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Metropolitan Transit System

Judy Ritter
North San Diego County Transit Development Board

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(Representing **South Bay**)

Dianne Jacob/Bill Horn
Supervisor, County of San Diego

Leon Williams, *Chair*
Metropolitan Transit System

Jack Feller/Dave Druker
North San Diego County Transit Development Board

Mary Sessom
San Diego County Regional Airport Authority

Advisory Members

Pedro Orso-Delgado
District Director, District 11
California Department of Transportation

Bill Figge
Deputy District Director, District 11
California Department of Transportation

Gary L. Gallegos
Executive Director, SANDAG



TRANSPORTATION COMMITTEE AGENDA

Friday, October 1, 2004
9 a.m. – 12 Noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego, CA 92101-4231

AGENDA HIGHLIGHTS

- REGIONAL TRANSIT FARE-SETTING POLICY
- NEW FREEWAY RAMP-METERING TECHNIQUES

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Welcome to SANDAG. Members of the public may speak to the Transportation Committee on any item at the time the Committee is considering the item. Please complete a Speaker's Slip which is located in the rear of the room and then present the slip to Committee staff. Also, members of the public are invited to address the Committee on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Speakers are limited to three minutes. The Transportation Committee may take action on any item appearing on the agenda.

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TRANSPORTATION COMMITTEE

Friday, October 1, 2004

ITEM #		RECOMMENDATION
+ 1.	APPROVAL OF SEPTEMBER 3, 2004 MEETING MINUTES	APPROVE
+ 2.	PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS	
	<p>Members of the public will have the opportunity to address the Transportation Committee on any issue within the jurisdiction of the Committee. Speakers are limited to three minutes each. Committee members also may provide information and announcements under this agenda item.</p>	
	CONSENT ITEMS (3 through 5)	
+ 3.	LOS ANGELES–SAN DIEGO–SAN LUIS OBISPO RAIL CORRIDOR AGENCY (LOSSAN) BOARD OF DIRECTORS MEETING REPORT (Linda Culp)	INFORMATION
	<p>The LOSSAN Rail Corridor Agency seeks to increase ridership, revenue, capacity, reliability, and safety on the coastal rail line from San Diego to Los Angeles to San Luis Obispo. Known as Amtrak’s Pacific Surfliner corridor, it is the second busiest intercity passenger rail corridor nationwide and Amtrak’s fastest growing. This report summarizes the actions from the LOSSAN Board’s meeting on September 8, 2004.</p>	
+ 4.	TRANSPORTATION DEVELOPMENT ACT (TDA) CLAIM AMENDMENTS: CITY OF CARLSBAD AND COUNTY OF SAN DIEGO (Heidi Calabrese, Stephan Vance)	APPROVE
	<p>Action would adopt Resolution No. 2005-07, approving the following Bicycle and Pedestrian Project Claim Revisions: (1) the SANDAG Board of Directors allocated TDA funds to the County of San Diego for 15 bicycle and pedestrian projects, and the County has indicated that these projects are complete; balances for these TDA-funded projects remain, therefore, TDA allocations for these claims that these projects were approved under must be reduced by \$127,222; and (2) the City of Carlsbad has completed construction on two bicycle and pedestrian TDA-funded projects; balances for these projects remain, and the allocations for these TDA claims must be reduced by \$38,630. In both cases, the balances plus interest will be returned to the Local Transportation Fund (LTF).</p>	
+ 5.	UNMET TRANSIT NEEDS HEARINGS FOR TRANSIT DEPENDENT AND DISADVANTAGED POPULATIONS (Nan Valerio)	INFORMATION
	<p>The Subcommittee for Accessible Transportation, appointed by the Board as the region’s Social Services Transportation Advisory Council, will hold Unmet Transit Needs Hearings in compliance with the Transportation Development Act. Hearings will be held at Lifeline Community Services in Vista on Thursday, October 21, 2004, beginning at 10:00 a.m. and at Caltrans in Old Town San Diego on November 8, 2004, beginning at 1:30 p.m. Comment forms are available also on SANDAG’s web site. Results of the hearings will be reported to the SANDAG Transportation Committee in December 2004.</p>	

REPORTS

- + 6. **REGIONAL FARE POLICY AND COMPREHENSIVE FARE ORDINANCE** **RECOMMEND**
(Toni Bates)

Under consolidation, SANDAG is responsible for establishing a regional fare policy and setting fares for transit services. Working with MTS and NCTD, a draft regional fare policy has been developed to establish guiding principles for fare setting. The policy outlines these principles which address regional participation, revenue production, fairness for transit operators and passengers, fare structure simplicity, and responsibilities for SANDAG, the transit agencies, and operators. The Transportation Committee is asked to recommend that the SANDAG Board adopt the fare policy. A Comprehensive Fare Ordinance will follow in early 2005 that provides the details of the fare structure and levels.

- + 7. **NEW RAMP-METERING TECHNIQUES FOR REDUCING FREEWAY** **SUPPORT**
BOTTLENECK CONGESTION (Richard Chavez)

Staff at the University of California, Berkeley, is developing new ramp-metering technology to reduce freeway bottleneck congestion. The Transportation Committee is asked to support SANDAG staff efforts to develop a proposal for implementing this technology at a limited number of freeway bottleneck locations. Staff would present a proposed scope, schedule, budget, and options to the Transportation Committee at a later date.

8. **UPCOMING MEETINGS** **INFORMATION**

The next two Transportation Committee meetings are scheduled for Friday, October 15, 2004, and Friday, November 12, 2004.

9. **ADJOURNMENT**

+ next to an agenda item indicates an attachment

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. This deferral adds to the agencies' financial burdens as the FY 03/04 PPM fund allocation was postponed and later agreed to be reimbursed in FY 07/08.

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, but it 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 and the \$1.2 billion in new tribal gaming compact funds negotiated by the Governor flow to transportation as repayment of past loans.

