

# TRANSPORTATION COMMITTEE

January 16, 2004

AGENDA ITEM NO.: **1**

**Action Requested: APPROVE**

## APPROVAL OF DECEMBER 12, 2003 MEETING MINUTES

The meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal) at 9:10 a.m. See attached attendance sheet for Transportation Committee member attendance.

### 1. APPROVAL OF DECEMBER 12, 2003, MEETING MINUTES

Action: Upon motion by Councilmember Jerry Rindone (South County) and a second by Mayor Mickey Cafagna (North County Inland), the Transportation Committee unanimously approved the minutes from the November 14, 2003, meeting.

### 2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chuck Lungerhausen, a member of the public, stated that if the public wants increased public services they will have to pay taxes to raise funds for them. He expressed sympathy for local cities that will have to lay off public safety personnel as part of budget cuts.

## CONSENT ITEMS (3 through 7)

Items 6 and 7 were pulled from the Consent Calendar.

### 3. 2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) QUARTERLY AMENDMENT (APPROVE)

The SANDAG Board, at its meeting on June 28, 2002, adopted the 2002 Regional Transportation Improvement Program (RTIP), the five-year program of major transportation projects in the San Diego region covering the period from FY 2003 to FY 2007. During the course of the two-year RTIP cycle, SANDAG processes amendments on a quarterly basis. Amendment No. 16 includes requests for changes submitted by local agencies for various projects. The Transportation Committee is asked to adopt Resolution 2004-09 approving Amendment No. 16 to the 2002 RTIP.

### 4. PILOT PROGRAM FOR TROLLEY TICKETING PROGRAMS (APPROVE)

In support of the April 2004 opening of PetCo Park, SANDAG staff and operations representatives from the Metropolitan Transit Services (MTS) have been exploring potential new fare programs that would benefit transit riders, the MTS operations, and the Padres. The two proposed fare programs were reviewed by the MTS Board and are now forwarded

to the SANDAG Transportation Committee for a finding of consistency with the overall regional transit fare policy. The first proposed fare program is a first-half and second-half season pass with pricing based upon the existing expected day rate of the adult MTS regional pass, and would be good on the day of Padres' home games. The second proposed fare program is targeted to capitalize on the under-utilized downtown Trolley loop before and after games at PetCo Park. The pricing for this program is being based on the expected day rate of the former downtown Trolley monthly pass. Both programs are expected to reach new target markets and increase the overall awareness of mass transit.

5. TRANSFER OF EXCESS LANDS TO GROSSMONT COLLEGE (APPROVE)

The Grossmont-Cuyamaca Community College District (GCCCCD) has submitted a letter requesting SANDAG to participate in its Life/Safety Entrance Road project. The request is to have SANDAG authorize Caltrans to transfer a parcel of land at little or no cost to Grossmont College. The parcel, located at the entrance of Grossmont College, was originally purchased with *TransNet* highway funds. The Life/Safety Entrance Road project would serve to relieve congestion both entering and exiting the college, allow for safe travel from the adjoining neighborhood through the college to State Route (SR) 125, improve operation of the MTS bus service (Routes 854 and 858), and provide unencumbered access to the school for emergency vehicles. The transfer of the excess lands to Grossmont College would allow GCCCCD to obtain funding for the improvement of its Life/Safety Entrance Road project.

Action: Upon a motion by Councilmember Jim Madaffer (City of San Diego) and a second by Councilmember Jack Dale (East County), the Transportation Committee unanimously approved Consent Items 3 through 5, including Resolution 2004-09.

6. INTERSTATE 15 (I-15) MANAGED LANES/BUS RAPID TRANSIT (BRT) PROJECT STATUS (INFORMATION)

Staff reviewed the project's milestones since the last quarterly report.

Public Comment:

Lynne Baker, representing the Endangered Habitats League, expressed concern about the design of the Rancho Bernardo Station. She did not think it was efficient from a travel time point of view. She asked if there were design standards for these stations. *Staff responded that it will report back on this matter at a Transportation Committee meeting early next year.*

Mayor Cafagna commented that he was more concerned about parking at the Rancho Bernardo Station rather than its design.

