

TRANSPORTATION COMMITTEE

June 18, 2004

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS

Meeting of June 4, 2004

The meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal) at 9:12 a.m. See the attached attendance sheet for Transportation Committee member attendance.

Chairman Kellejian asked that everyone introduce themselves.

1. APPROVAL OF MAY 21, 2004 DISCUSSION AND ACTIONS

Action: Upon a motion by Councilmember Madaffer (City of San Diego) and a second by Councilmember Emery (Metropolitan Transit System [MTS]), the Transportation Committee unanimously approved the discussion and actions from the May 21, 2004 meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chairman Kellejian indicated that one Committee member has a comment, along with a member of the public.

Transportation Committee and Staff Comments:

Mayor Pro Tem Monroe (South Bay) distributed a letter from his colleague, Councilmember Frank Tierney, to the Committee. The letter was requesting that the Coronado City Council discuss the issue of seeking an exemption from the California Environmental Quality Act (CEQA) when studying and instituting temporary traffic planning solutions for up to a six-month test period. He noted that the City of Coronado tested temporary barriers to prevent left-turns from Third Street onto A, B and C Streets. When the Coronado City Council voted to take the barrier down, five residents on A, B and C Streets did not like this action and sued the City of Coronado indicating that the barriers could not be taken down unless an Environmental Impact Report (EIR) was conducted. The Judge noted that the statute of limitations ran out on putting the barriers up but an EIR was needed to take the barriers down, even though the action was a six-month trial period. The City of Coronado is just completing the final stages of the EIR. He requested that this issue be agendized at a future Executive Committee meeting for its legislative review.

Staff responded that the Executive Committee is the appropriate Committee to discuss this issue. Staff stated that the City of Coronado should work with SANDAG's lobbyist in Sacramento to investigate this issue and added that changing CEQA law will be challenging.

Mayor Pro Tem Monroe commented that a negative outcome regarding this issue would make it difficult for any City to make changes to its streets and roads if any residents were to file a complaint.

Mayor Pro Tem Monroe added the he just attended an Environmental Seminar, at the City of San Diego's Environmental Services Department, where the Secretary of the California Environmental Protection Agency, Terry Tamminen, and the Secretary of the California Resources Agency, Mike Chrisman, were the keynote speakers. The topic of the seminar was the perfect storm in the energy crisis and the speakers indicated this was due to several factors including trips that take longer, and that sixty percent of the State's resources come from countries that are 10,000 miles away and that dislike the United States. The speakers also noted that the state is on track for three things to help this issue: (1) conserve; (2) fuel efficiency; and (3) hydrogen use (cars, highways, etc.). Transit's ability to reduce energy consumption was only casually mentioned. Mayor Pro Tem Monroe suggested that SANDAG staff work directly with these offices to discuss issues that could be beneficial to the San Diego region.

Chairman Kellejian interjected that if everyone rides transit at least one day a week, there would not be a transportation problem in San Diego.

Public Comment:

Chuck Lungerhausen, a San Diego resident, commented that during the formation of SB 1703 (Peace), the County Board of Supervisors declined involvement and the potential to add an additional seat on the SANDAG Board of Directors for the County of San Diego Board of Supervisors. He urged the Transportation Committee to stand firm on how funds are spent for mobility in the county.

CONSENT ITEMS (3 through 5)

3. LOS ANGELES – SAN LUIS OBISPO RAIL CORRIDOR AGENCY (LOSSAN) BOARD OF DIRECTORS MEETING REPORT (INFORMATION)
4. TRANSPORTATION DEVELOPMENT ACT (TDA) PEDESTRIAN CLAIM AMENDMENTS AND TRANSNET BICYCLE AMENDMENT (APPROVE)

Chairman Kellejian noted that Item #5 – Interstate 15 (I-15) Managed Lanes/Bus Rapid Transit (BRT) Project Update - has been pulled by the public for comment.

Action: Upon a motion by Councilmember Emery and a second by Councilmember Madaffer, the Transportation Committee unanimously approved Consent Items 3 and 4.