Ms. Brown said that last-minute budget negotiations deleted the Proposition 42 funds, and included the gaming compacts that are linked to two propositions on the November ballot. Gaming would provide funds for TCRP projects that are currently stalled. 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 allocation 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 entities 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 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 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 for the University Avenue 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 the study area, proposed transit improvements are transit lanes, signal priority, stop consolidation, and pedestrian improvements. As a follow up to the traffic-calming study, the City conducted an operational feasibility concept plan. This plan included service recommendations for the University Avenue corridor based on an evaluation of existing and future transit demands, consideration of the transit priority enhancements proposed for University Avenue from the Preferred Concept Plan, and potential improvements to operational efficiency.

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.

Proposed enhancements include: the consolidation of bus stops on existing local services to achieve a one-quarter mile spacing, transit-only lanes and priority treatments, possible traffic signal coordination, and development of rapid bus (limited stop) service along the western portion of the corridor.

Two options for rapid bus service 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 provide a resource savings.

Mr. Cheung said that the next steps are for the City of San Diego to release the University Avenue Mobility Plan (UAMP) study for public review, further analyze the service enhancement proposals by MTS and SANDAG staff, and report on the final service recommendations to the SANDAG Transportation Committee and the MTS Board for approval.

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. 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 Park Boulevard to I-805. All options would be 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.

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 (CAFCEP) 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

DRAFT

**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	

09/08/2004 2:32 PM



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September 22, 2004

TO: SANDAG Transportation Committee
FROM: Toni Bates, Division Director of Transportation Planning
SUBJECT: University Avenue Mobility Plan

MEMBER AGENCIES

- Cities of
- Carlsbad
- Chula Vista
- Coronado
- Del Mar
- El Cajon
- Encinitas
- Escondido
- Imperial Beach
- La Mesa
- Lemon Grove
- National City
- Oceanside
- Poway
- San Diego
- San Marcos
- Santee
- Solana Beach
- Vista
- and
- County of San Diego

ADVISORY MEMBERS

- Imperial County
- California Department of Transportation
- Metropolitan Transit System
- North San Diego County Transit Development Board
- United States Department of Defense
- San Diego Unified Port District
- San Diego County Water Authority
- Baja California/Mexico

This memorandum is intended to update you on the University Avenue Mobility Plan and clarify some of the issues discussed at the September 3, 2004, Transportation Committee meeting. We have coordinated closely with the City of San Diego Planning Department on this memorandum.

Background

The University Avenue Mobility Plan (UAMP) is a concept developed by community stakeholders and the City of San Diego to enhance the University Avenue corridor between Park Boulevard and Interstate 805 (I-805) in the Greater North Park community by creating a safer environment for walking and bicycling, reducing travel speeds, improving traffic flow, beautifying the corridor, increasing parking, and improving transit operations. A preferred concept plan was developed in 2002, and refined in 2004. The planning effort was spearheaded by North Park Main Street and included a significant public participation component.

Public Participation

The 2004 UAMP public outreach program was intended to develop a consensus on the best street design to strike a balance among all modes of transportation. A 13-member Steering Committee, composed of community and business representatives, provided guidance and direction, and a project website was maintained to allow the public to access project information and to submit comments and questions. To further involve and inform the community, there were six community workshops, including one sponsored by the Greater North Park Planning Committee, one sponsored by the North Park Redevelopment Project Area Committee, and one sponsored by the two groups jointly. The remaining three workshops were sponsored by the City, North Park Main Street, and the Steering Committee. The City's Third District Council office also worked closely with City staff on the project.

Refined Concept Plan

Key elements of the refined concept plan include reconfiguring University Avenue between Park Boulevard and I-805 to provide two general purpose lanes (one in each direction), and two transit-only lanes (except for the section between Park Boulevard and Utah Street eastbound, which would have two general purpose lanes and no transit-only lane), constructing a raised landscaped median with left-turn pockets at signalized intersections to separate turning vehicles from through traffic, and adding pedestrian crossing enhancements at key intersections. Other elements include relocating street parking to side streets, consolidating bus stops, and providing transit signal priority where appropriate. The transit lanes are made feasible by the relocation of parking to side streets, and the total number of on-street spaces would increase by striping the side streets for diagonal parking. The refined concept plan does not propose any reconfiguration of University Avenue, including any provision of transit lanes, outside the North Park study area (Park Boulevard to I-805).

Rapid Bus Service

The City asked SANDAG to analyze transit operating conditions in the corridor to determine the feasibility of providing higher-speed service in concert with the physical improvements recommended in the UAMP plan. The North Park section of University Avenue is served by two bus routes, the 7 and the 908. Route 70 serves a portion of University Avenue east of North Park. The intent of the study was to determine how these existing services could be restructured to provide faster, more efficient services within the existing transit operating budget. Therefore, we examined ridership trends on Routes 7, 70, and 908 and reviewed travel patterns and demands for the neighborhoods served by these routes. However, the SANDAG transit analysis does not recommend physical changes outside the North Park area.

The SANDAG transit analysis developed two options for providing rapid bus (limited stop) service on University Avenue, both of which would provide faster service with fewer resources than the current route structure. The resource savings are due to the increased operating speed achieved by the reduction in stops, installation of transit lanes in North Park, and signal upgrades. These resource savings could be applied to either more frequent service or to other routes that serve the Mid-City area.

Next Steps

The proposed reduction in transit stops and route restructuring will be subject to further evaluation by SANDAG in the upcoming Mid-City Transit Network Plan, and by the Metropolitan Transit System in its Comprehensive Operations Analysis (COA). This evaluation will include public outreach and eventual consideration by the MTS Board. Similarly, the City of San Diego will conduct further public outreach on the University Avenue Mobility prior to eventual consideration by the Planning Commission and City Council. Subject to funding availability, the City will also conduct further engineering design and environmental documentation.

