

TRANSPORTATION COMMITTEE

December 12, 2003

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

APPROVAL OF NOVEMBER 14, 2003 MEETING MINUTES

The meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal) at 9:03 a.m. See attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF OCTOBER 17, 2003, TRANSPORTATION COMMITTEE MEETING MINUTES

Chair Morrison indicated that the second paragraph on page 8 of the minutes from October 17, 2003, has been revised to better explain the approach to resolving the funding needs for the current fiscal year.

Action: Upon motion by Corky Smith (North County Inland) and Jack Feller (North County Transit District [NCTD]), the minutes from October 17, 2003, as revised were unanimously approved

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Bill Ferguson, representing COMPACT (Community Planners Advisory Committee on Transportation) provided a policy statement related to the ultimate strategy for infrastructure planning. He reviewed their six guiding principles, and noted that we have to pay for what we need. He expressed concern about the light rail transit (LRT) alignment north to University Towne Centre (UTC). He thought it should be extended into Sorrento Valley.

Chuck Lungerhausen, a member of the public, provided information from a column written by Jodie T. Allen contained in the November 17, 2003, issue of the *U.S. and Worlds News Report* magazine regarding the level of taxes. He said that you get what you pay for with regard to funding "public goods" like fire protection, safe streets, open spaces, and clean air and water. He added that he will continue to encourage others to support a one percent sales tax for public transportation because it is a needed "public goods" investment.

CONSENT ITEMS (3 through 6)

3. PROPOSED NEW CONSTRUCTION-RELATED POLICIES (RECOMMEND)

Last month staff provided two new procurement policies for review and comment by the Transportation Committee. Additionally, in September staff provided four draft

construction-related policies for review and comment. No changes were requested by Transportation Committee members, staff, or the general public to any of the policies during the comment period. If the Transportation Committee recommends approval of the policies, the policies will be brought to the Board for final approval on November 21, 2003.

4. TRANSPORTATION DEVELOPMENT ACT (TDA) CLAIM AMENDMENTS (Resolution #2004-07) (APPROVE)

Amendments to TDA allocations for two pedestrian bridges in the City of Solana Beach are recommended for approval. This action would approve Resolution 2004-07 to increase the allocation for the Rosa Street pedestrian bridge by \$211,126, and decrease the allocation for the Cliff Street Bridge by \$177,573.

6. ROUTE 11 BUS STOP CONSOLIDATION DEMONSTRATION (INFORMATION)

Route 11 is one of the most productive routes in the Metropolitan Transit System (MTS) but has poor on-time performance and slow travel times due to the large number of bus stops along the route. SANDAG and San Diego Transit Corporation (SDTC) are planning to implement a Bus Stop Consolidation Demonstration on Route 11 to improve its reliability, speed up service, and attract new riders without increasing operating costs for the route. This report describes the demonstration project and schedule.

Public comment:

Chuck Lungerhausen, a member of the public, said that he uses Route 11 quite often and conceded that bus stop consolidation may be helpful, but some patrons may not see it that way. He commented that increased traffic in downtown San Diego and in the Hillcrest area can only be resolved with an elevated right-of-way and stops at both locations, though he didn't think that option was feasible.

Robert Hoffman, a member of the public, stated that if you delete the number of bus stops you will find that ridership will drop due to the lack of convenience. He didn't think this was the right solution.

Action: Upon a motion by Jack Dale (East County) and a second by Leon Williams (MTDB), the Transportation Committee approved Consent Items 3, 4, and 6, including Resolution 2004-07.

5. DOWNTOWN BALLPARK DEFICIENCY PLAN STATUS REPORT (INFORMATION)

This item was removed from the Consent Agenda to clarify the fact that additional lanes on Interstate 1-5 (I-5) through Centre City must be accompanied by some type of ramp improvements to allow widening the freeway.

SANDAG, Caltrans, National City, and the City of San Diego have prepared a Freeway Deficiency Plan for the Central I-5 Corridor that identifies improvements and an implementation plan to alleviate freeway congestion. The Plan will go first to the two city councils before coming to the SANDAG Board in November or December. The

Environmental Impact Report (EIR) for the new Padres ballpark requires that the Plan be accepted by the SANDAG Board before the Certificate of Occupancy for the ballpark facility is issued by the City of San Diego.

Action: Upon a motion by Vice Chair Dick Murphy (City of San Diego) and a second by Judy Ritter (NCTD) the Transportation Committee recommended that the SANDAG Board of Directors accept the Freeway Deficiency Plan.

REPORTS

7. MID-COAST LIGHT RAIL TRANSIT (LRT) ALIGNMENT SELECTION AND IMPLEMENTATION STRATEGY (RECOMMEND)

Staff indicated that several letters on this matter have been received and will be incorporated into the record.