5. INTERSTATE 15 (I-15) MANAGED LANES/BUS RAPID TRANSIT (BRT) PROJECT UPDATE (INFORMATION/POSSIBLE ACTION)

Staff noted that it periodically provides updates to the Transportation Committee on current issues relating to project implementation. Caltrans and SANDAG are jointly managing implementation of the I-15 Managed Lanes/Bus Rapid Transit (ML/BRT) project in the north I-15 corridor. The planning, development, and implementation of the BRT project components were transferred to SANDAG from the San Diego Metropolitan Transit Development Board (MTDB) in October 2003. Caltrans is responsible for all activities within its right-of-way, including construction of the four-lane, bi-directional managed lanes and a moveable barrier; and the direct access ramps to the five BRT stations along the 20-mile project corridor.

Kathy Donnelly, Project Manager for the BRT study, commented that three BRT stations will be built as part of the Middle Segment (Phase 1) Managed Lanes Project between State Route (SR) 56 and Centre City Parkway. Future phases would extend the I-15 Managed Lanes south to SR 163 (reconfiguring the existing one-way, two-lane reversible High-Occupancy-Vehicle (HOV) facility and adding a BRT station in Mira Mesa) and north to SR 78 (including a direct access ramp to tie in with the Escondido Transit Center). Staff noted that the I-15 BRT schedule ensures that the BRT stations will be complete and ready to open concurrent with the opening of the managed lanes in December 2007. On March 24, 2004, the project team held a successful public workshop Open House for the three BRT stations. The primary focus of the Open House was to educate the public about the project and received input about the urban landscape and hardscape elements of the project. The forum included project overviews, as well as voting boards on station features, project priorities, and service attributes, and a detailed survey to determine customer operational needs. Staff also highlighted key recent milestones, noted on-going issues and next steps.

Chairman Kellejian questioned if there is enough funding available to purchase the transit vehicles and to complete the managed lanes concurrently with the BRT stations. *Staff replied that the TCRP funding has been lost so the schedule for acquisition of vehicles is uncertain at this time, but the issue will be resolved in time for the 2007 opening.*

Chairman Kellejian asked how the managed lanes, BRT, and purchase of the vehicles are tied into TransNet. *Staff responded that these projects are directly tied into TransNet. If the TransNet extension measure does not pass, the projects will be unable to be completed.*

Chairman Kellejian asked what effect would a 40% increase in funding for highways have on this project. *Staff commented that it would depend where the funding would be taken from. In order to increase the proposed TransNet allocation for highways to 40%, other areas would have to be decreased by 7%.*

Mayor Pro Tem Monroe asked if the original cost estimate anticipated for growth in the future, was inclusive of the 20% for contingency. *Staff noted that the cost will exceed the original estimate and the 20%. Staff added that they will bring the exact numbers back to Committee in September.*

Mayor Pro Tem Monroe expressed concern regarding these types of projects and the cost estimates. *Staff commented that Mayor Pro Tem Monroe brings up a good point. Cost estimates are challenging for staff and staff is currently developing a program that would do a better job.*

Karen King (North San Diego County Transit Development Board [NCTD]) pointed out that there are on-going operating costs associated with a funding shift.

Leon Williams (Metropolitan Transportation System [MTS]) indicated that a large part of the movement for more highways is the people's perspective to just drive cars. Part of the reason for the consolidation is to portray what the current problems are, what they'll be in the future, and what changing life style patterns will do to help solve the region's traffic problems. SANDAG needs to do a better job getting the information to the public. *Staff stated they are trying to do just that. However, no one believes what the SANDAG staff is saying and SANDAG is taking a beating in the newspaper. Staff noted that completion of the I-15 corridor will be the region's first opportunity to demonstrate the need for transit. It is a critical project for San Diego.*

Public Comment:

Chuck Lungerhausen, a San Diego resident, indicated that he is supportive of the BRT concept as long as the existing MTS services are maintained and expanded to handle the increased ridership and not sacrificed to put the BRT system in place. He added that the SANDAG Board of Directors cannot let the County Board of Supervisors dictate to the Board what it is going to do regarding transit.

Councilmember Emery stated that long-range costs of operations need to be considered and there needs to be a demonstration project in the region to show that transit does work. There needs to be more work done in the public education area. He concluded that the transit side of transportation needs to become a focus; building more highways is not going to solve the region's transportation problems.

