

TRANSPORTATION COMMITTEE

October 1, 2004

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS

Meeting of September 3, 2004

The meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal) at 9:21 a.m. See the attached attendance sheet for Transportation Committee member attendance.

Chair Kellejian noted the addition of an item at the request of Supervisor Ron Roberts, County of San Diego, related to the California Fuel Cell Partnership's 3rd Annual Fuel Cell Road Rally. It is Agenda Item No. 8, and the numbering of the following items has been changed to 9 and 10, respectively.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Councilmember Bob Emery (Metropolitan Transit System [MTS]) and a second by Councilmember Judy Ritter (North San Diego County Transit Development Board [NCTD]), the Transportation Committee approved the minutes from the July 16, 2004, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Robert Hoffman, SMART, a member of the public, stated that "SMART" is the acronym for the Society for Modern Applications for Regional Transit. He said that he lives in La Mesa and took the trolley into downtown San Diego for a business meeting. He noted that the roadbed was uneven causing the train to rock and roll, the seat spacing was tight for passengers with long legs, and the public address system was nearly unintelligible. He also mentioned that the Commercial Street area of San Diego along the trolley line is a disgrace to San Diego, as it is a rundown and dirty area. He thought that something should be done about cleaning up that area. He also had trouble reading one of the ticket vending machines because the cathode ray tube was badly warped and barely readable. He asked what is being done about quality control for the trolley system.

CONSENT ITEMS (3 through 4)

3. SEPTEMBER SERVICE CHANGES (INFORMATION)

Changes to bus, trolley, and Coaster service are implemented three times a year, in the fall, winter, and summer. The next scheduled dates for implementing transit service changes for

MTS jurisdictional services are: Sunday, September 5; Tuesday, September 7; and Saturday, September 11. No fall service changes are scheduled for the NCTD jurisdictional area.

4. REGIONAL TRANSIT SERVICE PLANNING POLICY (RECOMMEND)

Under Senate Bill (SB) 1703, SANDAG is responsible for regional transit service planning. The proposed revisions to existing SANDAG Policy No. 18, would refine the process for regional transit service planning, and clarify the roles and responsibilities of the transit agencies and SANDAG related to transit service planning in the region. The Joint Committee on Regional Transit (JCRT) has endorsed the proposed policy revisions. The Transportation Committee is asked to recommend that the SANDAG Board of Directors adopt the proposed revised SANDAG Policy No. 18, Regional Transit Service Planning, establishing an improved annual process and agency responsibilities for transit service planning.

Action: Upon a motion by Councilmember Jim Madaffer (City of San Diego) and a second by Councilmember Emery, the Transportation Committee unanimously approved Consent Items 3 and 4.

REPORTS

5. SMART CORNER JOINT DEVELOPMENT IMPLEMENTING AGREEMENTS (RECOMMEND)

Jack Limber, SANDAG General Counsel, reported that for ten years, the City of San Diego and MTS have been working toward redeveloping the City College Trolley Station and the adjacent block. A joint development, known as the Smart Corner, has been proposed for the block between C Street and Broadway, Park Boulevard, and Eleventh Avenue. The project would include a new trolley station running diagonally through the block, similar to that at the America Plaza Station. Various improvement agreements have been prepared and are ready for approval by MTS, the Redevelopment Agency of the City of San Diego, and SANDAG.

The Redevelopment Agency entered into a development agreement with Lankford and Associates to construct a mixed-use development designed to eliminate blight, improve transportation, build housing, and create a link to Balboa Park. The Redevelopment Agency is now clearing the block to ready it for development. The development will consist of a 12-story building with a 175-unit residential tower, and a mid-rise, 5-story office building. The project also includes a ground-floor retail shop and rooftop garden plaza. The San Diego Housing Commission is expected to be the major tenant of the office building. An underground parking structure will provide about 650 spaces. Many of the residential units will be affordable, starting at \$189,000.

The existing track alignment makes a sharp turn at the Park Boulevard and C Street intersection. The new station will improve safety and operations by eliminating the sharp curve. There will also be substantial improvement in the station appearance compared to the existing station. Electric substations at this site will be relocated across the street at

City College. The new station will provide for a four-car train configuration. This is one of three stations that cannot now accommodate a four-car train.

