

TRANSPORTATION COMMITTEE

October 17, 2003

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

APPROVAL OF THE SEPTEMBER 19, 2002 MEETING MINUTES

The meeting of the Transportation Committee was called to order at 9:02 a.m. by Chair Joe Kellejian (North County Coastal). Other voting members in attendance were Vice Chair Dick Murphy (City of San Diego), Mickey Cafagna (North County Inland), Art Madrid (East County), Jerry Rindone (South County), Ron Roberts (County of San Diego), Bob Emery (San Diego Metropolitan Transit Development Board – MTDB), and Judy Ritter (North San Diego County Transit Development Board – NCTD), and Mary Sessom (San Diego County Regional Airport Authority). Also in attendance were alternates Christy Guerin (North County Coastal), Corky Smith (North County Inland), Phil Monroe (South County), Bill Horn (County of San Diego), as well as ex officio member Bill Figge (Caltrans).

1. **DRAFT DISCUSSION AND ACTIONS FROM AUGUST 15, 2003, TRANSPORTATION COMMITTEE MEETING (APPROVE)**

Upon motion by Supervisor Roberts and second by Councilmember Emery, the minutes of the August 15, 2003, meeting were unanimously approved.

CONSENT ITEMS (2 through 5)

2. **2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) QUARTERLY AMENDMENT (APPROVE)**

The 2002 RTIP, approved by the SANDAG Board of Directors in June 2002, is a five-year program of major transportation projects in the San Diego region covering the period from FY 2003 to FY 2007. Various agencies have requested project additions and changes to the 2002 RTIP as part of this quarterly amendment. The Transportation Committee is asked to adopt Resolution 2004-04 approving Amendment No. 14 to the 2002 RTIP.

3. **UNMET TRANSIT NEEDS (INFORMATION)**

The Subcommittee for Accessible Transportation (SCAT), as SANDAG's Social Services Transportation Advisory Council, will hold the required unmet transit needs hearings in October.

4. **INTERSTATE 15 (I-15) MANAGED LANES/BUS RAPID TRANSIT (ML/BRT) PROJECT: QUARTERLY UPDATE (INFORMATION)**

The I-15 ML/BRT project is jointly being managed by Caltrans and SANDAG. This item provides a status report on Phase 1 of the project between SR 56 and Centre City Parkway, including progress to date on the development of BRT stations and services and Managed Lanes project development activities.

5. **CONSTRUCTION POLICIES (REVIEW/COMMENT)**

Staff has determined that several construction-related policies are needed to address SANDAG's expanded responsibilities. Several new policies are proposed for the Committee's review and comment.

Action: Upon motion made by Councilmember Emery and second by Supervisor Roberts, the Transportation Committee approved Consent Items 2 through 5.

6. **PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS**

Chuck Lungerhausen, a member of the public, provided comments about the recall election for Governor of California. He voted no on everything and encouraged others to do so as well.

REPORTS

10. **TRANSPORTATION PROJECT BUDGET DEFICITS AND POTENTIAL STRATEGIES (INFORMATION)**

Staff provided background information on this item. The intent of this report is to start discussions about where the \$309 million in project shortfalls fit in the big picture. This shortfall is just for the current fiscal year; the projected funding shortfall for the next three years is \$446 million. Staff's suggestion is that the Board manages cash over the next three years. Staff reviewed various projects and their status. Staff also explained that the project deficits have resulted from the suspension of Traffic Congestion Relief Project (TCRP) allocations, the suspension of current year State Transportation Improvement Program (STIP) allocations, the State's over-commitment of the 2002 STIP which may result in no funding for new STIP projects in the 2004 STIP, and project cost increases. Staff indicated that the State may require regions to delay or reprogram projects with the 2004 STIP in order to manage the cash flow.