7. SENIOR/ACCESSIBLE TRANSPORTATION ISSUES (RECOMMEND)

The Subcommittee for Accessible Transportation (SCAT) has several proposals for improving transportation services to senior citizens.

Councilman Jack Feller (North County Transit District [NCTD]) indicated that this item was pulled because it came as a surprise to the City of Oceanside. The information provided looks like we are continuing the existing programs instead of creating something new that works for seniors. It was his understanding that we were going to look at new concepts and ideas. It seems to address the Americans with Disabilities Act (ADA) requirements rather than the needs of seniors. He said that senior citizens are going to play a major role in approval of the *TransNet* extension. He asked City of Oceanside staff to provide a three-minute presentation. *The Executive Director indicated that the recommendation is to consider funds for transportation services, specifically for seniors and persons with disabilities, arising from the SCAT hearings.*

Cindy Watson, City of Oceanside, described a regional smart senior shuttle concept that she thinks will cost \$1.4 million. She proposed that the Transportation Committee approve *TransNet* operating funds to implement a demonstration model.

Councilmember Feller stated that there is a system like this is operating in Norwalk, California.

The Executive Director recommended that the Transportation Committee take this project into consideration as part of the FY 2005 budget process, and consider its inclusion in the *TransNet* Extension expenditure plan.

Mayor Pro Tem Monroe (South County) stated his interest in the definition and measures of success for this type of program.

Supervisor Ron Roberts (County of San Diego) asked about the cost per rider of this shuttle service. Ms. Watson did not have a cost per rider estimate. He mentioned that Dial-A-Ride services had been eliminated due to its high operating cost.

Councilmember Judy Ritter (NCTD) suggested that staff compare this proposed program to the senior transportation program operated by the City of Vista.

Councilmember Madaffer strongly supported the concept and asked for operating cost figures on a regional basis, for individual cities, and for the unincorporated areas. He asked what transportation services seniors are using since the elimination of the Dial-A-Ride services. Staff responded that some are using fixed-route services and taxis, and others are eligible for the ADA service.

Action: Upon a motion by Mayor Cafagna and a second by Councilmember Feller, the Transportation Committee directed staff to report back at a future meeting with more information for further consideration of this proposal.

## REPORTS

### 8. NORTH - SOUTH TRANSPORTATION FACILITY CORRIDOR STUDY UPDATE (APPROVE)

Chair Kellejian stated that this may be one of the agency's most visionary projects. A Working Group has been set up to develop an update, and it has held four meetings. The

Working Group will report on the transportation facility needs for the North County area and what should happen and where it should happen.

Staff noted that the northern half of San Diego County is only served by two north/south freeways, Interstate 5 (I-5) and Interstate 15 (I-15). Even the planned improvements still won't meet all the capacity needs in the North County area. The Working Group will look at improvements to existing and planned corridors, the inland commuter rail system, and previously planned or discarded connections or corridors. The Working Group is requesting that it be allowed to revisit previously planned or discarded connections or corridors before moving into a more detailed evaluation.

Chair Kellejian said that we know there are sensitive habitat areas in a lot of the areas that have been looked at before and entitlements that have been given for developments in that area. He didn't think we should rule out any of those things until we find out where something is needed and when it is needed. Staff has been looking at tunneling technology for those areas that have entitlements or sensitive habitat areas.

Mayor Cafagna asked about the makeup of the Working Group. Staff responded that the Working Group includes transportation planners, community groups, outside agencies such as the Air Pollution Control District (APCD), Caltrans, the California Fish and Game Department, and the California Highway Patrol (CHP). There is a cross-section of stakeholders in the area.