Last month staff provided a status report and the result of an evaluation of an LRT alignment in the Mid-Coast corridor. Today's focus was on the alignment in the University of California, San Diego (UCSD)/University City area. Since 1995 a number of changes have occurred in this area, necessitating a review of the alignment alternatives. Staff reviewed three alternatives, an East side and two West side options, with variations by projected ridership, preliminary construction cost estimate, construction cost effectiveness, and total project cost from Old Town to University Towne Centre (UTC). The preferred light rail routing matrix was also discussed. Staff mentioned the community involvement efforts related to the alignment alternatives. The conclusions to date indicate that the West alignment would have higher ridership, directly serve the UCSD main campus, serve the UTC activity center, coordinate with existing and planned transit services, and have fewer environmental impacts. However, staff recommended that both the East and West alternatives be pursued for further analysis.

The next steps are to take a recommendation to the SANDAG Board in December, obtain Federal Transit Administration (FTA) approval to begin preliminary engineering and environmental work, begin the preliminary engineering/environmental analysis, and then final design and construction (if *TransNet* is reauthorized).

Staff indicated that this project had been placed on hold due to the ongoing construction of the Mission Valley East project. Staff is considering the implementation of the whole project from Old Town to UTC rather than using a phased approach.

Chair Kellejian asked if Committee members had questions of staff:

Councilmember Jack Feller asked about the difference in length between the two alignments. *Staff replied that the East alignment is about one mile shorter than the West alignment.*

Councilmember Feller asked about environmental impacts. *Staff responded that both alignments go through canyons, but the East side has more biological impacts and goes*

through a mitigation area. There are more issues with regard to traffic/noise on the West alignment, but they are mitigable.

Supervisor Ron Roberts (County of San Diego) asked several questions related to the cost per rider and whether there is sufficient room at Scripps to be able to operate a shuttle system. *Staff responded that the answers to those questions will not be available until further analysis is conducted.*

Public Comments:

Leslie Caspe, representing the Lawrence Family Jewish Community Center, expressed support for the Genesee Avenue alignment, as the alignment that would go through Executive Drive would negatively impact the Center. She said that the route through Executive Drive will disrupt their operations with noise, vibration, and circulation impacts for at least two years. She urged the Committee to consider the Genesee alternative for the West side alignment (1b).

Milton Phegley, UCSD Campus Community Planner, supported staff's recommendation and stated that this is an important step to create a focus for one alignment for further planning work.

Board discussion:

Vice Chair Murphy asked if we would face any significant political objections to pursuit of the Genesee alternative. *Staff replied that they have not received any objections to date, but the alternative analysis on this alignment has not yet been conducted. One alignment alternative would elevate the right-of-way along Genesee Avenue, which may result in concerns. Staff will continue to work with the Jewish Community Center on the concerns related to that facility.*

Vice Chair Murphy said that he was troubled with pursuing the Executive Drive alignment. *Staff stated that further analysis will focus on this alignment first.*

Supervisor Roberts asked if staff had considered Eastgate Mall in the analysis. *Staff replied that it has not been considered but will be during further analysis between Campus Point and La Jolla Village Drive.*

Councilmember Rindone (South County) suggested that staff look at options on Genesee Avenue that can be at grade.

Chair Kellejian expressed his support for this project. He noted that when it is completed, it will fulfill one of the obligations to the voters in the County of San Diego. He asked how the extension of *TransNet* can help both this project and the State Route (SR) 76 project. *The Executive Director responded that the extension of TransNet would provide the funding flexibility to build the entire Mid-Coast project all at once, which would provide a significant time savings.*

Chair Kellejian asked about the completion of the Mid-Coast project if all of the funding were available. *Staff answered that with a phased implementation, the current schedule calls for completion in 2013. If everything fell into place and we moved this project along with federal support, we could save up to three years.*

Action: On a motion by Supervisor Roberts (County of San Diego) and a second by Vice Chair Murphy, the Transportation Committee recommended that the SANDAG Board of Directors approve the UCSD West LRT alignment (with both the Regents Road/Executive Drive and Genesee Avenue variations) in the University City area as the Locally Preferred Alternative for federal consideration and begin preliminary engineering and environmental document preparation.

Chair Kellejian called a five-minute break at 10:13 a.m. and reconvened the meeting at 10:18 a.m.

9. SAN DIEGO AND ARIZONA EASTERN (SD&AE) RAILWAY REOPENING ACTIVITIES (APPROVE)

Chair Kellejian indicated that the action on this item changed from approve to recommend.

Representatives from the Carrizo Gorge Railway provided an update on their efforts and funding needs to complete repairs and reopen the rail link between San Diego and Imperial Valley. To assist in the reopening and to prepare a business plan for the railway, the Transportation Committee is asked to recommend to the SANDAG Board that it authorize the Executive Director to accept up to \$1.6 million of Transportation Efficiency Act for the 21st Century (TEA-21) demonstration funds, amend the FY04 Overall Work Program and Budget, and contract for consultant services related to the SD&AE Railway.