Staff described several potential strategies, including: apply unexpended and unobligated funds, transfer funds to ready-to-go projects (current construction and projects ready-to-go to construction in FY 2003/04), apply for TCRP and STIP reimbursements, apply for Grant Anticipation Revenue Vehicle (GARVEE) bonds, and delay some projects. Any project that is delayed this year rolls into next year. Staff explained the specific strategy for the following projects: State Route (SR) 56, the Sprinter, SR 52, SR 905, and the Interstate 15 (I-15) managed lanes. The advantages of the proposed strategies would allow \$1.35 billion in priority projects to proceed, would reduce the risk of losing federal funds, and would assign available cash to ready-to-go projects. The potential risks include limited GARVEE bond

debt service capacity, no additional funds available in FY 04/05 and FY 05/06, TRCP and STIP reimbursements are subject to the availability of funds, lower federal apportionments to the region, and additional project cost increases. The next steps are to receive direction from the Transportation Committee, further analyze and refine the strategies, and return to the Transportation Committee and SANDAG Board for review and approval.

Chair Kellejian commented that he would take questions of staff, public speakers, then discussion of the Transportation Committee.

Mayor Murphy (City of San Diego) did not support the use of City of San Diego local street monies for SR 56. He asked if the City needs to approve this action. *Staff replied that this specific action would require approval by the City of San Diego.*

Mayor Murphy asked what approval was required to spend the Regional Surface Transportation Program (RSTP) money. *Staff responded that the SANDAG Board allocates those funds. It was also mentioned that the money for SR 56 is a result of cost increases, not due to the State taking money from this project.*

Councilmember Rindone (South County) noted some inconsistencies in the information provided and asked that the next time it comes back to the Transportation Committee that it is provided in a consistent format. *Staff clarified that the information was for FY 03 only.*

Supervisor Roberts (County of San Diego) asked where the *TransNet* money would be coming for the Sprinter project. *Staff answered that there are two components, a rail one and a highway one. The highway piece has to be repaid. Using this money will not impact highway projects this year, and the projects will roll over to the next year.*

Supervisor Roberts asked for a list of projects that will proceed when funding becomes available. He also commented that projects that contribute to immediate traffic congestion solutions should be given priority.

Chair Kellejian asked staff to report back on the award of construction and additional shortfalls of the projects.

Mayor Cafagna (North County Inland) asked that staff report back with information on what the risks are of losing federal funds and other funds already allocated if projects are not fully funded, and the time in which those projects will be ready for construction.

Mayor Smith (North County Inland – A) wanted a list of projects that will be rolled over so there is certainty that they will be implemented when funding becomes available.

Staff indicated that at the State level the next opportunity for funds will be in 2006; at the federal level, the Transportation Efficiency Act for the 21st Century (TEA-21) will expire at the end of September and our best estimate is that there will be a short continuing resolution; *TransNet* is locked in until 2008.

Councilmember Rindone suggested that in the *TransNet* Extension effort staff look at increasing the public's awareness that this is a local tax.

Chair Kellejian asked staff what assurances can we give to the entities that their delayed projects would go to the top of the list when more money becomes available and other projects would not go on top of them. *Staff replied that this is a decision that policy makers control. If we don't get more money in the system we don't have the money to build the projects on the list.*

Supervisor Horn suggested that projects such as bike trails, sound walls, and light rail be set aside in favor of moving cars.

Councilmember Emery suggested that staff report back with the consequences of not proceeding with various projects.

Public Comment

Fred Luedtke, Deputy Director of Public Works, City of Escondido, expressed concern about not proceeding with the Bear Valley/East Valley Parkway Project. The California Environmental Quality Act (CEQA) document for this project will be certified and they can start purchasing right-of-way in the spring of 2004. This project is the third component of major improvements in this corridor. They want to be a partner in the decision-making process. Mr. Luedtke noted that if they can build the southern portion they may be able to get a developer to complete the northern portion.

Chuck Lungerhausen, a member of the public, commented that a 1 percent sales tax to support public transit, like they have in Los Angeles, would solve all sorts of budgeting problems here in San Diego. Mayor Madrid (East County) noted that if we wanted to increase the amount of the TransNet sales tax, that would be considered a new tax and our support for the extension could go down the tubes if we asked for an increased amount.