The recommended action is for the SANDAG Transportation Committee to recommend that the SANDAG Board approve the Cooperation Agreement and the Transit Development Agreement for the Smart Corner Joint Development Project.

Mr. Limber stated that the Cooperation Agreement provides that MTS will give the Redevelopment Agency a small parcel of land in exchange for an exclusive 17,730-square-foot easement diagonally across the Smart Corner parcel to construct, operate, and maintain a new station and tracks. No transit funds were budgeted for a land purchase; therefore, the Redevelopment Agency agreed to accept future transit improvements in lieu of cash. SANDAG will compensate the Redevelopment Agency by constructing about \$830,000 worth of transit improvements within the Centre City area over the next 15 years. The future transit improvements will most likely come from capital improvement projects already scheduled to be completed by SANDAG during this time frame. The developer will also be building a Transit First bus facility on Park Boulevard and improving the bus stops on Eleventh Avenue.

The total budget for this project is \$6.2 million and, of that amount, \$3.9 million would be from the state Traffic Congestion Relief Program (TCRP). TCRP funds have been in jeopardy but they have now been allocated for this project for FY 2004. These funds must be expended by December 31, 2006, or any unused amount will be forfeited back to the state. Significant concerns exist that the developer may not be able to construct the pathway for the new trolley station between the buildings in time to allow MTS and SANDAG's contractor to complete the track realignment and catenary construction by this deadline. Those concerns are addressed in the agreements. The Transit Development Agreement governs the terms and conditions of the construction of the new trolley station and tracks. Under the agreement, the developer will construct the underground parking and then the trackway trough for the tracks. SANDAG will relocate the existing traction power substations, lay the tracks, and install the catenary system and ancillary station amenities.

The agreement also contains provisions to protect against the loss of the TCRP funds in the event the developer delays MTS's/SANDAG's contractor by allowing diversion of the funds to another project. MTS/SANDAG will make a determination on diversion of these funds by no later than July 1, 2005, to allow sufficient time to spend the funds on another qualified project. If we go forward with this project, the agreement states that the developer will be responsible for any lost TCRP funds if the December 31, 2006, deadline is not met, including delays caused by third parties or acts of God, but not delays caused by MTS/SANDAG. The developer will also be responsible for all cost overruns unless they are caused by MTS/SANDAG. Given these protections, staff recommends going forward with the joint development project.

Chair Kellejian noted that this project has been on MTS's books for over ten years now. The site has been leveled and is ready to go.

Councilmember Jack Feller (NCTD) asked if the underground parking will encompass the whole block. *Mr. Limber replied affirmatively, and said that it would be similar to the*

America Plaza development. The parking garage will serve both the Housing Commission and residents of the condominiums. Councilmember Feller asked if there would be assigned parking. Mr. Limber replied that he anticipated there would be some differentiation for Housing Commission employees and condominium residents.

Mayor Pro Tem Phil Monroe (South County) said that MTS looked at this item and there are some reality issues in terms of the time line. This is not a done deal. The contractor has some major complex issues he is working with. *Mr. Limber agreed that there is a very valid concern between the start of construction and the July 1, 2005, deadline. In that case, the decision to proceed with this project will be before the SANDAG Board. The key to the money is to spend it. If 95 percent of TCRP money is spent, then only 5 percent is at risk and the developer will be responsible for that amount. We will have to watch this project carefully. The Transportation Committee will receive periodic status reports on the developer's progress.*

Gary Gallegos, Executive Director, added that we have more projects than money. If we fall behind on this project, we can use the funds on other eligible projects.

Mayor Corky Smith (North County Inland) said that it sounds like we already have the contractor and he has agreed to accept the liability responsibility when things go wrong. *Mr. Limber clarified that the agreements are with the developer. This project is important for the redevelopment area. The City's Redevelopment Agency has worked hard to get these protections built into the agreement.*

Supervisor Ron Roberts (County of San Diego) stated that if the developer is Lankford and Associates, it is one of the best public/private contractors in San Diego, and has a record of performing well.