TB/MK/dd

TRANSPORTATION COMMITTEE

October 1, 2004

AGENDA ITEM NO.: **3**

Action Requested: INFORMATION

LOS ANGELES – SAN DIEGO – SAN LUIS OBISPO RAIL CORRIDOR
AGENCY (LOSSAN) BOARD OF DIRECTORS MEETING REPORT

Introduction

The LOSSAN Rail Corridor Agency seeks to increase ridership, revenue, capacity, reliability, and safety on the coastal rail line from San Diego to Los Angeles to San Luis Obispo. Known as Amtrak's *Pacific Surfliner* corridor, it is the second busiest intercity passenger rail corridor nationwide and Amtrak's fastest growing. A LOSSAN membership roster is provided as Attachment 1.

The LOSSAN Joint Powers Board meets quarterly and the Technical Advisory Committee (TAC) meets generally every other month. SANDAG is staff to the LOSSAN Board and TAC. A summary of the LOSSAN Board meeting held on September 8, 2004, is provided as Attachment 2.

SANDAG Actions Related to LOSSAN Board Actions

LOSSAN provided comments on the recently released draft Programmatic Environmental Impact Report/Environmental Impact Statement (PEIR/EIS) for conventional rail improvements to the coastal Los Angeles to San Diego rail corridor. These comments will go to the lead agencies for the document, Caltrans and the Federal Railroad Administration.

LOSSAN urged these agencies to select the Rail Improvements Alternative as the preferred alternative, over the No Project (No Build) alternative. LOSSAN reserved action on endorsing particular projects or alignments along the corridor, such as tunnel options in the Del Mar area, until more project-specific work is completed. The Transportation Committee will review this document at its October 15, 2004, meeting.

BOB LEITER

Director of Land Use and Transportation Planning

Key Staff Contact:: Linda Culp, 619-699-6957; lcu@sandag.org

Attachments

LOSSAN

(LOS ANGELES–SAN DIEGO–SAN LUIS OBISPO RAIL CORRIDOR AGENCY)

MEMBERSHIP

This board is composed of current and former elected officials representing rail owners, operators, and planning agencies along Amtrak's Pacific Surfliner corridor between San Diego and San Luis Obispo. LOSSAN is staffed by SANDAG. The objective of the agency is to coordinate planning and programs that increase ridership, revenue, reliability, and safety on the coastal rail line from San Luis Obispo to Los Angeles to San Diego.

The Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency meets every quarter.

*Staff contact: Linda Culp
(619) 699-6957; lcu@sandag.org*

MEMBERS

Chair: Arthur Brown

Orange County Transportation Authority

Vice Chair: Jacki Bacharach

Los Angeles County Metropolitan Transportation Authority

Julianne Nygaard

North County Transit Development Board

Chris Norby

Orange County Transportation Authority

Beatrice Proo

Los Angeles County Metropolitan Transportation Authority

Jerry Rindone

San Diego Metropolitan Transit System

Joe Kellejian

San Diego Association of Governments

Bill Davis

Ventura County Transportation Commission

Joni Gray

Santa Barbara County Association of Governments

John Shoals

San Luis Obispo Council of Governments

Warren Weber

Caltrans, Division of Rail

ALTERNATES

Harry Mathis

San Diego Metropolitan Transit System

Brian Humphrey

Ventura County Transportation Commission

Susan Rose

Santa Barbara County Association of Governments

Fred Munroe

San Luis Obispo Council of Governments

Ann Kulchin

North County Transit Development Board

Ex Officio Member

Richard Dixon

Southern California Association of Governments

Additional Technical Advisory Committee Members

Amtrak

Burlington Northern Santa Fe

California Public Utilities Commission

Southern California Regional Rail Authority

Union Pacific



Board Actions: September 2004

*Los Angeles - San Diego - San Luis Obispo
Rail Corridor Agency*

MEMBER AGENCIES

California Department of
Transportation
Los Angeles County Metropolitan
Transportation Authority
North San Diego County Transit
Development Board
Orange County Transportation
Authority
San Diego Association of
Governments
San Diego Metropolitan
Transit System
San Luis Obispo Council of
Governments
Santa Barbara County Association
of Governments
Ventura County Transportation
Commission

EX-OFFICIO MEMBER

Southern California Association of
Governments

ADDITIONAL TECHNICAL ADVISORY COMMITTEE MEMBERS

Amtrak
Burlington Northern Santa Fe
California Public Utilities
Commission
Southern California Regional Rail
Authority
Union Pacific

STAFFED BY:

SANDAG
401 B Street, Suite 800
San Diego, CA 92101
(619) 699-1900
(619) 699-1905
lcu@sandag.org

DRAFT PROGRAMMATIC ENVIRONMENTAL IMPACT REPORT / ENVIRONMENTAL IMPACT STATEMENT (PEIR/EIS) FOR THE LOS ANGELES TO SAN DIEGO CORRIDOR

The Board of Directors approved comments by the Technical Advisory Committee (TAC) on the draft Programmatic Environmental Impact Report/ Environmental Impact Statement (PEIR/EIS) for conventional rail improvements to the Los Angeles to San Diego segment of the LOSSAN corridor. Directors urged Caltrans and the Federal Railroad Administration, the state and federal lead agencies for the document respectively, to select the Rail Improvements Alternative as the preferred alternative.

Directors concurred with the TAC on reserving action on selecting either the Low Build or High Build Scenario of the Rail Improvements Alternative pending more project-specific analysis in certain areas. However, the Board did reaffirm LOSSAN support for improvements that enhance intercity service, provide optimum speed and travel time that can be delivered most effectively, and completed by working with the communities along the corridor.

