

# TRANSPORTATION COMMITTEE

May 16, 2008

AGENDA ITEM NO.: **1**

**Action Requested: APPROVE**

## TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF MAY 2, 2008

The meeting of the Transportation Committee was called to order by Vice Chair Jack Dale (City of Santee) 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 Charlene Zettel (San Diego County Regional Airport Authority [SRCRAA]) and a second by Councilmember Matt Hall (North County Coastal), the Transportation Committee approved the minutes from the April 18, 2008, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chuck Lungerhausen, a member of the public, submitted written comments which he read into the record.

Clive Richard, a member of the public commented that the state deficit continues to rise. He stated that fares will continue to increase in the region for both transit operators and that there was no alternative except cutting service. He commented on the irony that now when gas prices are so high and more people will be using transit, those very services are being cut.

Jim Schmidt, a member of the public submitted an article he had written for *The Daily Transcript* and commented that the east county freeways work better than the north county freeways because there are six major alternate roads for short drives in the east county. He stated that we need to have more local roads available to reduce congestion in the north as well.

Vice Chair Dale reported that the bids for the South Segment of the I-15 Managed Lanes project were \$19 million below the engineer's estimate which is great news.

Mayor Dave Druker (North County Coastal) stated that the Joint Committee on Regional Transit (JCRT) met recently and discussed the funding deficits of the transit agencies. Mayor Druker requested an item be placed on an upcoming Transportation Committee agenda to discuss the fiscal crisis of the two transit operators and to look at specifically finding funding for these two agencies perhaps from long-range planning or other similar areas.

Chair Jim Madaffer (City of San Diego) stated that this very important issue should be discussed in the overall budget process and he would request staff keep the Committee advised during the budget process.

Chair Pro Tem Bob Emery (Metropolitan Transit System [MTS]) stated that when this topic comes before the Transportation Committee, the Committee needs to discuss potentially using some of the planning dollars, including those set aside for bicycle routes too. The two operating agencies are in crisis mode and are not capable of carrying out their specific duties. He stated that long range planning funds should be considered to fund operating needs.

Chair Madaffer advised the Committee that from a budgetary standpoint, taking dollars from planning to fund transit operating costs is not fiscally prudent. SANDAG is not the only agency in this crisis situation and it is not good policy to start raiding other funds. We won't know the extent of the impact on our transit agencies budgets until the Governor releases the May budget revise.

Mayor Druker stated that the transit agencies can't wait that long and need to act now because their budgets have to be completed by June 30, 2008.

Chair Madaffer stated that he would agree to add the item to the agenda in May or early June but stated that the transit agencies should not have an unrealistic expectation.

Ms. Zettel commented that the Airport Authority certified the EIR and adopted the master plan for 2015 planning. She thanked SANDAG and Mr. Gallegos for drafting the MOU between the two agencies and stated that it was also approved and that she and the Authority were looking forward to working with SANDAG on the RASP and multimodal planning.

## **REPORTS**

### **3. AUTOMATED FARE COLLECTION – MTS FUNDS TRANSFER AGREEMENT AND BUDGET AMENDMENT (APPROVE)**

James Dreisbach-Towle, Systems Integration presented the item. Metropolitan Transit System (MTS) has requested SANDAG to procure additional fareboxes through the SANDAG contract with GFI Genfare as part of the Automated Fare Collection (AFC) Project. The SANDAG AFC project is facilitating the design, procurement, and installation of new fare collection equipment for the region's transit operators. The vision for the project is to implement a unified fare collection system and deploy the Compass Card, which will make payment of transit fares easier and more convenient.

MTS has requested that SANDAG execute an amendment to the existing SANDAG contract with GFI Genfare for the procurement of additional fare collection equipment to be used by MTS Contract Bus service. The equipment being procured must be compatible with the existing equipment being used at MTS in order to enhance MTS' ability to effectively collect and secure bus revenue and support the Compass Card.

The MOU states that MTS will transfer \$340,000 in funds to SANDAG for the cost of the effort and that SANDAG will perform the functions of contract and project management. The MTS Board of Directors approved the amendment at its April 24, 2008, meeting. This funding would be programmed into the AFC capital project budget.

Councilmember Phil Monroe (South County) asked whether the action provided funding for more boxes or for planning for more boxes and Mr. Dreisbach-Towle replied that the funding would be to actually purchase more boxes.

Action: Upon a motion by Councilmember Monroe and a second by Councilmember Hall, the Transportation Committee: (1) authorized the Executive Director to execute the Memorandum of Understanding with MTS for SANDAG procurement of fareboxes; and (2) approved the associated budget increase of \$340,000 for the Automated Fare Collection System Project #1145700.

