



BOARD OF DIRECTORS
APRIL 25, 2003

AGENDA ITEM NO. 03-04- 3-B
ACTION REQUESTED - APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS

Meeting of April 18, 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 Jim Madaffer (City of San Diego), Corky Smith (North County Inland), Art Madrid (East County), Jerry Rindone (South Bay), Bob Emery (MTDB), Pia Harris-Ebert (NCTD), and Terry Johnson (San Diego County Regional Airport Authority). Also in attendance were Christy Guerin (Alternate - North County Coastal), Phil Monroe (Alternate - South Bay), Leon Williams (Alternate - MTDB), and ex-officio member Gene Pound (Caltrans).

CONSENT ITEMS

1. TRANSPORTATION DEVELOPMENT ACT (TDA) CLAIM AMENDMENTS (APPROVE)

TDA provides ¼ percent of State sales tax for operating and capital support of public transportation systems and non-motorized transportation projects. Effective January 2003, the SANDAG Board of Directors delegated the authority for review of the TDA claims process and any related TDA amendments to the Transportation Committee. The Committee reviewed three claim amendments as summarized below:

1. **TDA Fiscal Audit Claim Adjustments (two revisions)** – An adjustment for the North County Transit District based on the required fiscal audit for the year ending June 30, 2002, and an adjustment for the American Red Cross based on the audit for the six months ending December 31, 2002.
2. **FY 2003** – Metropolitan Transit Development Board (MTDB) TDA Claim Amendments: Revised allocations for three FY 2003 claims related to the Divestiture Agreement between MTDB and the County of San Diego.
3. **FY 2003** – City of Chula Vista Claim Amendment: An increase of \$35,000 to a previous allocation for sidewalk construction on Otay Lakes Road (increasing the total project claim from \$200,213 to \$235,213).

Action: The Transportation Committee approved Resolutions 2003-31, 2003-32, and 2003-33 approving these TDA claim amendments.

2. 2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) AMENDMENT NO. 8 – I-15 MANAGED LANES (APPROVE)

At its meeting on June 28, 2002, the SANDAG Board adopted the 2002 RTIP, a five-year program of major transportation projects in the San Diego region covering the period from FY 2003 to FY 2007. Due to the current suspension of Traffic Congestion Relief Program

(TCRP) allocations, there is a \$9 million shortfall for the middle segment of the I-15 Managed Lanes project (from SR 56 to near Escondido), which is ready to begin construction.

Amendment No. 8 to the 2002 RTIP would move the State Transportation Improvement Program-Regional Improvement Program (STIP-RIP) funds programmed for the future north and south segments of the I-15 Managed Lanes to cover the shortfall in TCRP funding, and would make minor adjustments to other sources of funds.

Action: The Transportation Committee approved Resolution 2003-34 approving Amendment No. 8 to the 2002 RTIP.

3. FY 2004 TRANSPORTATION DEVELOPMENT ACT (TDA) CLAIMS PROCESS (INFORMATION)

As the designated Regional Transportation Planning Agency (RTPA), SANDAG is responsible for the annual allocation of TDA funds to the region's cities, the County, and transit operators. Effective January 2003, the SANDAG Board of Directors delegated the authority to review the TDA claims process and any TDA amendments to the Transportation Committee. The annual process for approving TDA allocations began in February 2003 when the SANDAG Board adopted the FY 2004 apportionment schedule and administrative procedures. A total of \$106 million in new TDA funds are estimated to be available in FY 2004.

The Transportation Committee received information about the FY 2004 TDA claims received from the region's public transit operators and from local jurisdictions for bicycle and pedestrian projects. Over the next several months, staff will be analyzing the FY 2004 TDA claims. Final recommendations regarding the claims will be presented at the June 20, 2003 Transportation Committee meeting. The SANDAG Board will be requested to approve the final allocations at its June 27, 2003 meeting.