STATE AND FEDERAL FUNDING ISSUES RELATED TO THE LOSSAN CORRIDOR

The Board heard an update from Caltrans regarding the status of the state's fiscal situation and its potential impact on the corridor. The California Transportation Commission (CTC) recently approved the FY 2005 intercity rail operating budget at the level requested by Caltrans. A contract has been signed with Amtrak at FY 2004 levels and includes the additional trip between Los Angeles and San Luis Obispo. No additional capital projects are currently receiving funds and the state is awaiting November election results on two statewide ballot initiatives related to Indian gaming that would impact transportation funds.

An update on the reauthorization of the surface transportation bill, TEA-21, was provided. Another continuing resolution is expected to be approved beyond the current extension of September 30, 2004, and no new action will be taken before the November elections. The Board restated the need to continue to focus efforts to correctly define the LOSSAN corridor in the reauthorization legislation and requested contacting the Secretary of Business, Transportation, and Housing for a letter of support for our efforts.

LOSSAN CORRIDOR-WIDE STRATEGIC PLAN

The Board of Directors received an update from staff regarding the status of the corridorwide strategic plan, which would update the vision for the 351-mile corridor, determine project criteria, and develop priorities. Funds are available from Caltrans and SANDAG will manage the contract. A technical working group of TAC members will be formed and will report to the Board on its progress at the next meeting.

AMTRAK FIVE-YEAR STRATEGIC PLAN

Amtrak staff provided a detailed report on the recently released update to the Five-Year Strategic Plan. Central to this plan is a State Corridor Initiative in which the three state-supported corridors in California, including the Pacific Surfliner, have been rated at the highest level of readiness for funds. The full plan is available at www.amtrak.com. Directors discussed the need for consensus within the state and formal support for the proposal from California.

ADDITIONAL INTERCITY SERVICE TO SAN LUIS OBISPO

Since 1995, there has been one round-trip between San Diego and San Luis Obispo. Amtrak and Caltrans announced that the additional round-trip between Los Angeles and San Luis Obispo is tentatively scheduled for a mid-November 2004 kickoff. This intercity service will take a Metrolink time slot in the schedule and will be available to Metrolink passengers. The equipment is refurbished single-level cars. Train crews have been hired and are currently training. Caltrans, SLOCOG, and SBCAG will begin work on interagency agreements to allow rail passengers to board local transit systems free of charge, similar to agreements along the Capital Rail Corridor.

PACIFIC SURFLINER REPORT

Pacific Surfliner trains continue to experience record ridership and are on track to easily pass last year's record annual ridership of 2.1 million.

The Rail2Rail program between Amtrak, Metrolink, and Caltrans continues to account for nearly 50 percent of the increase in intercity ridership. In August 2004, the North San Diego Transit Development Board (NCTD) Directors approved an extension of a similar program between Amtrak, Coaster, and Caltrans through June 2005. The latest monthly figures show that more than 6,500 Coaster riders used Amtrak trips during the period.

Caltrans and Amtrak also recently proposed to OCTA and MTA that two Pacific Surfliner trains begin stopping at Laguna Niguel and Norwalk commuter rail stations. This is in response to a request by OCTA and MTA that Surfliner trains begin serving all commuter rail stations between Laguna Niguel and Los Angeles Union Station. Amtrak and Caltrans reviewed schedule, capacity, and other considerations in making this proposal.

NEXT MEETINGS

The LOSSAN TAC will next meet on Tuesday, October 12, 2004, at MTA at 11:30 a.m.

The LOSSAN Board of Directors will next meet on Wednesday, November 17, 2004 at 12:00 p.m. at MTA.

TRANSPORTATION COMMITTEE

October 1, 2004

AGENDA ITEM NO.: **4**

Action Requested: APPROVE

TRANSPORTATION DEVELOPMENT ACT (TDA) CLAIM AMENDMENTS:
CITY OF CARLSBAD AND COUNTY OF SAN DIEGO

Introduction

TDA claim amendments for the City of Carlsbad and the County of San Diego are presented for Committee consideration, as summarized below:

Bicycle and Pedestrian Project Claim Revisions:

The SANDAG Board of Directors allocated TDA funds to the City of Carlsbad and the County of San Diego for various bicycle and pedestrian projects on the recommendation of the Bicycle - Pedestrian Working Group. The City of Carlsbad and the County of San Diego have indicated that construction was completed on these projects. After a final accounting, unexpended funds from these projects remain, and the allocations for these TDA claims must be reduced. The reductions for the City of Carlsbad total \$12,046, and \$116,188 for the County of San Diego (Resolution No. 2005-07). In both cases, the unexpended funds plus accumulated interest will be returned to the Local Transportation Fund (LTF), subject to Transportation Committee approval, for use on other bicycle and pedestrian projects. Allocations for other approved projects under these claims remain unchanged.

Recommendation

It is recommended that the Transportation Committee approve Resolution No. 2005-07, approving the action described above.

Discussion

City of Carlsbad Article 3.0 TDA Claims:

The SANDAG Board of Directors allocated a total of \$185,000 to the City of Carlsbad for multiple projects, including \$10,000 for the Carlsbad Sidewalk Program project, under FY 1993 Article 3.0 Claim 240. Work on the Carlsbad Sidewalk Program project was completed using interest earnings on these funds; therefore the City of Carlsbad will return the entire \$10,000 in TDA funds. The total allocation for Claim 240 of \$185,000, including other approved projects, should be reduced by \$10,000 to \$175,000.

The City of Carlsbad was also allocated a total of \$72,395 by the SANDAG Board of Directors for multiple projects, including \$28,630 for the Alga Road bike lane project, as part of FY 1996

Article 3.0 Claim 272. This project is complete, and has a remaining balance of unexpended funds in the amount of \$2,046. The total allocation for Claim 272 of \$72,395, including other approved projects, should be reduced by \$2,046 to \$70,349.

County of San Diego Article 3.0 TDA Claims:

The SANDAG Board of Directors allocated a total of \$105,155 to the County of San Diego for multiple projects, including \$41,370 for the South Santa Fe Avenue bike lane project, under FY 1985 Article 3.0 Claim 174. Work on the South Santa Fe Avenue bike lane project was completed using interest earnings on these funds; therefore, the entire \$41,370 in TDA funds will be returned. The total allocation for Claim 174, including other approved projects, should be reduced by \$41,370 to \$63,785.