Dan York, City of Vista, indicated the City's concern that \$10 million of the funds for the Sprinter would be taken from the SR 78 corridor fund. They were under the impression that the money from SR 78 would be transferred to the South Santa Fe Avenue project. The South Santa Fe Avenue project will be ready for construction in 2006. They want some certainty that this project is on the list for implementation in 2006.

Doug Beckham, representing the Linda Vista Community Planning Committee, expressed concern about the SR 163/Friars Road interchange project not on the immediate implementation list, and that once the money is taken it won't be put back for this project.

John McAllister, Linda Vista, commented that Mission Valley has more traffic congestion than any other area in San Diego, and the SR 163/Friars Road project has been needed for a long time.

Douglas Isbell, County of San Diego, spoke in favor of the South Santa Fe widening project. This will provide an efficient roadway linking several cities and improve access to adjacent businesses and schools. Also, realigning Sycamore Avenue will

reduce congestion on SR 78. This project will also solve a serious flooding problem and improve two railroad crossings for the Sprinter train. Transferring money will essentially end this project and force the County into reallocating the \$10 million of *TransNet* funding. They need the money to acquire right-of-way.

Chair Kellejian said that you cannot purchase right-of-way until the environmental work is complete and it is not anticipated to be complete until June 2004. This project is not scheduled for construction award until 2006.

Gena Franco, Director of Engineering, City of San Marcos, commented that their portion of the South Santa Fe project is coordinated with the County's project. The environmental work is complete and they are about 50 percent complete with right-of-way acquisition. She expressed concern about the County portion of the project being delayed. If this project does not go forward it was requested that the contribution from San Marcos be returned to the City of San Marcos.

Christine Evans, Mission Valley Community Council, read a statement from that group related to the SR 163/Friars Road project. This group would like to see this project be implemented as soon as possible.

Pete Aadland, North County Transit District (NCTD), said that basically the Sprinter is under construction as utilities have been relocated, buildings demolished, and the land has been cleared. A vehicle contract will be awarded in the next week or two. The mainline construction contract will be put out to bid next month. NCTD and the region have over \$60 million invested in this project with \$150 million in allocated federal money at risk if we don't proceed.

Committee Discussion:

Mayor Murphy didn't think the City would be in favor of using its *TransNet* money for local streets towards a highway. He thought it was unfair and undermines the effort to extend *TransNet*. He asked for more details on project funding.

In response to a question from the Committee, staff stated that in 1998 the SANDAG Board allocated federal monies for roadway maintenance. If those funds are not used, they may be lost. The City of Coronado has not used its federal road maintenance funds. (The cities of Lemon Grove, National City, Oceanside, and San Diego also have not yet used their share of the federal funds allocated by the Board in 1998 for local street maintenance.)

Councilmember Emery pointed out that we need to look at this issue from a regional perspective so that we know the risks of various projects. We have to do what is best for the region.

Supervisor Horn said that from the County's perspective it doesn't want to buy right-of-way if there is no commitment for construction. We have to have a plan for resolving traffic problems. The biggest issue in North County is traffic congestion.

Mayor Cafagna stated that right-of-way should be purchased now because it will get more expensive if you delay. He clarified to the Committee members that none of the projects are going to be deleted.

Supervisor Horn said that the SR 76 project was authorized by the voters in 1987 as part of the initial *TransNet* tax and is not completed nor is it projected to be completed.

Councilmember Guerin (North County Coastal – A) stated that perhaps work on the Sprinter should be delayed versus taking money from four regional arterial projects.

Councilmember Rindone said that we have to keep credence with the voters. We need to look at the funds most at risk and to act fiscally responsible. He agreed with staff's ranking.

Councilmember Ritter, NCTD, said that the Sprinter has been planned for 20 years. If we don't go forward now, we won't go forward at all. The Full Funding Grant Agreement (FFGA) indicates that this project has to be up and running by December 2005. This project was on the initial *TransNet* allocation. She expressed her willingness to loan the money from the South Santa Fe project with a promise that this project will go forward in the future.