4. SALE OF LEAST BELL'S VIREO CREDITS TO CALIFORNIA TRANSPORTATION VENTURES (CTV) (INFORMATION)

In November 2002, the Transportation Committee approved the sale at fair market value of SANDAG's remaining four least Bell's vireo credits from the Rancho San Diego Mitigation Bank (RSD Bank) to CTV. The Committee action was in response to a letter submitted by CTV requesting to purchase credits to mitigate impacts associated with the State Route 125 Toll Road.

The Transportation Committee requested that staff bring back a report on the selling price for the mitigation credits prior to their sale. Fair market value has been determined to be \$125,000 for each pair of least Bell's vireo mitigation credits, resulting in a total sale price of \$500,000 for SANDAG's four credits. The Transportation Committee received this item as information.

5. PUBLIC COMMENTS/COMMUNICATIONS

There were no public comments or communications.

REPORTS

6. **FEDERAL TRANSPORTATION ENHANCEMENT ACTIVITIES (TEA) PROGRAM: SCHEDULE EXTENSION REQUESTS AND QUARTERLY PROGRESS REPORT (APPROVE)**

Staff summarized the progress made on the nine TEA-funded projects during the period January 1 to March 31, 2003. One project is complete (City of La Mesa's El Cajon Boulevard Revitalization), and several have completed their first phases and are progressing according to their approved schedules.

Staff reported that two of the nine projects are requesting schedule extensions. One is the Mid-City Gateway project, for which the City of San Diego is requesting a second six-month extension to complete Phase 2 of the project. Staff noted that a letter from City of San Diego Councilmember Toni Atkins in support of the schedule extension was submitted today.

A schedule extension also is requested for the Coastal Rail Trail project being developed by the Cities of Oceanside, Carlsbad, Encinitas, and Solana Beach. As reported over the past three months, this project has been delayed as draft rail trail guidelines were developed by NCTD. Issues related to the width of the safety setback from the rail line are being resolved. The Cities are requesting approval of revised schedules for the various project segments, as summarized in the staff report.

Staff stated that approval of both schedule extension requests is allowed under the TEA Use-it-or-Lose it Policy. The Committee asked whether the requested schedule extension for the Mid-City Gateway project was sufficient so that another extension would not be needed again. Staff replied that the requested extension provided sufficient time to complete the project according to the revised schedule.

Councilmember Kellejian noted that the development of the Coastal Rail Trail in the City of Solana Beach is progressing. Solana Beach received California Coastal Commission approval on April 9, 2003, and expects to complete its project by June 2004.

Action: The Transportation Committee approved an additional six-month extension to complete Phase 2 of the City of San Diego's Mid-City Gateway Project by December 2004. The Committee also approved schedule extensions for the various segments of the Coastal Rail Trail project, as shown in Attachment 2 of the staff report.

7. **UPDATE ON SHOWCASE AND EARLY ACTION TRANSIT PROJECTS (INFORMATION)**

Staff provided a presentation on the Transit First Showcase Project from downtown San Diego to San Diego State University (SDSU), and various Transit First Early Action projects being developed throughout the region. These projects are intended to implement both the Regional Transit Vision and MOBILITY 2030, the Regional Transportation Plan approved by the SANDAG Board of Directors in March 2003.

Staff summarized different transit priority measure applications, such as signal priority treatments, queue lanes, dedicated transit-only lanes, and limited use of freeway shoulder lanes. These measures are intended to reduce the travel time for transit on arterials and highways. A Transportation Committee member suggested that citations and high fines be levied to deter non-transit vehicles from using transit freeway shoulder lanes.

Staff highlighted the Showcase Project, which is intended to demonstrate the full Regional Transit Vision. The Committee discussed why the downtown San Diego to SDSU route was chosen as the Showcase Project. It was selected from 13 total candidate projects, because it has the highest all-day ridership potential, has supportive land uses, connects major regional activity centers, and is the easiest to implement.

A Committee member requested that staff evaluate the number of stops along the route and consider eliminating a few stops in order to provide faster through service. Staff replied that this is being analyzed as part of project development. Other development activities include public involvement, coordination with the City of San Diego land use planning, and evaluating how to consolidate and re-adjust other existing local transit services along the route.