4. *TransNet* SMART GROWTH INCENTIVE PROGRAM DEVELOPMENT (INFORMATION)

Stephan Vance, Senior Regional Planner presented the item. He stated the *TransNet* Extension Ordinance includes that an estimated \$280 million will be allocated to the Smart Growth Incentive Program to provide funding for a broad array of transportation-related infrastructure improvements that will assist local agencies in better integrating transportation and land use, such as enhancements to streets and public places, funding of infrastructure needed to support development in smart growth opportunity areas consistent with the Regional Comprehensive Plan, and community planning efforts related to smart growth and improved land use/transportation coordination. These funds shall be allocated on a regional competitive grant basis. It is intended that these funds be used to match federal, state, local, and private funding to maximize the number of improvements to be implemented. The Commission shall establish specific project eligibility criteria for this program.

Mr. Vance stated that funding for this program is identified in the ordinance under Local Programs. It allocates 2.1 percent of the funds each year for this purpose. For FY 2009, SANDAG's Finance Department is estimating that this will amount to approximately \$5 million.

Mr. Vance provided some background information. He stated that in 2005, SANDAG approved the Pilot Smart Growth Incentive Program (PSGIP), which was funded with \$23.5 million from the federal Transportation Enhancements (TE) program. Development of the *TransNet* Smart Growth Incentive Program (TSGIP) has begun from the base of experience gained with the Pilot Program. The program's development also has been informed by a review of the literature on smart growth, and by what we have been able to learn from similar programs conducted by other regional agencies in the state. In addition, we are taking into account the feedback we received on the program from the 2006 Independent Transit Planning Review report, and from the state Attorney General's office in its comments on the Regional Transportation Plan.

To assist with the program development, SANDAG has assembled an ad hoc working group that includes representatives from the Regional Planning Technical Working Group (TWG) and the Cities/County Transportation Advisory Committee (CTAC). Because the program has

a focus on land use development as much as transportation project development, the TSGIP will be administered under the policy guidance of the Regional Planning Committee (RPC). Earlier this year, the RPC identified the five policy objectives for the program. Mr. Vance reviewed those five policy objectives which include that projects should be ready-to-go, projects should influence land development, projects should contribute to the reduction of greenhouse gases, projects should support appropriate housing densities, and projects should be good examples of smart growth.

The ad hoc working group has developed recommendations on the basic program features, including the frequency of funding cycles and funding levels, project types, screening and eligibility criteria, project evaluation criteria, and the project evaluation process. The program details will continue to be refined over the next month as the recommendations are reviewed by the Regional Planning Technical Working Group (TWG), the Cities/County Transportation Advisory Committee (CTAC) and the Independent Taxpayer Oversight Committee (ITOC).

Mr. Vance reviewed the Funding Levels and Funding Cycles. With an estimate of just \$5 million available in the first year of the program, the working group is recommending that the program would have more impact if each call for projects combined two years of funding. This would make approximately \$10.2 million available for the first funding cycle. The working group has also discussed putting a cap in individual grant amounts as a means of ensuring a minimum quantity of projects are selected in each cycle. This would provide an opportunity to fund a variety of projects in a variety of areas around the region. However, no agreement has been reached on what that cap should be, so the Regional Planning Committee will be asked to make a recommendation at its May meeting. Funding caps in the range of \$1 million to \$2 million have been discussed.

Mr. Vance reviewed the Project Types. The *TransNet* Ordinance authorizes expenditures for both capital improvements and planning projects. The RPC expressed a clear preference for “bricks and mortar” projects, so the working group is suggesting a program that focuses on capital improvements by capping grants for planning activities at 10 percent of the available funding.

For capital projects, the working group is suggesting that the TSGIP fund the same type of public right-of-way improvements as the Pilot Program (streetscape enhancements like lighting and landscaping, bicycle and pedestrian access improvements, and transit access improvements, for example), with some additions that take advantage of the flexibility in using local *TransNet* funds.

Proposed projects would have to be within one of the Smart Growth Opportunity Areas shown on SANDAG’s Smart Growth Concept Map. To focus the grants in areas where funding would have the greatest impact, the working group has developed an outline for the project selection criteria designed to identify the areas with existing regional investments in public transit, and with planned densities that are significant for the project’s place type.

Mr. Vance reviewed the next steps. The ad hoc working group will continue working to develop recommendations for the project selection criteria and selection process. As it develops consensus on the details of the program, SANDAG staff will be developing

guidelines that will govern the administration of the program. The results of this work will be brought back to ITOC and the RPC in June for review and comment. A report on the program also will be made to the Transportation Committee for its information. Based on comments received through this review process, final draft program guidelines and project evaluation process will be prepared for the RPC's consideration in the coming months at which time the RPC would be asked to recommend that the Board approve the guidelines and evaluation process and authorize SANDAG to issue the first call for projects. Once approved, the call for projects could be issued this summer, and a recommended list of projects for funding could be ready for RPC consideration in the fall.