Public Comment:

Clive Richard, a member of the public, said that it is really important that this project be done as it is a good example of a mixed-used project.

Councilmember Emery noted that the MTS Board supports this project.

Action: Upon a motion by Councilmember Emery and a second by Mayor Pro Tem Monroe, the Transportation Committee unanimously recommended that the SANDAG Board of Directors approve the Cooperation Agreement and the Transit Development Agreement for the Smart Corner Joint Development Project.

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

Susan Brown, Administrator of Programming and Project Control, reported that on August 5, 2004, the California Transportation Commission (CTC) adopted the State Transit Improvement Program (STIP) in the form previously presented to the Transportation Committee, shifting some of the funds between fiscal years. For FY 05, three projects were delayed one year: Mid-Coast/Balboa Light Rail Transit Design, SANDAG's Rideshare Program Funds, and matching funds for federal Congestion Mitigation and Air Quality (CMAQ) and

Regional Surface Transportation Program (RSTP) projects. Funding for State Route (SR) 52 right-of-way acquisition was delayed from 2006 to 2007. The CTC advanced the regional funding for the construction of SR 905 by two years to match the programming of the interregional component of the STIP. The CTC postponed all STIP allocations including the region's Planning, Programming, and Monitoring (PPM) funds, which help pay for Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA) operational expenses.

Ms. Brown indicated that SR 905 and SR 52 remain on a potential GARVEE (Grant Anticipation Revenue Vehicle) list before the CTC. The CTC intends to issue \$500 million in bonds in the current fiscal year. The CTC did not proceed with any 2005 STIP allocations due to cash-flow problems arising out of last minute state budget negotiations that diverted Proposition 42 funds and tied the repayment of prior-year loans made to the General Fund to the sale of bonds against receipt of tribal gaming revenues. The tribal gaming compacts are, in turn, linked to the defeat of two gaming propositions, 68 and 70, on the November ballot. Gaming would provide funds for TCRP projects that are currently stalled. The CTC might be able to resume STIP allocations later in FY 04/05 if one or a combination of the following events transpires: the federal ethanol taxation issue is resolved favorably for California, the reauthorization of the federal transportation bill is passed at a higher level than proposed by the Bush Administration or the US House of Representatives, and if Propositions 68 and 70 are defeated by the voters at the November 2004 election.

Staff will continue to pursue the use of GARVEE funds for SR 905 and SR 52 projects. It is expected that the CTC will make GARVEE decisions in January 2005 if the funding problems are cleared up.

Ms. Brown said that the Transportation Committee received a memo from the SANDAG Executive Director explaining an opportunity to obligate federal FY 04 funds. The ability to obligate the funds is set by the obligational authority. Not all local entities in the state have been able to use their FY 04 funds, and there is about \$37.5 million in STP and CMAQ funds that we have been asked to obligate for projects that have met the programming requirements. These projects are the I-15 Managed Lanes BRT project, the SR 125 Gap Connector, the SR 78 Las Posas Road interchange, and the regional rideshare program. We can move on these projects without a Regional Transportation Improvement Program (RTIP) amendment.

Ms. Brown explained that Proposition 68 would expand gaming through racetracks and card clubs. Proposition 70 would open up negotiations on the prior tribal gaming compacts. Potentially \$1.2 billion will be available for transportation purposes from the state budget if both propositions fail in November. Staff recommended that these items be referred back to the Executive Committee to take a position on these two ballot measures.

Councilmember Feller asked who would lose in this county as a result of the passage of Proposition 68. *Ms. Brown replied that if the state lost the \$1.2 billion statewide, the CTC estimates that the San Diego region would lose about \$80 million. This doesn't take into account that we have a major TCRP project that has \$80 million coming to it alone.*

Councilmember Feller thought that the City of Oceanside is the only city affected by Proposition 68, and it stands to lose \$8 million.

Gary Gallegos, Executive Director, said that the recommendation is to further evaluate these propositions to determine regional impacts, and to refer them to the Executive Committee to determine if the region should take a position on these measures.

