

TRANSPORTATION COMMITTEE

April 17, 2009

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF APRIL 3, 2009

The meeting of the Transportation Committee was called to order by Chair Jack Dale (East County) at 9:02 a.m. See the attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Mayor Jim Desmond (North County Inland) and a second by Supervisor Ron Roberts (County of San Diego), the Transportation Committee approved the minutes from the March 20, 2009, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

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

Supervisor Roberts commented that the members had been provided a copy of a letter from Supervisor Dianne Jacob regarding the recent tragic accident on State Route (SR) 67 and her request for support from SANDAG for additional safety improvements. He stated that he would like to see this item referred to in a future agenda so the committee can discuss in detail various safety improvement options for SR 67.

Pedro Orso-Delgado, Caltrans District 11 Director, commented that Caltrans is completing a scoping document regarding safety measures for SR 67. He commented that they are looking at various measures at different locations along the route. If a formal safety project is triggered by the scoping document it would be done with state resources, but if operational improvements are needed, Caltrans would need the support of SANDAG to make those improvements.

Chair Dale directed staff to place this item on a future agenda after the scoping document is completed.

REPORTS

3. 2008 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM: AMENDMENT NOS. 7 AND 8 (APPROVE)

Action: Upon a motion by Mayor Desmond and a second by Mr. Tom Smisek, San Diego County Regional Airport Authority, the Transportation Committee: (1) approved Amendment No. 7 to the 2008 RTIP revising SR 905 funding, and (2) recommended that the Board of Directors approve Amendment No. 8 to the 2008 RTIP and approve an amendment to the FY 2009 capital budget for SANDAG transit capital projects.

4. LONG-RANGE REGIONAL PLANS AND FORECASTS: A WORK PLAN TO COMPLY WITH SENATE BILL 375 (INFORMATION)

Coleen Clementson, Principal Regional Planner, presented the item. The passage of Senate Bill (SB) 375 and provisions included in the 2008 Settlement Agreement (Settlement Agreement) regarding the 2030 Regional Transportation Plan Environmental Impact Report (EIR) significantly change how SANDAG will prepare the next Regional Transportation Plan (RTP) and Regional Housing Needs Assessment (RHNA). Both also set the stage for a future update of the Regional Comprehensive Plan (RCP). SANDAG staff has responded to these new requirements in the draft FY 2010 Budget and Overall Work Program.

Ms. Clementson stated that compliance with SB 375 significantly changes how we will prepare the next RTP and RHNA. She reviewed the requirements under the provisions of the law regarding greenhouse gas (GHG) reduction targets, creation of a Sustainable Communities Strategy (SCS) to include extensive public outreach and adoption of a public participation plan for the SCS, synchronizing the RHNA and RTP process to be consistent with the SCS, and more extensive environmental review due to the CEQA streamlining provisions included in the law. The RTP Settlement Agreement further requires that SANDAG develop an Urban Core Transit Strategy and complete a study regarding the impediments to public transit as part of the 2050 RTP, to be adopted in July 2011. Other provisions of the Settlement Agreement have an indirect relationship to the RTP and are not specifically discussed in this report.

Ms. Clementson stated that the proposed work plan includes several key efforts. A regional growth forecast is produced every four years to reflect the most current economic, demographic, land use, and transportation data, and to keep pace with ongoing regional planning efforts such as the RTP and RCP. The last forecast provided growth projections and estimates to 2030. The upcoming forecast will provide growth projections and estimates to 2050. The Board of Directors will be asked to adopt the 2050 Regional Growth Forecast for planning purposes in early 2010.

The RTP Settlement Agreement calls for SANDAG to develop an Urban Core Transit Strategy that evaluates possible regional transit strategies that maximize peak-period transit mode share in the urban core. The strategy will result in three to four long-range strategic transit network alternatives that will be factored into the 2050 RTP. The transit network alternatives will be structured to significantly increase the attractiveness and use of transit, walking, and biking to make transit time-competitive with the private car and thereby to

reduce vehicle miles traveled (VMT) in the greater San Diego region. It is anticipated that SANDAG will release the Request for Proposals for this work in May and select a consultant this summer.