Mayor Pro Tem Monroe commented that he feels like he's on a train and doesn't know where it's going. He expressed the he is uncomfortable with the fact that Mayor Cafagna (North County Inland) is brokering a deal with Supervisor Jacob regarding the proposed TransNet extension. He indicated that the SANDAG BOARD would do better to try to get a third vote from the County Board of Supervisors. There should not be a negotiator without parameters.

Supervisor Roberts (County of San Diego) noted that Mayor Cafagna is very capable of creating a compromise with the County Board of Supervisors' Chairwoman. He mentioned that the SANDAG Board is making a mistake thinking a 3-2 vote with the County Board of Supervisors is acceptable. It is unfortunate that the Board will not allow the Supervisors to take their time to come to consensus and hopes that it doesn't result in a ballot measure not passing. Gaining a two-thirds vote for TransNet in November 2004 is important.

Action: Upon a motion by Councilmember Emery and a second by Councilmember Ritter (NCTD), the Transportation Committee approved Consent Item 5.

REPORTS

6. INTERSTATE 15 (I-15) MANAGED LANES/HIGHWAY STATUS REPORT (INFORMATION/POSSIBLE ACTION)

Pedro Orso-Delgado (Caltrans) introduced Gustavo Dallarda. He noted that Larry Carr has departed and Mr. Dallarda replaced him as Project Manager. He added that Bill Valle has joined the Caltrans team as its Program Manager.

Gustavo Dallarda, Caltrans Project Manager for I-15 and SR 56, provided the Committee with an update on the construction activities along the I-15 Corridor including the recently opened northbound slip ramp on the existing Managed Lanes, just south of SR 56. Mr. Dallarda noted that the Managed Lanes are broken down into five units and all of them are lined up to be completed one after the other.

Chairman Kellejian congratulated Mr. Dallarda on his new job responsibilities and thanked him for a good report.

Councilmember Feller (NCTD) asked what prevents people from crossing the double yellow lines in the carpool lanes and questioned how long will the construction on I-15 go on. *Pedro Orso-Delgado commented that the entire project will be completed by Fall 2007.*

Supervisor Roberts asked when the HOV lanes will be open 24 hours. *Pedro Orso-Delgado responded that Caltrans is currently looking into that situation. But because of safety issues, that option cannot be implemented while construction is still underway on I-15.*

Councilmember Emery questioned who removed the southbound gate on I-5. *Pedro Orso-Delgado indicated that there was an accident this past weekend where a wrong-way vehicle crashed into the gate. Currently, there is emergency work taking place to reconstruct the gate.*

Councilmember Emery commented that education and signage should be used when the opening of the HOV lanes takes place.

Supervisor Roberts stated that he would like to see whatever HOV lanes that are available opened. He added that the lanes should be used and fully utilized whenever possible.

Chairman Kellejian reiterated that Caltrans will look at the issue and bring back its findings to the Transportation Committee.

Action: The Transportation Committee accepted this report.

7. TRANSPORTATION PROGRAM FUNDING UPDATE (INFORMATION/POSSIBLE ACTION)

Chair Kellejian noted that the Transportation Committee requested a monthly update on transportation program funding. This report includes updates on the 2004 State Transportation Improvement Program (STIP) as well as the recently released May Revise of the state budget.

Staff provided the Transportation Committee with the current status on the 2004 STIP and the Transportation Congestion Relief Program (TCRP). At its May 28, 2004 meeting, the SANDAG Board approved the no-GARVEE option as an initial submittal to the California Transportation Commission (CTC). The CTC is maintaining its position that it will not begin to discuss which projects get GARVEE bonds until after adoption of the 2004 STIP in August 2004. As part of the May Revise, the Governor proposed to eliminate the current \$800 million cap on additional GARVEE bonds and to work with the CTC to raise the ceiling. The CTC has indicated that the San Diego region's projects would compete well and raising the ceiling would increase the likelihood of obtaining the funding when the projects need it. Currently, only the San Diego region and the Los Angeles MTA have proposed GARVEE bonds. The CTC will be holding a STIP hearing for Southern California Counties on Thursday, June 17, 2004, in Los Angeles.