Chair Kellejian summarized the direction to staff to include working with the staff members from various cities and the County to come to some sort of resolution on these projects, provide more information on the projects such as environmental work, construction award dates, additional shortfalls, and realities of when projects will be completed. He would like a commitment from SANDAG on these projects and how that manifests itself. If some projects are delayed, somehow they should flow to the top of the list. We should work on those projects that were under the *TransNet* measure. We also cannot lose federal funds. He supported continuing with the Sprinter project. Staff agreed to provide a risk assessment on each of the projects.

Mayor Murphy asked that staff provide a map of each of the projects as well.

Councilmember Guerin suggested that the information indicate the amount of money needed in FY 03 dollars as well as escalated dollars if delayed to future years.

Action: Upon motion by Councilmember Rindone and a second by Councilmember Emery, the Transportation Committee accepted this report for information and directed staff to work with staff from various entities on the projects in question, provide more detailed information about the subject projects at the next Transportation Committee, develop a mechanism that allows delayed projects to continue on the top of the list for future funding, and provide a risk assessment and a map for each project.

Chair Kellejian called a break at 11:02 a.m. and reconvened the meeting at 11:10 a.m.

7. **RECENT AMTRAK RIDERSHIP GAINS AND UPCOMING RECOGNITION EVENT (INFORMATION)**

Tyrone Bland from Amtrak provided information about the Pacific Surfliner and noted that its ridership has increased by 8.5 percent in the past year. This increase was attributed to several factors including the growth in the San Diego region and Amtrak's infrastructure investment that improved reliability, on-time performance, and trip times. He noted that the Pacific Surfliner is the second most utilized service in the entire Amtrak service. He announced a celebration for the Surfliner's two millionth passenger on September 30, 2003, at 7:30 a.m., at the Santa Fe Depot. He invited the SANDAG Board to attend this celebration.

Councilmember Rindone stated that this route is restricted only due to capacity. He mentioned that one train set needs to be replaced.

8. STATE ROUTE (SR) 75/282 CONGESTION RELIEF MEASURES (APPROVE)

Staff reported that Caltrans has completed a feasibility study for the mid-term congestion relief measures and has identified a number of measures for the City of Coronado. Caltrans estimates it will cost \$2.1 million to implement these measures. The schedule of construction is detailed in the report and includes traffic signals and bulbouts at three locations. The City of Coronado is proposing that SANDAG and Caltrans provide funding to address the congestion issues. Coronado is willing to front the money with payback in the future.

Chair Kellejian asked if Caltrans has identified its portion of this funding request. *Staff replied negatively.*

Chair Kellejian inquired if the tolls collected for the last two-year period is what Coronado is using for these traffic mitigation purposes. *Councilmember Monroe responded positively.*

Chair Kellejian asked what the City had planned for the remainder of that money. *Jim Benson from the City of Coronado said that it depends on the results of the environmental documents for this process. Award of the contract for the mid-term measures is scheduled for December 2003. The major investment study for the tunnel has been completed.*

Chair Kellejian asked why Coronado is requesting money from Caltrans. *Mr. Benson replied that when the tolls were removed, the statistics for the congestion relief measures were based on 78,000 daily trips. There has been a 14 percent increase from that number.*

Action: Upon motion by Councilmember Rindone and a second by Mayor Murphy, the Transportation Committee approved the request from the City of Coronado, in an amount not to exceed \$700,000 in matching funds for SR 75/282 congestion relief measures. The contribution would be allocated from a future fund source administered by SANDAG. (Note: this action by the Committee must be ratified by full Board of Directors action to be effective.)