SANDAG is working with the San Diego County Regional Airport Authority (Authority) on the development of a Regional Aviation Strategic Plan (RASP) and an Airport Multimodal Accessibility Plan (AMAP). The Authority is lead for the RASP, which will identify workable strategies to improve the performance of the regional airport system. SANDAG is the lead for the AMAP, which will develop a multimodal strategy to improve surface transportation access to airports. The development of the RASP and AMAP will be a coordinated process between the Authority and SANDAG. The overall schedule is designed to allow the RASP and AMAP to be incorporated into the 2050 RTP.

The SCS will be a new element of the RTP, as required by SB 375, to show how regional GHG targets would be achieved through development patterns, infrastructure investments, and/or transportation measures or policies that are determined to be feasible. Additionally, the SCS must be consistent with the RHNA and must address protection of sensitive resource areas, including areas protected under Habitat Conservation Plans (HCPs). If the SCS does not meet regional GHG targets an Alternative Planning Strategy (APS) must be developed that demonstrates what alternative and additional measures would need to be taken in order for the region to meet its target.

The adopted Smart Growth Concept Map, which identifies existing, planned smart growth areas linked to existing and planned public transit, along with the identified habitat planning areas, will serve as a basis for the SCS. Additionally, the results of the Regional Climate Action Plan (RCAP) will provide ideas for additional measures that could reduce GHG emissions.

Federal law requires that an RTP be prepared every four years. The planning efforts described in this report are key inputs or components for the development of a 2050 RTP that complies with SB 375, requirements of the Settlement Agreement, and air quality conformity. As part of the RTP development, goals and objectives from the 2030 RTP (adopted in 2007) will be revised and updated. The results of related work efforts, such as the Regional Climate Action Plan, Regional Energy Strategy Update, Regional Bicycle Master Plan, Comprehensive Freight Gateway Forecast, high-speed rail planning, corridor and sub-regional studies, collaborative projects with Tribal Nations, as well as interregional and Binational strategies, will be incorporated. Other major tasks include updates to the project evaluation criteria and plan performance measures, economic analysis of investment strategies, new revenue projections, and project cost estimates. Additionally, the 2050 RTP will be subject to any new requirements established in the federal surface transportation reauthorization, which is anticipated to be passed in 2010.

The EIR for the 2050 RTP will require analysis that has not been included in previous RTP EIRs. The RTP environmental analysis will include GHG baseline measurements and projections as well as potential mitigation measures that could reduce emissions. The EIR also will include analysis of the additional work products required by SB 375 and the Settlement Agreement.

SANDAG regularly involves the public in regional planning efforts. A public participation plan is being prepared to involve the public in every step along the way to develop the 2050 RTP and set the stage for a future RCP update. The plan will include the establishment of a new Regional Planning Stakeholder Working Group to provide input on the development of key work elements in the planning process, including the public participation plan. Additionally, there will be a series of public workshops and other means for involving the public and receiving input on the work products and draft 2050 RTP. SANDAG staff is making a special effort to consider alternative methodologies for engaging a wider diversity of citizens in the planning process, taking advantage of existing community networks.

Kevin Marks, a member of the public, commented that our economic system in the past has been based on growth, but for the future it will be based on sustainability. He stated that SB 375 is an anti-sprawl bill and is dangerous to real estate development. He stated that our society is dependent on automobiles, and the supply of liquid fuels will be very limited over the next couple of decades. Mr. Marks stated that there will need to be major changes to land use codes due to SB 375.

Elise Lowe, Executive Director of Move San Diego, expressed the agencies' support for staff efforts on the SCS. She stated that Move San Diego believes that with the changes coming to land use and transportation planning, this is an opportunity to redefine transit. Transit trip times need to be competitive with drive times and transit needs to be focused in our employment centers and smart growth areas.