Regarding the TCRP, during the mid-year Budget review in January 2004, Governor Schwarzenegger proposed eliminating the funding for TCRP projects currently underway. This would have impacted such regional projects as SR 56, the I-5/805 Merge and the East Village Station project. Further, the administration was proposing to terminate the TCRP program altogether, which would impact the possibility of receiving funds for other projects, such as the Sprinter. The Governor's May Revise includes the following four proposed actions: (1) convert the previous suspension of Proposition 42 funds to a loan, payable in FY 2007/08; (2) include \$163 million for TCRP projects statewide in the upcoming fiscal year; (3) withdraw the proposal to recapture \$189 million that had been set aside for this year's TCRP program; and (4) withdraw the proposal made in January 2004 to terminate the TCRP program. Staff will continue to monitor these issues and provide the Committee with any pertinent information during the next update. Staff added that there will be an opening ceremony for SR 56 on July 17, 2004.

Chairman Kellejian commented that the proposal to not terminate the TCRP program nor withdraw those funds is good news. He asked if the funding from the sales tax on higher-priced gasoline will be used to fund future projects that were eligible for TCRP monies. *Staff noted that is part of the answer. The additional amount collected this year was approximately \$80 million.*

Action: The Transportation Committee accepted this report.

8. I-15 INTERREGIONAL PARTNERSHIP (IRP) DRAFT FINAL REPORT (INFORMATION/COMMENT)

Staff reported that approximately 3 years ago, the I-15 Interregional Partnership (I-15 IRP) was formed to address the imbalance of jobs and housing that has developed between the San Diego region and southwestern Riverside County during the past ten years, and the resulting impacts on freeway congestion. The I-15 IRP is a voluntary compact between local

elected officials representing the San Diego Association of Governments (SANDAG) and the Western Riverside Council of Governments (WRCOG). The project was one of eight funded throughout the state by grants from the California Department of Housing and Community Development (HCD). Both WRCOG and SANDAG contributed matching funds (staff time) to the project.

Staff highlighted the three-year work program which included the preparation of an Existing Conditions Report (January 2003), initiation of an ongoing public outreach program, strategy development and evaluation, completion of a Short-Range Strategy Report, and a draft of the final I-15 IRP Report. The draft final report includes 21 strategies proposed to address the jobs-housing imbalance between the two regions and its effects, and an Implementation and Monitoring Program. The strategies have been organized into four categories: housing, economic development, transportation and program-related. Each category has both short- and long-range strategies. Staff mentioned that two years ago, a survey was done and it was determined that approximately 29,000 individuals commute every day from southwestern Riverside County to San Diego County.

Chairman Kellejian stated that originally there were 13 strategies and some have been deleted. *Staff responded that some strategies have been deleted and others have been added.*

Mayor Pro Tem Monroe commented that he is a member of this group and added that both staffs have kept the meetings interesting and informative. Through this group, he learned that the people that have moved from San Diego up to Riverside County don't want to come back. He added that it is time to begin the same communication and coordination efforts with Imperial County.

Chairman Kellejian noted that is a good comment. Local developers are looking to expand to Imperial County.

Pedro Orso-Delgado indicated that currently, approximately 22,000 homes are being built in Imperial County. He noted that Caltrans has started the dialogue with the Imperial Valley Association of Governments (IVAG) and is currently working with them on their 30-year Transportation Plan.

Chairman Kellejian added that the Committee has done a good job regarding inclusion of all the regional issues. He noted that Riverside County is prepared to expand its section of I-15 by three lanes while the San Diego region has not yet made that commitment – especially because of the funding issues.

Mayor Pro Tem Monroe stated that the Board has different theories regarding solving this problem. Some members think that we should not make it easy for people to move out of San Diego.

Councilmember Ritter commented that another entity that SANDAG needs to strengthen its communication with is Orange County. *Staff replied that they have been trying to augment that situation by meeting with the Southern California Association of Governments (SCAG)*

on a quarterly basis. At those meetings, discussions are being held with representatives from Orange County that attend.

Supervisor Roberts stated that at some point, there is an insanity in this process that needs to be acknowledged. The region already knows that you can't resolve traffic issues with more highways and it also knows that there is a difference between planning and projecting. It would appear that a more sensible goal is to allow those that live here to be able to buy homes here. He added that he doesn't feel an obligation to expand freeways in San Diego so people can live 90 miles away from where they work. This is a major problem which SANDAG is contributing to.