Chair Kellejian said that it was his understanding that every city in San Diego County would benefit by approval of Proposition 68.

Councilmember Feller stated that if Proposition 68 passes, the Indian gaming tribes can actually stop this measure by paying 25 percent of their gaming earnings to the state.

Councilmember Emery agreed that we should review these two measures carefully before a position is taken on them.

Chair Kellejian expressed his support for the Highway 78 Las Posas interchange. He added that this was a controversial interchange. *Ms. Brown noted that we have requested that these monies be moved and are awaiting concurrence from the state.*

Supervisor Roberts asked what impact does this have on the Mid-Coast project. *Mr. Gallegos replied that there is no direct impact. Delayed actions on the STIP will result in a delay in being able to advance the design on the Mid-Coast project. Ms. Brown noted that we are analyzing the potential for using existing TransNet funds for the Mid-Coast design.* Supervisor Roberts agreed that was appropriate. *Ms. Brown mentioned that staff is conducting an overall review of the TransNet program and will report back in the fall.*

Action: The item was presented for information only.

7. UNIVERSITY AVENUE MOBILITY PLAN (INFORMATION/POSSIBLE ACTION)

Conan Cheung, Senior Planner, reported that the City of San Diego and the community of North Park conducted a traffic-calming study to develop pedestrian and transit enhancements along University Avenue in North Park. To support the proposed enhancements, the City requested SANDAG to evaluate transit service improvements along University Avenue in North Park. Because transit serving North Park extends along the entire University Avenue corridor, SANDAG staff evaluated transit improvements beyond North Park along a corridor bordered by Fourth Avenue in Uptown, Hillcrest to the west, and Spring Street in La Mesa to the east. The corridor was divided between east and west due to the different travel demands in these two areas. The western portion of the corridor included Uptown/Hillcrest, City Heights, and North Park; and the eastern portion included the College Area and La Mesa. Within North Park, the proposed transit enhancements include short transit lanes, signal priority, bus stop consolidation, and pedestrian improvements. Outside of North Park, the physical improvements would primarily be bus stop consolidation, and signal priority, if feasible.

Mr. Cheung indicated that there was significant regional travel demand in the area. Over 50 percent of the 2.75 million daily trips occur in this corridor. The transit mode split is over twice as high as that regionwide, and 40 percent of the transit trips occur in this area. The key attractions in this corridor are Centre City, Southeast San Diego, Midway/Airport, the College Area, and Mission Valley.

The travel demand was concentrated in the corridor west of 54th Street, and speed and reliability are important factors in influencing people to use transit. The population density was highest in North Park and City Heights, and employment density was highest in Hillcrest. Transit ridership was also highest west of 54th Street.

Two options for rapid bus service along the entire corridor were explored: proposed Option 1 would continue Routes 7 and 908 local services with a new peak-hour rapid bus service. Option 2, would take Route 7 and divide the local service from La Mesa to 54th Street, then turn it into a rapid bus service west of 54th Street. Route 908 would be extended west to 54th Street to maintain local coverage.

The initial assessment of benefits is a 20-25 percent improvement in travel time in the peak hour, schedule reliability improvement, and a resource savings, if all of the proposed transit enhancements identified for North Park in the City's study are implemented, and if the bus stop consolidation and signal priority outside North Park are achieved.

Mr. Cheung said that the City of San Diego plans to release the University Avenue Mobility Plan (UAMP) study, which focuses on the North Park traffic calming and pedestrian enhancements, for public review in October 2004. The transit improvement options identified for the entire University Avenue corridor will be included in the City's study but would be subject to further analysis by MTS and SANDAG staff. Any revisions to transit service along University Avenue would be taken through the proper review and approval process at MTS and SANDAG.

Councilmember Madaffer liked the improvements on travel time. He asked staff to take into consideration that the Crossroads Redevelopment agency has significant growth potential along this corridor. There will be substantial changes in the College Area and in La Mesa east of 54th Street in terms of land use over the next several years. Some of the largest lot parcels exist in that area east of 54th Street, providing potential for industrial, commercial, and classic smart growth land uses. He expressed concern about reducing the local service in that area. He noted that there are also about 1,000 residential units on the drawing board. He asked staff to appraise the planning groups and the community councils in that area of this idea.