Mayor Jim Desmond, City of San Marcos commented that his staff was concerned about the parameters set forth as incentives for smart growth. He stated that these criteria put North County at a competitive disadvantage. He stated that it is difficult to apply funds equally for all jurisdictions but he wanted to make sure that all regions were competitive for these incentive dollars. He stated that his staff feels they are at a disadvantage competitively.

Councilmember Monroe requested that Mayor Desmond clarify why his staff felt their city was at a disadvantage. He stated that the criteria are not based on geographical areas but on the types of projects that need to be funded.

Mayor Desmond replied that the criteria state the project has to be within certain proximity to the highway or transit centers. The project that the City of San Marcos wanted to apply for funding under this program is a downtown mixed use, smart growth project. Under the parameters for the program, this project would not be competitive.

Councilmember Monroe stated that a downtown project would not be considered smart growth; smart growth by definition needs to be near transit.

Mayor Desmond stated that may work for some cities to have smart growth projects near transit but some cities don't have that opportunity near transit but still want to be competitive for funding.

Councilmember Monroe asked for clarification regarding the types of projects the committee was considering to be funded based on limiting the funding to \$1 million or less.

Mr. Vance stated that the projects would be similar to those funded in the pilot program such as streetscape enhancements, public art, landscaping, public access improvements and those types of projects. Because these are local funds not federal funds, we have more discretion and can consider projects that help activate local public places, public plazas that better serve pedestrians.

Mayor Druker stated that the Regional Planning Committee suggested that this program focus initially on capital projects but should be moved to planning projects eventually. He stated that we need to make sure these funds go to specific smart growth projects that are transit, bicycle or pedestrian oriented and enhance that type of environment.

Chairman Ed Gallo (North County Transit District [NCTD]) stated that is the Escondido transit center project fits the description of pedestrian and transit oriented and stated his support of the program.

Mayor Jerome Stocks (NCTD) stated his support of Mayor Desmond's comments regarding the criteria. Mayor Stocks commented that it is very important that we get the criteria correct as the criteria determine the outcome. He stated that the criteria of requiring the adoption of an approved housing element is not relevant to this type of program because even cities without adopted housing elements can and do build smart growth enhancement projects. He stated that the criteria need to be fair and relevant.

Supervisor Ron Roberts (County of San Diego) stated that the criteria for the program should have a measurable, direct benefit on transportation. The criteria should be specific to supporting transit and the dollars should be leveraged with other funds to enhance measurability and stretch available funds.

Bob Leiter, Director of Land Use and Planning, stated that the Grossmont Trolley Station was funded under the pilot program and is a better example of the types of projects that could be funded with this program. The Grossmont Trolley Station was a joint development with MTS, the City of La Mesa, and a private developer, and the pilot program allocated funding for physical improvements to the transit station which allowed the entire project to go forward. This is the type of project this program can be designed to fund. We need to set criteria that will focus on the types of projects that we want to look for. The Grossmont Trolley Station is a good example of how the dollars were leveraged to fund a project that not only enhances the community but promotes transit use.

Chair Madaffer stated that the program should focus on incentives for projects that put money into transit and transportation oriented projects that will make a more efficient transportation network and system. Those should be the higher criteria than public enhancements. The criteria should ensure that we are funding projects that promote smart growth, higher density, and affordable housing along rail and major transportation lines.

Councilmember Monroe stated that we need to emphasize transportation. He also stated that the housing element criterion was significant because the SANDAG Board of Directors decided that housing was one of the major issues in the region. The Board established a policy that states to be eligible for discretionary funds the jurisdiction must have an approved housing element.

Chair Madaffer stated that we need to utilize these types of dollars correctly and efficiently and follow the blueprint, or run the risk of having the state dictate how to use these types of discretionary funds.

Vice Chair Dale asked whether staff had considered the impact of funding one large project for \$10 million instead of several smaller projects capped at \$1 million or less and whether the goal could be better accomplished that way.

Mr. Vance stated that this issue was in contrast with the earlier comment regarding the distribution of the available funding to as many jurisdictions as possible so that all could be competitive for the funding. He stated this was a policy decision that staff would have the Regional Planning Committee consider.

Mr. Leiter stated that staff is meeting with developers who built the pilot projects, such as the Grossmont Trolley Station, for their input. The planning director for the City of La Mesa felt that a \$1 million cap was too low but that a \$2 million cap would provide them with enough funding to qualify for leveraged funds to build a really good project. We are following up with other agencies and developers who are building similar mixed use projects as well to come back with more specific recommendations. It is a policy issue but we should base the decision on good facts.