Chairman Kellejian agreed but noted that the Transportation Committee is taking a step by getting transit involved with the moving of those 29,000 people to Riverside County. There has to be another way, possibly in the form of a managed lane, to keep those people moving. He commented that Supervisor Roberts' points regarding housing needs are on target. *Staff noted that the presentation focused on transportation strategies that developed as a result of this study. The other strategies in the study, housing and economic development, carry just as much weight. The study projects that the amount of regional commuting could be cut in one-half to reduce traffic, if strategies are implemented correctly.*

Supervisor Roberts questioned the planning from which the overall strategies will flow. Staff responded that the Regional Comprehensive Plan (RCP) is the document from which the overall planning derives and added that the RCP will head in the direction that policy makers in the region decide it should go.

Councilmember Rindone (South Bay) shared that there is a shift of the mind set of the policy makers in the region, specifically in the City of Chula Vista. A few years back, he lead an effort, through editorial and public comments, to create housing caps on the developers to slow down the building of houses in Chula Vista. It is the first time this has been done – which will last through 2006 – based on the opening of SR 125. Recently, a white paper was distributed for the City Council to evaluate the quality of life and in that discussion, a major effort was sought to create a new cap on developers. This effort was defeated. The current housing caps are in place and the City of Chula Vista is not creating new housing caps. If a new set of housing caps are created, there has to be justifiable public issues to support that. With the current affordable housing shortage in the San Diego region, a housing cap would not be in the best interest of the community of Chula Vista. The first housing cap vote was 5-0; the second housing cap vote was 2-3. The SANDAG Board needs to act accordingly.

Staff noted that is a good example to emphasize the dilemma that the region is in as the local jurisdictions begin to update their housing elements to coincide with the State, which has determined that the San Diego region needs to accommodate an additional 107,000 housing units in the next fiscal year. Currently, the local jurisdictions' housing elements don't comply.

Councilmember Ritter commented that SANDAG needs to recognize that the region is running out of land. She is uncertain if the region can provide what the residents want –

which is bigger yards. Mass transit is the answer because people will continue to move out of San Diego otherwise.

Councilmember Emery stated that the City of Chula Vista may be removing its housing cap but will not be providing affordable housing. Each jurisdiction should be designating 80% of its housing units as affordable housing and the only way to do that is to subsidize housing – which cannot be done. If a community wants to grow, that's one thing, but those communities that don't want to grow, that are built out, should not be forced to cram housing into their cities.

Mayor Pro Tem Monroe expressed concern regarding staff's comments that the commute from San Diego to Riverside could be one-half of what it could be otherwise, without a strategy or document that could reduce the current amount. *Staff clarified that the number of regional commuters could be reduced by one-half.*

Mayor Pro Tem Monroe requested that Imperial Valley be added to the maps presented by staff.

Mayor Smith (North County Inland) mentioned that in the City of San Marcos, there is an initiative that will require a vote to change the City's general plan. Changing a city's General Plan may not be as easy to change as people think.

Mayor Pro Tem Monroe announced that Chairman Kellejian is being honored at the WTS Annual Dinner Meeting on Thursday, June 24, 2004, at the Prado in Balboa Park. He encouraged all Committee members to attend.

Action: The Transportation Committee accepted this report.

9. UPCOMING MEETINGS

The next two Transportation Committee meetings are scheduled for Friday, June 18, 2004, and Friday, July 2, 2004.

8. ADJOURNMENT

Chair Kellejian adjourned the meeting at 10:53 a.m.

Attachment

**CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
JUNE 4, 2004**

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	No	
North County Inland	City of Poway	Mickey Cafagna	Member	No	
	City of San Marcos	Corky Smith	Alternate	Yes	
East County	City of Santee	Jack Dale	Member	No	
	City of Santee	Hal Ryan	Alternate	No	
South County	City of Coronado	Phil Monroe	Member	Yes	
	City of Chula Vista	Jerry Rindone	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 Del Mar	Dave Druker	Alternate	No	
San Diego County Regional Airport Authority	City of Oceanside	Terry Johnson	Member	No	
	City of Lemon Grove	Mary Sessom	Alternate	No	
ADVISORY/LIAISON Caltrans	----	Pedro Orso-Delgado	Member	Yes	
	—	Bill Figge	Alternate	Yes	