The County of San Diego was also allocated a total of \$641,449 by the SANDAG Board of Directors for multiple projects, including \$7,000 for the Jamacha Boulevard bike lane and \$7,248 for the Willow Glen Drive bike lane project, under FY 1990 Article 3.0 Claim 203. Work has been completed on both projects, and unexpended funds in the amount of \$12,229 for both projects will be returned. The total allocation for Claim 203, including other approved projects, should be reduced by \$12,229 to \$629,220.

The SANDAG Board of Directors allocated a total of \$645,895 to the County of San Diego for multiple projects, including \$3,000 for the Rancho San Diegueño bike lane and \$9,000 for the San Dieguito bike lane project, as part of FY 1995 Article 3.0 Claim 271. Both projects were completed using interest earnings from these funds, and unexpended funds in the amount of \$12,000 will be returned. The total allocation for Claim 271, including other approved projects, should be reduced by \$12,000 to \$633,895.

The County of San Diego was allocated a total of \$266,000 for multiple projects, including \$6,000 for the Austin Drive bike lane, \$3,000 for the Jamacha Road bike lane, and \$25,000 for the Otay River bike lane project, as part of FY 1996 Article 3.0 Claim 282. Work has been completed on all three projects, and \$29,948 in unexpended funds for the three projects will be returned. The total claim allocation for Claim 282, including other approved projects, should be reduced by \$29,948 to \$236,052.

The SANDAG Board of Directors allocated a total of \$109,908 for multiple bike lane projects including: \$2,400 for Arnold Way, \$2,025 for Channel Road, \$6,000 for Lyons Valley Road, \$10,125 for Mountain Meadow Road, \$2,025 for Paradise Valley Road, \$134 for Peg Leg Road, and \$2,895 for Rango Way/Yaqui Pass, as part of FY 1998 Article 3.0 Claim 297. These projects have been completed, and \$20,641 in unexpended funds will be returned. The total claim allocation, including other approved projects, should be reduced by \$20,641 to \$89,267.

Bicycle-Pedestrian Projects (Resolution No. 2005-07)

<u>Article</u>	<u>Year</u>	<u>Claim</u>	<u>Claimant</u>	<u>Purpose</u>	<u>Original Allocation</u>	<u>Adjustment +/-</u>	<u>Revised Allocation</u>
3	1993	240	Carlsbad	Carlsbad Sidewalk Program	\$10,000	(\$10,000)	\$0
3	1996	272	Carlsbad	Alga Rd. bike lane	\$28,630	(\$2,046)	\$26,584
3	1985	174	San Diego County	S. Santa Fe bike lane	\$41,370	(\$41,370)	\$0
3	1990	203	San Diego County	Jamacha Blvd. bike lane	\$7,000	(\$4,981)	\$2,019
3	1990	203	San Diego County	Willow Glen Dr. bike lane	\$7,248	(\$7,248)	\$0
3	1995	271	San Diego County	Rancho San Diegueño	\$3,000	(\$3,000)	\$0
3	1995	271	San Diego County	San Dieguito bike lane	\$9,000	(\$9,000)	\$0
3	1996	282	San Diego County	Austin Dr. bike lane	\$6,000	(\$2,180)	\$3,820
3	1996	282	San Diego County	Jamacha Rd. bike lane	\$3,000	(\$2,768)	\$232
3	1996	282	San Diego County	Otay River bike path	\$25,000	(\$25,000)	\$0
3	1998	297	San Diego County	Arnold Way bike lane	\$2,400	(\$777)	\$1,623
3	1998	297	San Diego County	Channel Rd. bike lane	\$2,025	(\$963)	\$1,062
3	1998	297	San Diego County	Lyons Valley Rd. bike lane	\$6,000	(\$4,637)	\$1,363
3	1998	297	San Diego County	Mtn. Meadow Rd. bike lane	\$10,125	(\$10,125)	\$0
3	1998	297	San Diego County	Paradise Valley Rd. bike lane	\$2,025	(\$1,110)	\$915

<u>Article</u>	<u>Year</u>	<u>Claim</u>	<u>Claimant</u>	<u>Purpose</u>	<u>Original Allocation</u>	<u>Adjustment +(-)</u>	<u>Revised Allocation</u>
3	1998	297	San Diego County	Peg Leg Rd. bike lane	\$134	(\$134)	\$0
3	1998	297	San Diego County	Rango Way / Yaqui Pass Rd. bike lane	\$2,895	(\$2,895)	\$0

RENEE WASMUND
 Department Director of Finance

Attachment

Key Staff Contact: Heidi Calabrese, (619) 699-1942, hca@sandag.org



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RESOLUTION

NO. 2005-07

APPROVING REVISIONS TO TRANSPORTATION DEVELOPMENT ACT CLAIMS

WHEREAS, the Transportation Development Act (TDA) claims listed below require revisions;
 and

WHEREAS, the SANDAG Board of Directors delegated the authority for Transportation Development Act amendments to the SANDAG Transportation Committee; and

WHEREAS, SANDAG has analyzed the allocations and has found that the revisions are warranted pursuant to Section 6659(c) of Title 21 of the California Code of Regulations (CCR); NOW THEREFORE

BE IT RESOLVED by the Transportation Committee as follows:

1. That the Transportation Committee, pursuant to CCR Section 6659(d) does hereby approve revisions to the claims as shown below:

<u>Article</u>	<u>Year</u>	<u>Claim</u>	<u>Claimant</u>	<u>Purpose</u>	<u>Original Allocation</u>	<u>Adjustment +/-</u>	<u>Revised Allocation</u>
3	1993	240	Carlsbad	Carlsbad Sidewalk Program	\$10,000	(\$10,000)	\$-0-
3	1996	272	Carlsbad	Alga Rd. bike lane	\$28,630	(\$2,046)	\$26,584
3	1985	174	San Diego County	S. Santa Fe bike lane	\$41,370	(\$41,370)	\$-0-
3	1990	203	San Diego County	Jamacha Rd. bike lane	\$7,000	(\$4,981)	\$2,019
3	1990	203	San Diego County	Willow Glen Dr. bike lane	\$7,248	(\$7,248)	\$-0-
3	1995	271	San Diego County	Rancho San Diegueño	\$3,000	(\$3,000)	\$-0-
3	1995	271	San Diego County	San Dieguito bike lane	\$9,000	(\$9,000)	\$-0-
3	1996	282	San Diego County	Austin Dr. bike lane	\$6,000	(\$2,180)	\$3,820
3	1996	282	San Diego County	Jamacha Rd. bike lane	\$3,000	(\$2,768)	\$232

<u>Article</u>	<u>Year</u>	<u>Claim</u>	<u>Claimant</u>	<u>Purpose</u>	<u>Original Allocation</u>	<u>Adjustment +/-</u>	<u>Revised Allocation</u>
3	1996	282	San Diego County	Otay River bike path	\$25,000	(\$25,000)	\$-0-
3	1998	297	San Diego County	Arnold Way bike lane	\$2,400	(\$777)	\$1,623
3	1998	297	San Diego County	Channel Rd. bike lane	\$2,025	(\$963)	\$1,062
3	1998	297	San Diego County	Lyons Valley Rd. bike lane	\$6,000	(\$4,637)	\$1,363
3	1998	297	San Diego County	Mtn. Meadow Rd. bike lane	\$10,125	(\$10,125)	\$-0-
3	1998	297	San Diego County	Paradise Valley Rd. bike lane	\$2,025	(\$1,110)	\$915
3	1998	297	San Diego County	Peg Leg Rd. bike lane	\$134	(\$134)	\$-0-
3	1998	297	San Diego County	Rango Way / Yaqui Pass Rd. bike lane	\$2,895	(\$2,895)	\$-0-

2. That the other approved projects under these claims shall remain unchanged.
3. That the Transportation Committee does hereby authorize the Executive Director to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for adjustment of these claims.

PASSED AND ADOPTED this 1st day of October, 2004.

_____ ATTEST: _____
 CHAIRPERSON SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.
 ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit Development Board, North San Diego County Transit Development Board, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, and Baja California/Mexico.

TRANSPORTATION COMMITTEE

October 1, 2004

AGENDA ITEM NO.: **5**

Action Requested: INFORMATION

UNMET TRANSIT NEEDS HEARINGS FOR TRANSIT DEPENDENT AND DISADVANTAGED POPULATIONS

Introduction

SANDAG's Subcommittee for Accessible Transportation (SCAT), acting as the region's Social Services Transportation Advisory Council, will hold public hearings to receive comments on unmet transit needs in San Diego County, as required under Section 99238.5 of the California Public Utilities Code. Comments received will assist SANDAG and the region's transit operators in identifying the unmet transit needs of transit dependent and transit-disadvantaged persons, including senior citizens, persons with disabilities, and persons who are economically disadvantaged.

Discussion

SCAT will conduct the Unmet Transit Needs Hearings to solicit comments on the need for transit services throughout the region, or for improvements to existing services. Comments are requested on those transit needs not now being met, which are reasonable to be met. The comments received at the hearings will be reported to the Transportation Committee at its December 10, 2004, meeting. The comments will be used by SANDAG in preparation of transportation plans and programs, including the Regional Short-Range Transit Plan (SRTP) and the Regional Transportation Plan (RTP). They also will be transmitted to the transit and paratransit operators as they relate to operating issues and needs (such as driver behavior, on-time adherence, etc.). Additionally, the comments will be shared with other organizations that provide transportation services to transit dependent populations, including the Coordinated Transportation Services Agency (CTSA) and the County Aging and Independence Services.

Location of Hearings

The public hearings will be held at the following locations.

- Thursday, October 21, 2004, beginning at 10:00 a.m., in the Sequoia Room, North County Lifeline, 200 Michigan Avenue, Vista;
- Monday, November 8, 2004, beginning at 1:30 p.m., in the Caltrans Auditorium, 2829 Juan Street, Old Town, San Diego.

Members of the public may comment in person and by mail, e-mail, or on the comment form available after October 1, 2004, at www.sandag.org/transitneeds.

BOB LEITER

Director of Land Use and Transportation Planning

Key Staff Contact: Nan Valerio, 619-699-6965; nva@sandag.org

TRANSPORTATION COMMITTEE

October 1, 2004

AGENDA ITEM NO.: **6**

Action Requested: RECOMMEND

REGIONAL FARE POLICY AND COMPREHENSIVE FARE ORDINANCE

Introduction

With the approval of Senate Bill (SB) 1703, the planning and programming functions of the Metropolitan Transit Development Board (MTDB) and the North County Transit District (NCTD) were consolidated under the San Diego Association of Governments (SANDAG). Contained within these functions is the responsibility for developing a Regional Fare Policy, including setting fares for transit agencies in the region through a companion document, the Comprehensive Fare Ordinance (CFO). The Initial Transition Plan for the regional consolidation specifies that SANDAG will develop the Regional Fare Policy, carried out in collaboration with the transit agencies and operators.

A draft of the Regional Fare Policy was presented to both the Metropolitan Transit System (MTS) and NCTD Boards of Directors in September 2004. Comments received from these Boards have been incorporated where appropriate in the attached Policy or will be provided in a supplemental handout to the Transportation Committee.

Recommendation

The Transportation Committee is asked to recommend that the SANDAG Board of Directors adopt the Regional Fare Policy as shown in Attachment 1.