Supervisor Roberts commented that transit is an integral part of any solution to meet SB 375 requirements but the state continues to cut funding sources for transit. We need to get the state to understand that transit is a fundamental ingredient to SB 375 in order to meet GHG reductions and reduce VMT.

Councilmember Carrie Downey (South County) stated that the SANDAG Energy Working Group has been developing an update to the Regional Energy Strategy and Regional Climate Action Plan, with the focus on the requirements of SB 375 and AB 32. She stated that public transit is an essential ingredient and we need to look at reallocating funding assets to the transit agencies; otherwise, we will have to make driving a car much more difficult and expensive.

Supervisor Roberts commented that there are many different strategies to address the requirements of SB 375; we don't have to make it difficult for the general public.

Councilmember Anthony Young (City of San Diego) asked whether there was funding allocated to meet the mandates of SB 375.

Supervisor Roberts stated that no funding is identified to support the efforts to meet SB 375 goals at the local level.

Councilmember Young stated that it would be beneficial to have a fiscal analysis to determine the impacts of these costs at the local level and asked if this was something SANDAG could work toward.

Gary Gallegos, Executive Director, stated that he has been appointed to the state Regional Targets Advisory Committee (RTAC) on SB 375 and the RTAC has identified two main issues. First, there needs to be an economic analysis of the impact of SB 375, and secondly, it needs to be determined whether the focus of SB 375 is GHG or VMT. The distinction is important in order to advocate for the right tools and flexibility to meet the requirements.

Councilmember Young requested clarification of the membership of the RTAC and whether it was a statewide committee or regional.

Mr. Gallegos stated that the RTAC is comprised of appointees from throughout the state.

Councilmember Young stated that he would like to know the impact to the San Diego region specifically from the unfunded mandates under SB 375.

Mr. Gallegos stated that the RTAC is identifying the impacts statewide, with the goal to break down the numbers to identify the regional impacts.

Supervisor Roberts stated that the RTAC will make recommendations to the California Air Resources Board. He stated that no one knows what the costs will be for SB 375 or AB 32. AB 32 is broader and focused primarily on GHG reduction. SB 375 is focused on reducing VMT. He stated the discussion with AB 32 has been for setting limits for various industries and allowing for credits when goals are met or exceeded. The state could publicly auction those credits and allocate those funds at the local level. He commented that there are solutions to the issues and we have to look at the long-term such as development of new fuels, hybrid and electric vehicles, and other global solutions.

Charlene Zettel (San Diego County Regional Airport Authority) stated that both MTS and NCTD have lost significant funding in the past two years and have had to raise fares and cut routes and service. She asked whether there has been any measurement of how this will affect global warming. She commented that with cuts in service making it more difficult for the public to get anywhere, we are forcing more people to use their cars because transit is no longer an efficient mode of travel.

Mr. Gallegos stated that even with the recent service cuts we are experiencing an increase in ridership, probably due to the economy.

Supervisor Roberts questioned whether those ridership numbers could have been even higher if transit had not lost funding and not had to cut service and raise fares. He stated that is the type of quantitative number analysis that we need to have and show to the state to support our arguments that transit must be funded.

Mr. Gallegos stated that this issue will be a primary focus of the SANDAG Policy Board and, over the next several months, the focus will be to find viable options and solutions to meet the requirements of SB 375 and to meet our SCS goals. He stated that our region is the first to include the requirements of SB 375 in its RTP update and we can expect scrutiny from other regions. He stated that there are many good opportunities that we can utilize to build our strategy and we can move forward after we get direction from the Policy Board.