9. **INTERSTATE 15 (I-15) INTERREGIONAL PARTNERSHIP – LONG-RANGE TRANSPORTATION STRATEGIES (REVIEW/COMMENT)**

Staff explained that the I-15 Interregional Partnership is a voluntary compact between SANDAG, the Southern California Council of Governments (SCAG), and western Riverside County. SANDAG Borders Committee members are participants. Six months ago this partnership adopted short-range transportation strategies that primarily deal with the existing rideshare activities in the corridor. Staff reviewed the five transportation long-range transportation strategies developed by the policy committee: T1: Support High Speed Rail Transit Service In the I-15 Corridor, T2: Implement Transit Shuttle Services to Interregional Transit, T3: Preserve Transportation Rights-of-Way and Implement Priority Measures through the Development Process, T4: Reduce Parking Requirements in Transit Nodes and Mixed-Use Centers, and T5: Implement the I-15 High-Occupancy-Vehicle (HOV) System. Staff will be refining and setting priorities and will report back with a recommendation on the final strategies.

Public Comment

Robert Hoffman, a member of the public, indicated his astonishment at the volume of traffic between 2-3 p.m. on I-805 recently. He didn't think this problem was going to be resolved with transit.

Board Discussion:

Councilmember Monroe suggested that ramp metering should be used so that the speed of cars on the freeway can be increased. He said that the biggest gain we can make with the current infrastructure is the better use of technology than we have today. We can quadruple the number of cars by simply using technology. *Staff said the problem with that concept is that trips don't start and end on freeways. There is a delicate balancing act between freeways and connecting streets. Ramp metering favors the longer trip and it is a tool, but not a resolution to the problem.*

Councilmember Ritter did not agree with Strategy T4 reducing the parking requirements in mixed nodes. She said that we need to have parking for people to use transit.

Action: Upon motion by Councilmember Ritter and a second by Councilmember Emery, the Transportation Committee accepted this report for information.

11. **AIR TRANSPORTATION ACTION PROGRAM (ATAP) UPDATE (INFORMATION)**

Mayor Mary Sessom reported that the San Diego County Regional Airport Authority was formed to do two things: operate Lindbergh Field and provide for the long-term air transportation needs. On October 2, 2003, the Authority Board will hear a presentation regarding the sites that have been identified by the public working group to go into the next phase for evaluation. The Authority will be looking for a public vote in 2006 on a viable scenario.

SANDAG staff indicated that the Airport Authority is starting the Airport Site Selection Program which will evaluate each of the sites on their operational characteristics, development issues, accessibility, initial estimates of population, and environmental impacts of developing a site. The working group agreed that if certain thresholds were exceeded, the site should not proceed. The working group recommended that the following seven sites be transitioned into the next analysis: Marine Corps Air Station (MCAS) Miramar, Naval Air Station (NAS) North Island, March Air Force Base (AFB), Tijuana Rodriguez International Airport, Off-Shore Floating Airport, Marine Corps Base (MCB) Camp Pendleton, and Desert Site. The working group did not have enough information on the Off-Shore scenario.

Councilmember Monroe indicated that he thought that one of the criteria was that the airport be located in San Diego County. He noticed that there are several sites outside of San Diego County. *Staff stated that the overall recommendation of the working group was to maintain sites outside of San Diego County in those to be evaluated further.*

Mayor Murphy asked if the East Miramar site had been deleted from further evaluation. *Staff replied that it had been eliminated by the working group from the list for future consideration.*

Staff commented that as the process moves forward and sites are fine-tuned, the Transportation Committee needs to pay close attention to ideas for ground access to the airport.

Public Comment

Chuck Lungerhausen, a member of the public, was pleased to see that MCAS Miramar was on the list to move forward. He thought that this is the safest and least costly site and provides the best opportunity for regional control and monetary benefit. He said that if the airport was located outside of San Diego County, the SANDAG Board will not have any control over it.

Chair Kellejian noted that the seven sites were not listed in any particular rank order

Action: Upon motion by Councilmember Emery and a second by Councilmember Ritter, the Transportation Committee accepted this report for information.

Mr. Jack Limber, Interim General Manager from MTDB, distributed a letter from the San Diego Bus Drivers Union (1309) related to one of the labor negotiators. Mr. Limber announced that the individual referred to in this letter has been removed from the SDTC management negotiating team.

12. **NEXT MEETING DATE**

The next meeting of the Transportation Committee is scheduled for October 17, 2003.

13. **ADJOURNMENT**

Chair Kellejian adjourned the meeting at 12:05 p.m.