installation of the extensions will be completed in late December.

The settlement agreement with the Mainline contractor provides for payments not to exceed \$12.2 million for damages the contractor incurred due to design changes. After approving a portion of the contractor's documentation, NCTD made a payment of \$1.1 million last month but no further payments are pending. The current estimate at completion (EAC) increased \$1 million to \$477.6 million. The EAC was increased when NCTD capitalized the future cost to maintain their environmental mitigation sites. The project budget set by the NCTD Board and included in the Amended Recovery Plan for the FTA is \$484.1 million.

NCTD staff is focusing its construction management effort on calculating the final quantities and change order costs. It is working with the contractor to resolve 15 percent of the backlog each month. The results of these pending calculations pose the biggest risk to the budget.

Action: This item was presented for information only.

6. TRANSIT PROJECT PROGRAMMING AMENDMENT (RECOMMEND)

The Metropolitan Transit System (MTS) has requested an amendment to redirect \$4.5 million from the Regional Transportation Management System project to another project to add fareboxes to contract vehicles that will be able to work with the Smart Card system.

José A. Nuncio, Senior Engineer/Financial Programming, presented this item. At its March 2007 meeting, the Board of Directors approved programming \$163.7 million in 2006 State Transportation Improvement Program (STIP) Augmentation funds. Of these, \$4.5 million were identified for the Regional Transportation Management System (RTMS) project. Concurrent with the 2006 STIP Augmentation, an exchange of STIP and TransNet funds was also approved that allowed SANDAG to submit to the California Transportation

Commission larger capacity-increasing projects for STIP Augmentation funding and reduce the administrative burden on SANDAG by managing the smaller transit-related projects locally. The \$4.5 million currently programmed for this project in the Regional Transportation Improvement Program is *TransNet*. No further CTC involvement is necessary.

The \$4.5 million currently programmed for RTMS was intended to equip 355 MTS suburban and contract buses with computer-aided dispatching and automatic vehicle location equipment. An initial phase to equip this technology on San Diego Transit buses is already underway. Due to changes to the fare structure that were approved by SANDAG in October, however, MTS believes that there is a greater need at this time to accelerate and extend acquisition of the same fare collection equipment already in place on San Diego Transit buses for contract buses. The proposed programming amendment would provide funding for the replacement of older fareboxes on MTS Contract Services buses with the newer GFI Odyssey system that is currently being deployed on San Diego Transit buses. Without this system, bus operators on contracted routes are unable to issue a magnetically encoded day pass. Installation of the new fareboxes would enhance revenue and operator security. RTMS expansion will continue to be a priority for future funding opportunities.

Action: Upon a motion by Chair Pro Tem Emery and a second by Deputy Mayor Druker, the Transportation Committee recommended to the Board of Directors that \$4.5 million currently programmed on the Regional Transportation Management System project be redirected towards a project to extend acquisition of farebox collection equipment to MTS Contract Buses.

7. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for Friday, December 14, 2007, at 9 a.m.

8. ADJOURNMENT

Muggs Stoll, *TransNet Program Manager* commented that the construction bids for the SR 52 extension project were lower than expected by approximately \$17 million. Councilmember Monroe questioned if other bids were comparably low or if there was a large gap between the low bid and the others. Mr. Stoll stated that one other bid was close but the average of all the bids was lower than expected and hopefully indicated a trend.

Deputy Mayor Rindone commented that the ribbon cutting for the SR 125 Southbay Expressway was scheduled for 11:00 a.m. this morning and provided directions for the committee members to attend the event.

Vice Chair Dale adjourned the meeting at 9:39 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE  
SANDAG TRANSPORTATION COMMITTEE MEETING  
NOVEMBER 16, 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	No
	----	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	No
San Diego County Regional Airport Authority		Charlene Zettel	Member	Yes
		Jim Desmond	Alternate	Yes
		Ramona Finnilla	Alternate	No
ADVISORY/LIAISON Caltrans	----	Pedro Orso-Delgado	Member	Yes
	—	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	No