Staff described the Transit First Early Action projects, including Oceanside to Vista, Escondido Transit Center to North County Fair, the Mid-Coast Corridor, Otay Mesa to downtown San Diego, and South Bay to Sorrento Mesa. In contrast with the Showcase Project, the various Early Action projects would demonstrate only selected components of the Regional Transit Vision and Transit First strategy. For example, the Mid-Coast Corridor projects, which include the Super Loop in the Golden Triangle area, conversion of existing local and express routes, and an I-805 bus rapid transit (BRT) service from the South Bay to Sorrento Mesa, would demonstrate a flexible network of fast, frequent Transit First routes.

The South Bay to Downtown San Diego Early Action project would demonstrate the integration of transit and local land uses. This route would connect transit stations and high density residential development in the Otay Ranch development of the City of Chula Vista. Dedicated right-of-way for transit-only lanes also is reserved in the Otay Ranch villages. Committee member Jerry Rindone offered to host a Transportation Committee meeting in the City of Chula Vista so that the Committee could tour the Otay Ranch area.

Staff summarized the funding requirements and schedules for the Showcase and Early Action projects. Next steps including making the projects "implementation ready" (i.e., completing preliminary engineering, environmental review, and final design), securing local approvals, identifying funding, and implementing the projects. The goal is to have one or more Transit First projects in operation within the next three to five years to allow the public to experience this new kind of transit in our region. The total cost to complete all of the projects described is about \$127 million.

Public Comment

Robert Hoffman stated his opinion that public transit is not the best solution for the region's future mobility needs. He suggested PRT (personal rapid transit) as an alternative.

A Committee member asked staff to clarify the funding strategy for the various projects. Staff replied that these projects would rely on a combination of federal, state, and local funding, and that reauthorization of TEA-21 and the extension of the *TransNet* ½ percent sales tax were important considerations. A Committee member suggested that "naming rights" for key stations be sold in order to help fund the projects.

A Committee member requested that staff bring back a follow up policy item, which would address whether all seven of the projects should be partially funded to the "implementation ready" phase, or whether only one or two projects should be fully funded and completed as

soon as possible within the next few years. The Committee discussed the benefits of having a project up and running for the public to experience first-hand as soon as possible.

8. REGIONAL TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM UPDATE (INFORMATION)

Staff provided a presentation on the Regional TDM Program, which includes a number of free services and programs that help promote alternatives to driving alone. These services and programs focus on ways to reduce demand for transportation facilities, particularly during the peak periods.

Staff highlighted the Regional Vanpool Program, which offers a \$400 month subsidy per van. Over the past year, there has been a 36% increase in the number of vanpools participating in the program. As of March 2003, there were a total of 264 vanpools, of which 140 traveled within the San Diego region and 124 were interregional vans originating in surrounding counties. Staff noted that 98 of the 264 vanpools (37 percent) originate in Riverside County. A Committee member suggested that SANDAG share the costs of the interregional vanpools with other councils of governments from surrounding areas.

Staff summarized other TDM programs and services, including the Guaranteed Ride Home Program, employer outreach, telework activities, the Regional Bike Locker Program, and Bike to Work Day. Upcoming TDM events include an employer seminar on April 25 in Rancho Bernardo and Bike to Work Day on May 16. Other TDM employer events will be held in June and August 2003, and Rideshare Week is scheduled during October.

Committee members asked for additional information about the SchoolPool program. Staff explained that SANDAG has dedicated SchoolPool staff, who work with local schools and help arrange the formation of carpools, vanpools, and "walking school buses" to get students to school. Councilmember Guerin asked staff to provide information about the SchoolPool program to school districts in the City of Encinitas, which are faced with cutting back school bus services. NCTD member Ebert suggested that SANDAG staff contact all school districts in the North County area, which are facing similar service cuts.

GARY L. GALLEGOS
Executive Director