Supervisor Roberts stated that most of University Avenue is two lanes in each direction. He asked if we are talking about closing lanes or giving exclusive use of one lane for transit use.

Miles Pomeroy, with the San Diego Planning Department, responded that the study is looking at a variety of options including transit-only lanes running both directions along University Avenue within North Park only. However, the Planning Department is looking at the possibility of limiting those transit-only lanes to peak-hour periods or alternatively keeping them open 24 hours a day. It is also reviewing the possibility of having the eastbound transit lane begin at Utah Street and extend to I-805, with the westbound transit lane extending from I-805 to Park Boulevard. The three community groups in North Park have been involved in the

development of the University Avenue Mobility Plan. All options would be further reviewed with the community as part of the public review process.

Supervisor Roberts did not think there was room in this corridor for an exclusive transit lane, and said that we are mobilizing the business community in this area against this proposal. This is not a good place to close lanes for any part of the day.

Mr. Cheung stated that there is a range of improvements and capital investments for the corridor and that transit lanes are just one part of the proposal.

Supervisor Roberts said that the community will be opposed to shutting down a lane in this corridor. This causes a credibility problem, we should delete ideas that don't make sense, and we should not expend money on this concept.

Chair Kellejian asked if this information was presented to the MTS Board. *Mr. Cheung answered that the MTS Board has heard this as an information item. The next step is that the City of San Diego will issue this plan for public review.*

Public Comment:

Robert Hoffman, a member of the public, made several comments. The first is the unintended consequences with traffic signals being controlled. When auto drivers realize that the buses are controlling the traffic signals, there will be a platoon of cars following the buses, and you will have a lot of people going through traffic lights. The second item is that when you start decreasing headways between buses, eventually this causes bus bunching. And, people arrive randomly at bus stops rather than all at once as on a production line.

Mayor Pro Tem Monroe disagreed with Mr. Hoffman's comments about randomness. He indicated that when there is a set schedule, people know what time to leave their houses to be at the bus stop.

Clive Richard, a member of the public, said it is important that we look at this because there is an obvious transportation need in this area. Route 7 is the most successful route in the region. The fact that it has problems in maneuvering through traffic raises issues that should be reviewed. This is a very important corridor. He will attend the meetings to see how the communities feel about this concept. The seventh district is changing as Councilmember Madaffer indicated and it will benefit from this kind of project.

Chair Kellejian noted that this plan is going to be a hard sell to those in the established communities with set travel patterns. Closing roads down for parts of the day could be very challenging. It is a concept that we have heard before and other cities in the world have them. He hoped that the public outreach will be second to none.

Mr. Pomeroy said that we have had a number of workshops in the community and are working with the established groups, including the North Park Main Street Association, the North Park Community Planning Group, and the North Park Community Association. Six public workshops

were held between January and June. Councilmember Madaffer agreed those are the groups on the west side, but noted that community groups on the east side should also be included.

Mayor Pro Tem Monroe indicated that the MTS Board approved funds for a total study of the bus system in San Diego. The results of that study may change what is being recommended in this plan.

Action: This item was presented for information only.

8. CALIFORNIA FUEL CELL PARTNERSHIP (CAFCP) 3RD ANNUAL FUEL CELL VEHICLE ROAD RALLY (APPROVE, RESOLUTION NO. 2004-4)

Supervisor Roberts reported that this annual Rally has never before terminated in San Diego County, and he thought it might be good to get some of these fuel-cell vehicles here for review. There will be 8-10 cars representing several manufacturers. The Rally will be held on Sunday, September 19, 2004, from 12 Noon to 4:00 p.m., in the County Administration Building parking lot. We will be able to drive and ride in these cars. He has driven them and they are impressive. He noted that none of these test vehicles are for sale at this point. There have been various approaches to incorporate this technology. Honda combined the fuel cell with electric technology.