Councilmember Christy Guerin (North County Coastal) stated that it is hard for her to envision tunneling when we have a corridor that is the second busiest in the nation, but we are in severe need of improvements. Another issue is that people have been waiting for the I-5 and I-15 widening projects. She suggested that the Working Group address improvements that are needed in existing corridors rather than discuss tunneling in other areas. *The Executive Director agreed that we have to look at the things that are in the 2030 Mobility Plan that has been adopted and make those infrastructure investments.*

Councilmember Rindone stated that this concept is just as applicable in the South County as well. He agreed that the first priority is what has been planned for both the North and South County areas.

Chair Kellejian noted that this update is for improvements to be made after MOBILITY 2030. If you look at the map, there is a big hole between I-5 and I-15 related to future planned transportation services.

Councilmember Dale said that it is critically important that we finish this process so that we can capitalize on funding that might become available.

Mr. Emery, representing the Metropolitan Transit System (MTS), asked that the Transportation Committee be provided with a list of the Working Group members. *(This list was subsequently distributed to Committee members.)*

Mayor Cafagna stated that we haven't reserved rights-of-way for routes in this North County area and it is under rapid development. He encouraged the Working Group to study options that will be practical to use.

Councilmember Dale suggested that representatives from El Cajon and Santee be included on this Working Group. *The Executive Director noted that all of the jurisdictions were invited to send representatives for this Working Group.*

Councilmember Feller asked if the Building Industry Association (BIA) was invited to participate on this Working Group. Staff answered that the BIA was not in the original invitation, but it can be invited to send a representative.

Public Comment:

Lynn Baker, Endangered Habitats League, agreed that we want to be ready. The policy question is: What do we want to be ready for in the future? She thought that it is much easier to talk people into commuter rail in their neighborhood because the impacts are intermittent. She said that you can create more capacity and honor the rural character if you try a different design style there. We need to have different ways to move people and goods around.

**Action:** Upon a motion by Councilmember Madaffer, and a second by Chair Kellejian, the Transportation Committee unanimously endorsed a Phase I screening process for the North/South Transportation Facility Study that compares the environmental and development impacts as well as the cost and benefits of potential transportation improvement options under four categories: (1) new corridors either east or west of I-15, (2) arterial corridor improvements considered and not pursued in the past, (3) enhancements to existing and planned transportation facilities and services, and (4) inland commuter rail options.

#### 9. DRAFT REGIONAL SHORT-RANGE TRANSIT PLAN (SRTP) (ACCEPT FOR DISTRIBUTION)

Staff reported that the SRTP was developed by the transit agencies to provide a framework for short-range transit system improvements. Generally, the improvements are constrained by current financial and operational environments. The SRTP supports the vision in MOBILITY 2030. The purposes of the SRTP are to outline development goals for the region, evaluate the transit system and identify unmet needs, establish regional guidelines for short-range improvements, move the transit system towards long-range regional goals, and support funding programs and operating budget development. The goals and objectives of the SRTP are: customer satisfaction, effectiveness, efficiency and fiscal responsibility, access and mobility, image and awareness, and innovation.

Mayor Pro Tem Monroe (South County) suggested that speed and reliability should be treated as separate issues, since they are viewed that way by our riding public. Data show that reliable service is more important to riders than speed. They can adjust their schedules if the service is reliable. There is also such a thing as the transit experience. This is important for our riders, too, and we should do what we can to enhance this.

Public Comment:

Robert Hoffman, a member of the public, agreed with the comments made by Mayor Pro Tem Monroe.

Action: Upon a motion by Mayor Cafagna and a second by Councilmember Madaffer, the Transportation Committee unanimously accepted the Draft FY 2004-2008 Regional SRTP for distribution for public comment and review.

#### 10. STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) (INFORMATION)

Staff reported that the STIP is a five-year transportation funding program that is updated biennially. Each new STIP typically carries forward remaining commitments from the previous STIP and adds two new years of funding capacity. For the 2004 STIP, no new funding capacity will be available. The California Transportation Commission (CTC) released the 2004 Fund Estimate in mid-November and adopted it on December 11, 2003. It includes a set of assumptions for funding capacity available on projects. There were two critical assumptions subject to the outcome of pending federal actions. First, the current federal authorization bill has expired and we are now operating under a continuing resolution in effect until the end of February 2004. Second, the impact of California's conversion to ethanol use on federal funds receipts is also estimated beginning in FY 2005/2006. This impact is significant as it will reduce federal funds by \$2.7 billion over the five-year Fund Estimate period. There is pending federal legislation that would address this issue by subjecting ethanol to the same levels of taxation as gasoline. However, for purposes of the Draft Fund Estimate, Caltrans could not prudently make assumptions regarding a positive outcome for these legislative actions at this time.