Supervisor Roberts commented that one very significant aspect of this is going to be power generation. He stated that if we have electric cars we will need the energy to power them and, hopefully, that will be renewable energy. We also need to understand that we need to build the infrastructure to support the renewable energy with major solar installations, transmission lines, and windmills. One major issue that we face is the lack of public support for building this infrastructure. Supervisor Roberts stated that we need to understand the broader picture of what needs to be done to meet these goals and what can be done at the local level to support these goals.

Councilmember Downey stated that this agency needs to take the lead in finding solutions and making the difficult choices as we develop the regional energy strategy. We need to look at what choices must be made to meet the mandates of SB 375, and one of those choices may be to reallocate funds to transit.

Action: This item was presented for information.

5. FY 2010 TDA/*TransNet* BICYCLE AND PEDESTRIAN PROGRAM PROJECT SELECTION CRITERIA AND CALL FOR PROJECTS (APPROVE)

Chris Kluth, Associate Regional Planner, presented the item. The SANDAG Board of Directors allocates funds under the Transportation Development Act (TDA) and *TransNet* local sales tax program to support bicycle and pedestrian transportation projects in the San Diego region through a competitive process on an annual basis. For FY 2010, approximately \$8 million is available for allocation.

The proposed project evaluation criteria and application materials were developed with input from the SANDAG Bicycle-Pedestrian Working Group (BPWG) using criteria that support regional transportation goals consistent with the Regional Comprehensive Plan (RCP) and the RTP. These are the same evaluation criteria that were approved by the Transportation Committee for the FY 2008 funding cycle. There are no proposed changes to the criteria or allocation of points.

The proposed evaluation process for the program is consistent with the way SANDAG evaluates and prioritizes other components of the transportation system such as arterial, highway, and transit projects in the RTP. In addition, the evaluation criteria support the overall goals and objectives of the RCP and RTP to improve mobility and support smart growth development in the region.

The project application and review process includes an application workshop, project presentations, a review panel, and project Web page to ensure that the process is as open and transparent as possible.

Councilmember Young requested staff to review the basic criteria for the program.

Mr. Gallegos stated that pages 15 and 16 of the staff report were the matrices for the bicycle project evaluation criteria and the pedestrian project evaluation criteria. He stated that all the projects would be reviewed and scored based on those criteria and point values,

and the projects that score the highest would be proposed for funding up to the funding limit.

Councilmember Young asked whether there was a limit to the amount of funding that could be requested for any one project.

Mr. Kluth stated there was no cap set for project funding.

Mayor Desmond asked whether the funds had been fully programmed in previous years.

Mr. Kluth stated that all funds had been programmed in previous years. There was a reserve set in FY 2009 for the Inland Rail Trail Project. The portion of the project for which the reserve funding was set aside has been completed. Those funds are included in the current funding cycle.

Action: Upon a motion by Councilmember Young and a second by Councilmember Downey, the Transportation Committee approved utilization of the existing project evaluation criteria for FY 2010 TDA/*TransNet* Bicycle, Pedestrian, and Neighborhood Safety/Traffic Calming Program and authorized a call for projects.

6. *TransNet* TRIENNIAL PERFORMANCE AUDIT DRAFT REPORT AND RECOMMENDATION RESPONSES (DISCUSSION)

Charles "Muggs" Stoll, *TransNet* Program Manager, presented the item. The first triennial performance audit covering the first three years of activity of the *TransNet* Extension Program has been conducted by Sjoberg Evashenk Consulting, Inc., in accordance with the requirements of the *TransNet* Extension Ordinance. The ITOC first presented the *TransNet* Performance Audit Draft Report and the proposed responses to its recommendations to the Transportation Committee at its March 20, 2009, meeting. Based on feedback received at that meeting, the recommendation response matrix was updated for items 2, 5, 12, 14, and 22. The draft report and response matrix are being brought back for final comments from the Transportation Committee prior to presentation to the Board of Directors.

