



**BOARD OF DIRECTORS**  
**MARCH 28, 2003**

**AGENDA ITEM NO. 03-03- 3-B**  
**ACTION REQUESTED - APPROVE**

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**TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS**

Meeting of March 21, 2003

The regularly scheduled meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal). Other voting Committee members in attendance were Dick Murphy (City of San Diego), Mickey Cafagna (North County Inland), Art Madrid (East County), Jerry Rindone (South Bay), Ron Roberts (County of San Diego), Bob Emery (MTDB), Judy Ritter (NCTD), and Terry Johnson (San Diego County Regional Airport Authority). Also in attendance were Christy Guerin (Alternate - North County Coastal), Corky Smith (Alternate - North County Inland), Jack Dale (Alternate - East County), Phil Monroe (Alternate - South Bay), Leon Williams (Alternate - MTDB), Mary Sessom (Alternate - San Diego County Regional Airport Authority), and ex-officio member Pedro Orso-Delgado (Caltrans).

**CONSENT ITEMS (1-3)**

**1. REGIONAL ARTERIAL SYSTEM (RAS) - SCHEDULE EXTENSIONS (APPROVE)**

For projects delayed by 12 months or greater, the RAS Use-It-or-Lose-It Policy requires the Cities/County Transportation Advisory Committee (CTAC) to make a mandatory recommendation either to re-allocate funds, determine certain projects ineligible to compete in the following funding cycle, or grant a schedule extension. CTAC reviewed two delayed projects over the past quarter and recommended approving schedule extensions for the City of Poway's Espola Road and the County of San Diego's South Santa Fe Avenue widening projects.

Action: The Transportation Committee approved the schedule extensions for the Espola Road and South Santa Fe Avenue projects, as recommended in the staff report.

**2. FEDERAL TRANSPORTATION ENHANCEMENT ACTIVITIES (TEA) PROGRAM - COASTAL RAIL TRAIL PROJECT PROGRESS REPORT (INFORMATION)**

One TEA-funded project, the Coastal Rail Trail being developed by the Cities of Oceanside, Carlsbad, Encinitas, and Solana Beach, has been delayed pending approval of rail trail guidelines by NCTD. The original draft guidelines presented to the NCTD Board on February 20, 2003 had identified a strict "safety setback" of 50 feet on both sides of the tracks, which would have hampered the development of the rail trail project in areas where this setback could not be accommodated.

Chair Kellejian noted that at its March 20, 2003 meeting, the NCTD Board adopted a policy statement that provides guidance for NCTD staff in reviewing design plans for the Coastal Rail Trail. This policy provides flexibility in the setback and is a positive step in helping to resolve the issues associated with constructing a bicycle and pedestrian facility next to an active railroad line. Staffs from the North County Coastal cities, SANDAG, and NCTD will be working to develop revised schedules for completion of the Coastal Rail Trail. Another project update will be provided to the Transportation Committee in April 2003 as part of the quarterly TEA progress report.

**3. JOINT APPLICATION TO STATE COASTAL CONSERVANCY FOR COASTAL RAIL TRAIL FUNDING (INFORMATION)**

The City of Solana Beach has asked SANDAG to be a joint applicant for a State Coastal Conservancy Grant to fund a portion of the Coastal Rail Trail and the Solana Beach linear park. The \$1 million grant request would supplement existing federal Transportation Enhancement Activities (TEA) funds and other state and local funds to fully fund the trail and park projects. The Transportation Committee received this item as information.

**4. PUBLIC COMMENTS/COMMUNICATIONS**

There were no public comments or communications.

## **REPORTS**

**5. REGIONAL CAR SHARING DEMONSTRATION PROJECT (APPOINT)**

Staff updated the Transportation Committee on the Regional Car Sharing Demonstration Project. Staff provided an overview of car sharing, explained how it works, and summarized the proposed two-year demonstration project that would locate shared cars at a few Trolley and Coaster commuter rail stations in the region and develop an integrated transit/car sharing service package. The recommendation is to appoint a working group to assist with the demonstration.

The Committee asked staff to explain the role of the public sector in the demonstration project. Committee members did not want the public sector to compete with private companies that already are implementing car sharing in the region. Staff responded that the project's objective is to link car sharing with access to public transit. The public sector's role would be to help identify parking spaces at selected transit stations and to assist the car sharing organization(s) with outreach and marketing to employers and potential car sharing users. The goal is facilitate the success of private organizations, rather than directly supporting car sharing with public subsidies. SANDAG would procure the service of a private car sharing organization, which would procure and own the vehicles.

A Committee member asked staff to provide additional information about other areas that have implemented car sharing projects, including the relationship of car sharing with public transit systems, the employer markets targeted, evaluation components, and lessons

learned. The Committee member suggested requiring zero-emissions and/or low-emissions vehicles for the car sharing demonstration. Staff noted that the University of California at Berkeley had conducted a recent evaluation of car sharing programs in other areas, and this information would be provided to the Transportation Committee as part of a future regular progress report on the demonstration. Staff also noted that some cities, such as the City of Irvine, exclusively use low-emissions vehicles for their car sharing programs.

A Committee member suggested adding a representative from the Coalition for Sorrento Valley Congestion Relief (a subcommittee of the City of San Diego Mayor's Congestion Relief Strike Team) to the working group.

Public Comment:

Robert Hoffman questioned the success of car sharing in other areas. He believes that implementing car sharing will not have an effect on public transit usage or freeway congestion.

A Committee member noted that parking lots at several of the region's major transit stations already are full. He suggested that the preferred parking spaces for the car sharing demonstration either be located in areas where there is available parking, or that new parking spaces be created. Staff responded that identifying parking needs and available locations is one of the first tasks of the demonstration project.

Action: The Transportation Committee appointed the Regional Car Sharing Working Group recommended in the staff report, with the addition of a representative from the Coalition for Sorrento Valley Congestion Relief.

**6. 2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) AMENDMENT NO. 6 – VARIOUS PROJECTS (INFORMATION)**

Staff stated that various agencies have submitted requests for revisions to the 2002 RTIP, which is a five-year program of major transportation projects in the San Diego region covering the period from FY 2003 to FY 2007. Amendment No. 6 to the 2002 RTIP includes 24 projects with minor schedule, phasing, or funding changes.

In January 2003, the SANDAG Board delegated the approval authority for RTIP amendments to the Transportation Committee. Action on Amendment No. 6 must be taken subsequent to the approval of the 2030 RTP and the 2002 RTIP air quality conformity determination. To expedite the approval of the requested programming changes, Amendment No. 6 is scheduled to be approved by the SANDAG Board on March 28, 2003, instead of waiting until the April 18, 2003 Transportation Committee meeting. Future quarterly RTIP amendments will be brought to the Transportation Committee.

GARY L. GALLEGOS  
Executive Director