The impact on the San Diego region in terms of delays is significant. About \$109 million of projects will need to be delayed from 2004 to future years. The STIP program does not become balanced until 2008-09. The interregional component part of the STIP is in a similar situation. Recently, the new gubernatorial administration has made some decisions related to cancellation of the Traffic Congestion Relief Program (TCRP), where \$81 million in projects and ongoing construction contracts could be in jeopardy. Staff will continue to monitor any changes and provide updates to the Committee. In the meantime, we are proceeding with development of the 2004 STIP. The calendar of events leading up to adoption of the FY 2004 STIP was reviewed.

The Executive Director stated that we have lost no time with our legislative delegation by highlighting the impacts to the region of any cutbacks. We tried to tie the transportation projects to the economic loss to the region. There are some discussions about the potential of a job stimulus program, and the argument is that transportation programs are well suited for this program. We asked the CTC and the Administration to take a look at this in terms of producing jobs for the whole state. We are also making a strong argument that the Sprinter is a good candidate to leverage federal dollars. The new Secretary of Business, Transportation, and Housing, Sunne McPeak, is a strong housing advocate. The Executive Director also emphasized the importance of obtaining the *TransNet* Extension to provide regional funding flexibility.

Action: The Transportation Committee received this report on the 2004 State Transportation Improvement Program (STIP): Preliminary Funding Scenario and Calendar.

11. TRANSIT CAPITAL IMPROVEMENT PROGRAM (APPROVE)

There was no discussion of this item.

Action: Upon a motion by Councilmember Rindone and a second by Mayor Terry Johnson (San Diego Regional Airport Authority), the Transportation Committee unanimously received this report on the Transit Capital Improvement Program.

12. SAVE OUR FORESTS AND RANCH LANDS (SOFAR) AGREEMENT ANALYSIS (INFORMATION)

Staff indicated that a request had been received from SOFAR to continue this item.

Action: Upon a motion by Councilmember Rindone and a second by Mayor Johnson, the Transportation Committee unanimously continued this item to the next meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS (Continued)

Mayor Cafagna stated that there seems to be some local road issues that might have regional impacts and don't require a lot of money to complete, such as Camino Ruiz and Melrose to Palomar Airport Road. He asked that staff bring back a report to a future meeting on these local road projects. *The Executive Director suggested that staff conduct an inventory of these types of projects to determine their status.*

Mayor Pro Tem Monroe suggested that the Committee have a discussion about funding transit operations.

Councilmember Madaffer asked staff to report back at the next meeting with a response to the Governor's proposed \$5.4 billion in cuts to transportation projects, specifically the I-805/I-5 merge project. He wanted to know what contingency plans SANDAG has in place in light of these proposed cuts.

13. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for January 16, 2004.

14. ADJOURNMENT

Chair Kellejian adjourned the meeting at 10:57 a.m.

Attachment

**CONFIRMED ATTENDANCE - SANDAG TRANSPORTATION COMMITTEE MEETING  
DECEMBER 12, 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	Yes	
	City of San Marcos	Corky Smith	Alternate	No	
East County	City of	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	Yes	
City of San Diego	----	Dick Murphy (Vice Chair)	Member	No	
	----	Jim Madaffer	Alternate	Yes	
County of San Diego	----	Ron Roberts	Member	Yes	
	----	Dianne Jacob	Alternate	No	
	----	Bill Horn	Alternate	No	
Metropolitan Transit Development Board	City of Poway	Bob Emery	Member	Yes	
	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	Yes	
	—	Bill Figge	Alternate	No	