Supervisor Roberts invited the Transportation Committee members to attend this event and to invite those in our communities as well. He said that it is through his role on the State Resources Board that allowed him to bring these vehicles to San Diego. He mentioned that there are very few opportunities to see these types of vehicles. Action would adopt a resolution from the Transportation Committee in support of this Rally. The County of San Diego has adopted a resolution, and the City of San Diego is also working on a resolution. The resolutions will be presented at the event. He asked Chair Kellejian to attend this event and present the resolution.

Chair Kellejian agreed to attend and make this presentation.

Action: Upon a motion by Councilmember Madaffer and a second by Councilmember Ritter, the Transportation Committee unanimously adopted Resolution No. 2004-4.

9. UPCOMING MEETINGS

The Transportation Committee meeting scheduled for September 17, 2004, has been cancelled as it conflict with the League of California Cities conference that same week. The next meeting of the Transportation Committee is scheduled for October 1, 2004.

2. **PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS**

Chair Kellejian noted that there was a late speaker on public comment.

Chuck Lungerhausen, a member of the public, said he recently took transit to the University Towne Centre (UTC) and University of California, San Diego (UCSD) areas and was amazed at the amount of growth that has taken place since the last time he was there seven years

ago. He could see how the trolley should be extended to that area. It is most important that the people of the UTC and UCSD areas support the extension of *TransNet* on the November ballot. Furthermore, for the public record, he will ask the Sierra Club to be in favor of the ballot measure even though the ballot measure doesn't match the Sierra Club's desires. Without the *TransNet Extension*, our region will be worse than Los Angeles for traffic congestion. When people say that transit only takes 4-5 percent of the trips, he wondered if those people would want that amount of drivers back onto the freeway. Also, the freeway won't be improved if Proposition A does not get approved. Three members of the Board of Supervisors have not supported the *TransNet Extension* and they should reevaluate their position. They will throw this county into a terrible situation where the congestion here will be intolerable. If we don't pass the *TransNet Extension*, it will be much worse than it is today.

Chair Kellejian said that in all fairness, two members of the Board of Supervisors, Supervisors Cox and Roberts, are in favor of the *TransNet Extension*. We have heard in the press that the "Board of Supervisors" is not in favor of this measure. We should applaud those County Supervisors who have taken a support position. We should start qualifying this in the media. This is a huge issue to San Diego County.

Mayor Smith said that he was under the impression the three County Supervisors who were opposed to the measure were going to take a low-key approach to the *TransNet Extension*. Chair Kellejian commented that two of the opposing County Supervisors are signers to the rebuttal to the ballot argument in favor of the ballot measure.

Mayor Pro Tem Monroe requested a report back in six months on the ridership figures for the service adjustments in agenda item No. 3, September Service Changes. He noted that Agenda item No. 4, Regional Transit Service Planning Policy, didn't say anything about the people. There is an issue between MTS and SANDAG about the allocation of staff. He requested that the people issue be resolved, and that this item not be on the Consent Agenda when it goes to the SANDAG Board.

Mayor Pro Tem Monroe suggested that his fellow SANDAG Board members follow what the Coronado City Manager's office is doing in terms of *TransNet*. At the three city council meetings before the November election, the City's engineering department will be providing information about what *TransNet* has done for Coronado in the last 20 years. Two or three public speakers will come before the Council and make strong public statements in favor of passing *TransNet*. This is an opportunity to get local people involved. He suggested that each city council not just rely on SANDAG, but coordinate a similar program in their area.

Councilmember Madaffer thanked Mr. Lungerhausen for his comments. He expressed disappointment in the three members of the Board of Supervisors who oppose *TransNet* for being shortsighted. He thanked SANDAG staff for an outstanding public information piece. He said that the public is certainly going to benefit for having the facts. He was also disappointed in the *San Diego Union-Tribune* article about *TransNet*. He said that he has yet to hear a solution from any of the measure's opponents.

Councilmember Jerry Rindone (South County) publicly commended SANDAG Chair Mickey Cafagna for his excellent response to a number of North County officials related to their concerns about *TransNet*.

10. ADJOURNMENT

Chair Kellejian adjourned the meeting at 10:42 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
SEPTEMBER 3, 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	Yes	
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	Yes	
	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	

09/27/2004 8:53 AM