Discussion

Fare Policy

Framework – The draft Regional Fare Policy, included in Attachment 1, was developed under a framework of principles that apply to each of the transit agencies and operators within the region. These principles include:

- *Regional Participation* – For the policy to be effective, it is necessary for all transit agencies and operators to participate. The policy outlines the mechanisms that allow for participation.
- *Production* – The overarching goal of this principle is that fare revenues should meet or exceed the level necessary to support the level of service provided given the recurring public subsidies available.

- *Fairness* – The policy must be fair and equitable to all transit operators and passengers within the region.
- *Simplicity* – The purpose of the fare policy is to promote seamless travel throughout the region by developing one common and easily-understood fare structure throughout the region.
- *Responsibilities* – SANDAG, the transit agencies, and transit operators all have roles and responsibilities to ensure successful implementation of the Regional Fare Policy. The Policy outlines the individual responsibilities of each of the agencies involved in fare structure implementation.

Comprehensive Fare Ordinance

The companion document to the Regional Fare Policy is the Comprehensive Fare Ordinance (CFO). The purpose of the CFO is to establish the fare structure and fare levels, revenue sharing between the transit agencies, and pass sales commissions for private sales outlets consistent with the adopted fare policy. SANDAG adopts the CFO, which sets fares for all regular transit services in the region as well as fares for ongoing special or unique transit services. Special temporary promotional fares are not part of the CFO and may be set by the transit agencies within their respective service areas. A Regional Fare Structure Working Group, comprised of SANDAG and transit agency and transit operator staffs, will be working on the CFO over the next several months. The CFO will be brought to the transit agency boards for endorsement and SANDAG for adoption. The CFO will replace the existing Uniform Fare Structure Agreement. It is anticipated the CFO will not deviate significantly from the existing Uniform Fare Structure Agreement since there are no major fare changes proposed at this time.

Process for Fare Changes – The process for fare structure changes is outlined in detail in the Regional Fare Policy. Key points in the process are outlined below:

- A Regional Fare Structure Working Group (comprised of staff from SANDAG, transit agencies (MTS and NCTD), and transit operators) shall review the fare ordinance each year as part of the annual budget process and propose changes to the CFO.
- The transit agency boards shall review and provide input on proposed changes to the CFO, and solicit public input in accordance with transit agency policies prior to SANDAG Board action.
- SANDAG shall hold the public hearings and adopt any changes to the CFO as part of the annual budget process, unless needed for special circumstances.
- Transit operators shall implement and adhere to the Regional Fare Policy and CFO.

Next Steps – Pending Transportation Committee action, the SANDAG Board of Directors is scheduled to consider and adopt the Regional Fare Policy on October 22, 2004. Working in parallel, the Regional Fare Structure Working Group will develop the details of the CFO for subsequent review and action by the SANDAG Transportation Committee and Board in early 2005.

BOB LEITER
Director of Land Use and Transportation

Attachment

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DRAFT

BOARD POLICY NO. **029****REGIONAL FARE POLICY AND COMPREHENSIVE FARE ORDINANCE****PURPOSE:**

To establish guidelines for setting a uniform, fair, and equitable areawide fare structure consistent with revenue-producing requirements and established budgets.

BACKGROUND:

With the approval of Senate Bill 1703, the planning and programming functions of the Metropolitan Transit Development Board (MTDB) and the North San Diego County Transit Development Board (NCTD) were consolidated under the San Diego Association of Governments (SANDAG). Contained within these functions is the responsibility for developing a Regional Fare Policy, including setting fares for transit services in the region through a Comprehensive Fare Ordinance. The Initial Transition Plan for the regional consolidation specifies that SANDAG will develop the Regional Fare Policy, carried out in consultation with the transit agencies and operators.

Regional Participation - For this policy to be effective, it will be necessary for all transit agencies and operators in the region to implement the regional policy according to the following guidelines:

- 29.1 A single, unified, regionwide fare policy and transfer system shall be maintained for all publicly subsidized operators.
 - 29.1.1 All publicly supported transit operators shall participate in the system to be eligible for public subsidy.
 - 29.1.2 All publicly supported transit operators shall use and accept regional fare media.

Production - Fare revenues shall meet or exceed the level necessary to support the level of service provided given the current public subsidies available.

- 29.2 SANDAG shall adopt a specific farebox recovery ratio objective for each transit agency each fiscal year, consistent with the requirements of the Public Utilities Code regarding the disbursement of Transportation Development Act funds. SANDAG's farebox recovery ratio shall be higher than that set by the Public Utilities Code to encourage revenue growth and ridership.
 - 29.2.1 The fare-pricing schedule shall be set to be consistent with meeting or exceeding the specified farebox recovery requirements.
 - 29.2.2 The annual average fare (per passenger), over time, shall generally be consistent with annual increases in regionwide transit cost indicators and/or the rate of inflation.

29.2.3 SANDAG shall consider the financial impacts of a fare change upon ridership, service provision, and operating budgets.

29.2.4 User-side subsidies and direct public/private funding shall be encouraged as sources of operating revenue, particularly for services with lower cost-effectiveness.

Fairness –The fare structure should be fair and equitable to all operators and passengers in the region.

29.3 Fare levels shall be consistent for similar types of service and similar service areas.

29.3.1 Fare levels shall reflect a combination of the type of service, distance, speed of travel, and customer amenities provided to the customer, with higher fares set for premium services.

29.3.2 Transfers between all routes shall be facilitated, with the cost of such transfer being related to any difference between the types of service and respective fare levels.

29.3.3 Regionwide fare discounts shall generally be limited to senior patrons and patrons with disabilities, and prepaid fare programs, and any mandated federal, state, and local program.

Simplicity - The fare policy shall promote seamless travel throughout the region by developing one common and easily understood fare structure throughout the region.

29.5 The fare structure and transfer system shall be as simple and easy to understand for users as possible.

29.5.1 The number of fare, transfer, and pass options shall be minimized to promote user friendliness and efficient fare validation.