Mr. Stoll also stated one comment from the previous meeting was whether this audit should address increasing transit for seniors and students. In response, *TransNet* II began just this past April and this audit focused on major corridor projects development and activity. Also at the previous meeting, Mayor Desmond had commented that a cost-benefit analysis should be added to the recommended actions. That action has been included in the recommendations, where appropriate.

Mayor Desmond stated that the report reflects changes made to specific items in the audit, but those changes are not identified. He asked staff what those recommended changes were and if he could be provided a mark-up copy of the document in order to identify the specific changes.

Mr. Stoll stated that he could provide a mark-up copy that tracks the changes. He stated that the specific change to those items was to include the cost-benefit analysis; Caltrans and SANDAG are working with the ITOC to provide that analysis for those specific items.

Hamid Bahadori, ITOC, stated that this report is offering recommendations and is not a strategy for implementation. He stated that staff will work toward implementing strategies and including the cost-benefit analysis in that strategy so that future audits will be more quantitative.

Chair Dale stated that the audit document does not include a statement that we are spending the *TransNet* funds in accordance with the Ordinance and building the projects that we promised.

Mr. Bahadori stated that this audit is a performance audit and focuses on having the processes in place to meet the Ordinance requirements. The ITOC will be contracting for a fiscal audit, and that audit will focus on whether we are spending the funds and building the projects in accordance with the Ordinance.

Chair Dale commented that the auditors interviewed members of MTS, NCTD, and the City of San Diego, but not members of the other jurisdictions.

Mr. Bahadori stated that the focus of this performance audit was on those agencies because none of the other cities have had the opportunity to spend *TransNet* funds to date. The audit focused on those agencies that already have the structures and systems in place. The next performance audit will include the other jurisdictions who receive funds under *TransNet II*.

Action: This item was presented for discussion.

7. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for Wednesday, April 15, 2009, at 9 a.m. at NCTD headquarters located at 810 Mission Avenue in Oceanside, California. This meeting will be a public hearing. The next regular meeting of the Transportation Committee is scheduled for Friday, April 17, 2009, at 9 a.m. at SANDAG and also will include a second public hearing.

Mr. Gallegos stated that there also will be a joint meeting of the Policy Board and the Transportation Committee on Friday, April 10, 2009, at 10 a.m., which will focus on the *TransNet* Ordinance.

8. ADJOURNMENT

Chair Dale adjourned the meeting at 10:06 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
APRIL 3, 2009**

GEOGRAPHICAL AREA/ ORGANIZATION	JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING
North County Coastal	City of Carlsbad	Matt Hall (Vice Chair)	Member	No
	City of Del Mar	Carl Hilliard	Alternate	No
North County Inland	City of San Marcos	Jim Desmond	Member	Yes
	City of Vista	Judy Ritter	Alternate	No
East County	City of Santee	Jack Dale (Chair)	Member	Yes
	City of La Mesa	Art Madrid	Alternate	No
South County	City of Coronado	Carrie Downey	Member	Yes
	City of Imperial Beach	Jim King	Alternate	No
City of San Diego	----	Anthony Young	Member	Yes
	----	Todd Gloria	Alternate	Yes
	----	Marti Emerald	Alternate	No
County of San Diego	----	Ron Roberts	Member	Yes
	----	Greg Cox	Alternate	No
	----	Bill Horn/Slater-Price	Alternate	No
Metropolitan Transit System	MTS	Harry Mathis	Member	Yes
	MTS	Jerry Rindone	Alternate	Yes
North County Transit District	NCTD	Bob Campbell	Member	No
	NCTD	Dave Roberts	Alternate	No
	NCTD	Jerome Stocks	Alternate	Yes
San Diego County Regional Airport Authority		Tom Smisek	Member	Yes
		Charlene Zettel	Alternate	Yes
ADVISORY/LIAISON Caltrans	----	Pedro Orso-Delgado	Member	Yes
	—	Bill Figge	Alternate	Yes
SCTCA	—	Albert Phoenix	Member	Yes
		Francine Kupsch	Alternate	No

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