Public Comments:

Byron Wear, representing the Carrizo Gorge Railway, provided an overview of the benefits of reopening the SD&AE Railway including future import/export opportunities and a number of other significant regional economic benefits. He also provided a brief history of the SD&AE Railway.

Geoff Scheuerman, representing the Carrizo Gorge Railway, invited members to a train ride at 9 a.m. on December 6. He spoke about the unification of the line for smooth operation that requires the blending of jurisdictional segments under one operator, the work that has already been completed, key operating agreements, and the work that still needs to be done.

Kurt Karlsgodt, representing the StoneCreek Company, described the plan for the San Diego International *Railport*, a 59-acre multimodal facility, under 24-hour operation, with large warehousing capacity, which would relieve the trolley/freight line merge bottleneck in San Ysidro.

Mr. Scheuerman reviewed the timetable of the entire process. He also explained the immediate action plan using the \$10 million in Transportation Efficiency Act for the 21st Century (TEA-21) funds, to be administered by SANDAG. The first phase, costing

\$1.6 million, would include initial line improvements and development of a business plan. The next phase, for the remaining \$8.4 million, would include track rehabilitation/curve realignment/drainage, a Gamma Ray machine at Campo, and *Rai/Port* site entitlement funds.

Public Comments

Congressman Bob Filner stated that reopening of the SD&AE Railway would provide the opportunity for San Diego to become a maritime center with goods directly to the East Coast and through the Mexican National Rail Line. The maritime industry has incredible possibilities for jobs in the San Diego region and this railroad is the key to it. This \$10 million needs to be used, and an adequate business plan is necessary in order to do that. SANDAG's assistance with the business plan is a way to complete the track improvements and reimburse Carrizo Gorge for some of the work it has done. The building to transform San Diego into a maritime center will be a key to economic prosperity in our region.

Leon Williams clarified that MTDB is the owner of the SD&AE Railway and there needs to be concurrence from that agency in this process.

Public Comment

Robert Hoffman, a member of the public, said that this item has been around for years. He did not agree that this would be a worthwhile investment.

Board Comments

Chair Kellejian stated that reopening of this line will create jobs for San Diego County.

Vice Chair Murphy stated that what is important is that Congressman Filner has diligently obtained federal funding and Carrizo Gorge has done a great job to restore the line. This proposal is our best chance to accomplish something with this railroad.

Several Board members cited other benefits of reopening this rail line including bringing in sand for sand replenishment efforts, reducing truck traffic on the highways, and finding appropriate disposal sites for trash.

Councilmember Dale asked about further funding from the public sector. Congressman Filner responded that this is a private sector venture. Our job is to jumpstart this with funds for transportation infrastructure. Then it is up to the private sector to make it successful.

Action: Upon a motion by Vice Chair Murphy and a second by Chair Kellejian, the Transportation Committee recommended that the SANDAG Board authorize the Executive Director to accept up to \$1.6 million of Transportation Efficiency Act for the 21st Century

(TEA-21) demonstration funds, amend the FY 04 Overall Work Program and Budget, and contract for consultant services related to the SD&AE Railway.

10. SAN DIEGO/LOS ANGELES MAGLEV PROJECT CONCEPT REPORT (INFORMATION)

Staff reported that this project is a proposal by a nonprofit corporation based in San Diego that is interested in developing a high-speed magnetic levitation (maglev) passenger train system between downtown San Diego/Lindbergh Field and the Los Angeles International Airport.

Sandor Shapery with the San Diego/Los Angeles Maglev Project described the need for a high-speed maglev train through the use of demographics, air demand growth, and freeway congestion. He reviewed four essential components of the solution to these problems: the creation of a multimodal transportation center; a very high-speed/low-cost transportation system connecting the major metropolitan areas of Southern California and their airports; utilizing the Connected Airport Strategy; and using a low-cost, convenient "last 10 mile" conveyance system.

Tom Palmer from Lockheed Martin described the maglev technology, which is an electric current that generates a traveling electromagnetic field in the windings, which pulls the vehicle along by way of its levitation magnets. He reviewed the advantages of maglev technology including: very high speed, congestion relief, airport connector, low operation and maintenance costs, no subsidies required, environmentally friendly, freight carrying capacity, safety, and increased security. He showed a short video of a maglev system in Shanghai, China, and noted other projects under development in the United States.