29.5.2 The pricing structure shall be based upon equal or easily identified coin increments.

29.5.3 The fare collection process aboard a transit vehicle shall be designed to be as expeditious as possible.

29.5.4 Vehicle driver/operator involvement in the fare collection process onboard the transit vehicle should be minimized.

29.5.5 Use of prepaid fares (e.g., monthly passes and tokens) shall be encouraged to speed the patron boarding process.

29.5.6 The automated fare collection system shall be developed to simplify fare payment and collection, while providing the region with the opportunity to develop specialized fare structures that will be transparent to the user and driver/operator.

Responsibilities - SANDAG, the transit agencies, and transit operators all have roles and responsibilities to ensure successful implementation of the Regional Fare Policy.

29.6 SANDAG develops and adopts the Regional Fare Policy and Comprehensive Fare Ordinance which incorporates a uniform fare structure, a transfer policy, and agreement for revenue sharing of regional tickets, tokens, and passes, while also allowing the consolidated agency to adopt specialized fare procedures for travel within each operator's service area. SANDAG will regularly update the Regional Fare Policy and set the basic fare pricing for transit services in the region through adoption of a Comprehensive Fare Ordinance.

29.6.1 A Regional Fare Structure Working Group (comprised of staff from SANDAG, transit agencies, and operators) shall review the comprehensive fare ordinance each year during the annual budget process and propose changes to the ordinance, if appropriate.

29.6.2 Transit agency boards shall review and provide input on proposed changes to the fare ordinance and solicit public input in accordance with transit agency policies prior to SANDAG Board action.

29.6.3 The fare ordinance shall be reviewed by SANDAG's Transportation Committee as part of the annual budget process, unless needed at other times for special circumstances.

29.6.4 SANDAG shall adopt specialized fares and procedures for travel within each transit agency's service area.

29.6.5 Public notice of fare changes shall be provided as legally required, including written notice on all public transit vehicles, and legal notices to newspapers. Public hearings will be conducted by the SANDAG Transportation Committee according to SANDAG adopted policies.

29.6.6 Transit operators shall implement and adhere to this Regional Fare Policy and Comprehensive Fare Ordinance. Transit operators shall take the necessary actions to authorize enforcement of the Comprehensive Fare Ordinance.

29.6.7 The two transit agencies shall have the ability to set special temporary promotional fares. Special, temporary promotional fares are defined as fares implemented for no more than six months for special events, seasonal events (such as service to Petco Park and Qualcomm Stadium), or for marketing purposes. These fares shall not adversely affect the transit agency's annual budget and would not need to be included in the Comprehensive Fare Ordinance. Temporary promotions or special fares do not require a public hearing.

29.6.8 The Regional Fare Policy should be reviewed every two years by SANDAG.

TRANSPORTATION COMMITTEE

October 1, 2004

AGENDA ITEM NO.: **7**

Action Requested: SUPPORT

NEW RAMP-METERING TECHNIQUES FOR REDUCING FREEWAY BOTTLENECK CONGESTION

Introduction

Freeway ramp metering is an important part of the region's MOBILITY 2030 strategy to better manage the existing freeway system. Ramp metering provides a relatively inexpensive means of improving freeway safety and efficiency by smoothing traffic flow and optimizing freeway speeds. Recent experimentation and analysis conducted by the University of California, Berkeley, has shown promise in reducing freeway bottleneck congestion with new ramp-metering techniques.

Recommendation

The Transportation Committee is asked to support staff efforts to develop a more detailed proposal for applying this new technology at a limited number of test locations throughout the region.

Discussion

The first ramp meters in the San Diego region were installed in 1974. Currently, 271 ramp meters are in operation, canvassing 260 directional miles of the region's freeways (see Attachment 1). Over the years, the sophistication of the ramp-metering system has improved. The initial ramp-metering system was a "clock-based" system. This means the ramp meter did the same thing, day after day, based upon the time of day. The meter flow rate would be periodically optimized based upon field investigation and analysis conducted by Caltrans staff. Improvements have been made and now the ramp-metering system is a more dynamic "traffic responsive" system. The "traffic responsive" system turns the meters on and off and adjusts the ramp meter rate based on real-time freeway traffic flow information collected from freeway monitoring stations. The monitoring stations are located roughly one to two miles apart on the freeway system, and collect vehicle speed and volume data. Based on this data, a series of ramp-metering parameters, or algorithms, are established to optimize freeway travel without disrupting local street operations to the greatest extent possible.

Recent experimentation conducted by the University of California, Berkeley, has shown that freeway bottleneck congestion can be reduced by "pulsing" the ramp meter rate. An example of "pulsing" would be varying the ramp meter release rate between a high of 600 vehicles per lane per hour to a low of 200 vehicles per lane per hour rather than always using an average rate of 400 vehicles per lane per hour. The higher rate would be used until congestion builds on the freeway mainline, at which point the lower rate would be used causing a longer lineup on the ramp, but relieving some of the pressure on the mainline. The changes in release rates could be fairly frequent dependent upon the operation of the freeway adjacent to the ramp.

An experiment was conducted at the Interstate 805 (I-805) and 43rd Street interchange located in the cities of San Diego and National City. The experiment demonstrated a 13 percent increase in freeway bottleneck flow when using “pulsing” techniques. Currently, with the “traffic responsive” system, ramp metering rate changes occur more gradually over time and not at a more rapid “pulsing” rate.

Staff is proposing to work with Caltrans to develop a proposal to further evaluate and implement “pulsing” ramp-metering techniques at a few selected freeway bottleneck locations. Staff would present a proposed scope, schedule, budget, and options to the Transportation Committee for consideration at a later date. The “pulsing” ramp-metering technique looks to be a promising technology for curbing congestion at troublesome bottleneck locations throughout the region, and the Transportation Committee is asked to support efforts to further implement this emerging technology.

JACK BODA
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Attachment