Action: This item was presented for information only.

5. AMENDMENT TO THE MASTER MEMORANDUM OF UNDERSTANDING WITH NORTH COUNTY TRANSIT DISTRICT TO PROVIDE ADDITIONAL SUPPORT TO THE SPRINTER RAIL PROJECT (APPROVE)

Jim Linthicum, Division Director, presented the item and provided background information. Since June 2005, SANDAG has provided assistance to NCTD with the construction of the SPRINTER. In November 2006 this assistance was increased to provide for additional staff and consultant support for the project as part of its Amended Recovery Plan. SANDAG staffing and consultant levels have fluctuated since that time. Currently we provide one full time staff engineer, two full-time consultants, and part-time project oversight assistance.

Funds remaining from the previous amendments are inadequate to provide the necessary assistance through project close out. NCTD is requesting additional support for stormwater compliance, configuration management, design assistance, local agency coordination, and overall project close out. The value of this work is estimated to be \$250,000 and would be provided on a reimbursed basis.

Mr. Linthicum stated that this amendment will increase the amount of SANDAG support from \$1,500,000 to \$1,750,000. With this action, the Transportation Committee will also be approving a \$250,000 increase to the budget for the Capital Improvement Program project 1115200 (SANDAG Project Management Assistance) on the FY 2008 Program Budget.

Action: Upon a motion by Chairman Gallo and a second by Councilmember Hall, the Transportation Committee authorized the Executive Director to execute Amendment 2 to Addendum 2 to the Master MOU with NCTD and to take all other actions necessary to implement its provisions.

6. PROPOSED FY 2009 NORTH COUNTY TRANSIT DISTRICT SERVICE CHANGES (INFORMATION)

Dan Levy, Senior Principal Regional Planner presented the item. NCTD is proposing to discontinue 16 low-performing fixed-route services and all FAST services. In addition NCTD is proposing major schedule adjustments on other routes on weekends. The service eliminations are based on reviews of passenger counts from individual trips and by evaluating a route's year-end performance productivity (boardings per service hour) with its peers.

Two of the proposed service changes, as defined by SANDAG Board Policy No. 018, "Regional Transit Service Planning and Implementation Policy," involves a regionally significant service (Route 386). This policy requires that SANDAG conduct an analysis to

determine whether the proposed change is consistent with SANDAG regional transportation and land use goals as incorporated into the Regional Comprehensive Plan, Regional Transportation Plan, and Regional Short Range Transit Plan. An "Administrative Review of Service Consistency" or a "Finding of Overriding Considerations" is required before a route of regional significance can be changed. NCTD is in the process of conducting a Title VI analysis pursuant to federal regulations for transit agencies, and the results of that analysis are needed in order for the Transportation Committee to make its determination. Mr. Levy stated that staff will report back its findings to the Transportation Committee at the May 16, 2008, meeting.

Karen King, Executive Director, NCTD commented that the FAST service also operates in Ramona, which was not listed in the staff report, under contract by NCTD, not directly.

Councilmember Hall commented that Ramona comes up often when discussing issues of smart growth, density allocations, land preservation, and open space. He commented that Ramona needs to be willing to accept intensification in order to have transit serve their community. As we are allocating tough dollars and spreading the funding evenly, we need to keep this in mind.

Action: This item was presented for information only.

7. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for Friday, May 16, 2008, at 9 a.m.

8. ADJOURNMENT

Chair Madaffer adjourned the meeting at 9:45 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE**  
**SANDAG TRANSPORTATION COMMITTEE MEETING**  
**MAY 2, 2008**

GEOGRAPHICAL AREA/ ORGANIZATION	JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING
North County Coastal	City of Carlsbad	Matt Hall	Member	Yes
	City of Del Mar	Dave Druker	Alternate	Yes
North County Inland	City of Escondido	Lori Holt Pfeiler	Member	No
	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 Coronado	Phil Monroe	Member	Yes
	City of Chula Vista	Jerry Rindone	Alternate	Yes
City of San Diego	----	Jim Madaffer (Chair)	Member	Yes
	----	Toni Atkins	Alternate	No
	----	Ben Hueso	Alternate	No
County of San Diego	----	Ron Roberts	Member	Yes
	----	Greg Cox	Alternate	No
	----	Bill Horn	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
		Dave Druker	Alternate	No
San Diego County Regional Airport Authority		Charlene Zettel	Member	Yes
		Jim Desmond	Alternate	Yes
		Ramona Finnila	Alternate	No
ADVISORY/LIAISON Caltrans	----	Pedro Orso-Delgado	Member	Yes
	—	Bill Figge	Alternate	Yes
SCTCA	—	Albert Phoenix	Member	No
		Shane Chapparosa	Alternate	No