Mr. Shapery indicated that there are three proposals in the San Diego to Los Angeles corridor that should be studied further: San Diego to Imperial County, San Diego to John Wayne Airport, and San Diego to Los Angeles International Airport (LAX). He explained that the "Connected Airport Strategy" results in a decrease in the number of airplane flights and an increase in the number of larger airplanes which will carry more passengers on each flight. He reviewed a comparison between maglev and high-speed rail, which showed that maglev has half of the operating cost and three times the speed of high speed rail. He said that they are looking for the Transportation Committee to establish a study committee and apply for government funding to further study this concept.

Leon Williams asked if the maglev technology takes more energy to go over mountains or if gravity affects energy consumption. Mr. Palmer replied negatively on both accounts.

Chair Kellejian clarified that SANDAG already has a High Speed Rail Task Force and didn't see the need for another committee.

Supervisor Roberts said that we should consider this technology for the future. Transportation connections are paramount to the visitor industry. He encouraged this committee to make the proper recommendations to the Board on this matter. He agreed that the SANDAG High-Speed Rail Task Force would be the most appropriate place to review this.

Mayor Terry Johnson (San Diego County Regional Airport Authority) requested that this presentation also be made to the Airport Authority Board.

Councilmember Guerin (North County Coastal) said that the coastal rail corridor needs improvements in order to enhance connections; however, she was not sure that this would be possible with the current state budget situation. In addition, hard rail is not compatible with coastal topography.

The Executive Director mentioned that there will be a \$10 billion high-speed rail bond on the November 2004 ballot.

Staff clarified that the High Speed Rail Authority's decision not to pursue maglev technology resulted from the fact that it cannot share track with commuter and inter-regional rail and it wanted a direct connection to the Bay Area.

Action: Upon a motion by Supervisor Roberts and a second from Councilmember Rindone, the Transportation Committee referred this matter to the SANDAG High Speed Rail Task Force for consideration.

10. SAN DIEGO SERVICE AUTHORITY FOR FREEWAY EMERGENCIES (SD SAFE) UPDATE (INFORMATION)

Eddie Castoria, Executive Director of SD SAFE, explained that SAFE is the Service Authority for Freeway Emergencies and it was established in 1986 with operations beginning in 1988. He provided a list of the SAFE Board of Directors and explained that management and staff for this authority is provided through a contract with TeleTran Tek Services. Mr. Castoria provided information related to SAFE call box operations, funding, the FY 03-04 budget, SAFE cost effectiveness, SAFE calls by call type, San Diego region motorist aid data, SAFE special projects, and potential alternative motorist aid projects.

Board comments:

Supervisor Roberts said that there are a couple of lessons learned through this process. One is that the SAFE Board is providing more services for less money as a result of privatization. The good news is that there is money available to assist SANDAG with providing more freeway patrol services.

Action: Upon a motion by Supervisor Roberts and a second by Councilmember Rindone, the Transportation Committee accepted this report, and directed staff to continue discussions with the SAFE Board and staff on a possible partnership related to funding for the Freeway Service Patrol.

8. 2003 REGIONAL TRANSIT PUBLIC OPINION SURVEY (INFORMATION)

This item was trailed to the next meeting.

11. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for Friday, December 12, 2003.

13. ADJOURNMENT

Vice Chair Murphy adjourned the meeting at 12 noon.

**ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
NOVEMBER 14, 2003**

GEOGRAPHICAL AREA/ORGANIZATION	JURISDICTION	NAME	MEMBER/ALTERNATE	ATTENDING	COMMENTS
North County Coastal	City of Solana Beach	Joe Kellejian (Chair)	Member	Yes	
	City of Encinitas	Christy Guerin	Alternate	Yes	
North County Inland	City of Poway	Mickey Cafagna	Member	No	
	City of San Marcos	Corky Smith	Alternate	Yes	
East County	Vacant		Member		
	City of Santee	Jack Dale	Alternate	Yes	
South County	City of Chula Vista	Jerry Rindone	Member	Yes	
	City of Coronado	Phil Monroe	Alternate	No	
City of San Diego	City of San Diego	Dick Murphy (Vice Chair)	Member	Yes	
	City of San Diego	Jim Madaffer	Alternate	No	
County of San Diego	County of San Diego	Ron Roberts	Member	Yes	
	County of San Diego	Dianne Jacob	Alternate	No	
	County of San Diego	Bill Horn	Alternate	No	
Metropolitan Transit Development Board	City of Poway	Bob Emery	Member	No	
	MTDB	Leon Williams	Alternate	Yes	
North County Transit Development Board	City of Vista	Judy Ritter	Member	Yes	
	City of Oceanside	Jack Feller	Alternate	Yes	
	City of Carlsbad	Ann Kulchin	Alternate	No	
San Diego County Regional Airport Authority	City of Oceanside	Terry Johnson	Member	Yes	
	City of Lemon Grove	Mary Sessom	Alternate	Yes	
ADVISORY/LIAISON Caltrans	----	Pedro Orso-Delgado	Member	No	
	—	Bill Figge	Alternate	Yes	