

TRANSPORTATION COMMITTEE

October 15, 2004

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF OCTOBER 1, 2004

The meeting of the Transportation Committee was called to order by Chairman Joe Kellejian (North County Coastal) at 9:08 a.m. See the attached attendance sheet for Transportation Committee member attendance.

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

Robert Hoffman, representing SMART, noted that Item #2 is opening up a Pandora's box. He mentioned that the bus system is poorly run on University Avenue and El Cajon Blvd. He added that the people that are designing these projects don't seem to have any regard for the public or the market, and the design of the new transit stations are not improving the bus service.

Chuck Lungerhausen, a San Diego resident, commented that the recent Union Tribune article regarding the low floor trolley cars has generated many unsolicited compliments and positive comments. The need for more new trolley cars of this design to serve the total trolley system will become evident in the future. Without the present and future TransNet, this system and its expansion would not occur. Those Board members that are voting against TransNet are damaging the County and its attraction for tourists.

Councilmember Rindone (South Bay), commented on Mr. Lungerhausen's comments in that there will be eleven new low-floor trolleys and the conversion of the trolley stations. Under the current procedures, the new trolley cars will be used exclusively on the green line. Those new low-floor access trolleys will be accessible to all residents in the region. It is important to know that the long-term objective is that the new trolleys will be available in all parts of the County.

Pedro Orso-Delgado, (Caltrans District 11 Director), presented to SANDAG and the City of Lemon Grove the Excellence in Transportation Award. In 1990, the Environmental Impact Study (EIS) process was started for the 125 project, which went through the City of Lemon Grove. In this area, there is a historical house that needed to be preserved. The City of Lemon Grove developed a historical district in which the house was moved (three times) to its final destination. One year ago, the house was open to the public. Mr. Orso-Delgado thanked both SANDAG and the City of Lemon Grove for their efforts in this partnership.

Chair Kellejian announced that there will be a ribbon cutting and dedication for the Coastal Rail Trail in Solana Beach at 4:00 p.m. on October 27, 2004. He added that the City of

Solana Beach appreciates the partnership of all participating cities on this project. This is the first section of the rail trail that will extend from Solana Beach to San Diego. He requested that all Transportation Committee members attend this event. Details will be forthcoming.

Karen King, Executive Director of North County Transit District (NCTD), introduced NCTD's new Deputy Executive Director, Rick Howard. Mr. Howard was formerly the City Manager for Mission Viejo. She also commented on some of the recent news articles pertaining to the Sprinter and wanted to clarify a few key issues. The issues are not about the full funding or the appropriations of funding, it is about the disbursement of funds. Since the project was approved, there have been extenuating circumstances that have caused the project to incur additional expenses and for the project schedule to change. Due to a combination of factors, the FTA is looking for additional reassurances that the project funding is secure and can be delivered with the current schedule. NCTD staff met last week in Washington, D.C. with FTA and Congressional delegation staff, and assured them that the project is not at risk. This is a routine process with the FTA and when the FTA is comfortable with its findings, the funds for the project will be released.

Councilmember Feller (NCTD) mentioned that the FTA agency would not have already allocated \$65 to \$70 million if the intent were not to fully fund the project.

Councilmember Madaffer (City of San Diego) questioned why the project cost continues to increase and asked if any FTA issues are causing the cost increases? *Ms. King responded that although not directly, FTA delays have contributed to some of the cost overruns. However the delay in the Notice to Proceed can be made up when the project begins.*

Councilmember Madaffer asked if NCTD uses value engineering to try to decrease the project cost. *Ms. King replied that NCTD staff is pursuing those issues currently with its engineers.*

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Councilmember Emery (MTS) and a second by Councilmember Madaffer (City of San Diego), the Transportation Committee approved the minutes from the September 3, 2004, meeting. The motion passed unanimously.

CONSENT ITEMS (3 through 5)

Chair Kellejian mentioned that Item #5 – Unmet Transit Needs Hearings for Transit Dependent and Disadvantaged Populations - has been pulled for public comment.

3. LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO RAIL CORRIDOR AGENCY (LOSSAN) BOARD OF DIRECTORS MEETING REPORT (INFORMATION)

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.

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

Action would adopt Resolution No. 2004-07, approving the following Bicycle and Pedestrian Project Claim Revisions: (1) 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).

Action: Upon a motion by Councilmember Ritter (NCTD) and a second by Councilmember Emery (MTS), the Transportation Committee approved Consent Items 3 and 4, including Resolution No. 2004-07.

5. UNMET TRANSIT NEEDS HEARINGS FOR TRANSIT DEPENDENT AND DISADVANTAGED POPULATIONS (INFORMATION)

The Subcommittee for Accessible Transportation (SCAT) appointed by the Board as the region's Social Services Transportation Advisory Council, will hold Unmet Transit Needs Hearings throughout San Diego County. These hearings are being held 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. Hearings will be held at Lifeline Community Services Center in Vista on Thursday, October 21, 2004, beginning at 10:00 a.m., and at the Caltrans Auditorium in Old Town San Diego on November 8, 2004, beginning at 1:30 p.m. Results of the hearings will be reported to the SANDAG Transportation Committee at its December 2004 meeting.

Public Comment:

Robert Hoffman, representing SMART, commented that hearings and focus groups are being held to communicate with the community however, people with no expertise are being asked what can be done for them. The studies that are being conducted by SANDAG are done improperly because staff don't know how to prepare them. He

concluded that if market studies are being conducted, professionals need to conduct them in order to obtain the proper information.

Board Discussion

Supervisor Roberts (County of San Diego) pointed out that there is a group, the North Shore ARC, consisting of parents of children that are dependent on transit, which should be a part of these hearings. The group's next meeting will be held on Wednesday, October 6, 2004, and the Supervisor requested that a SANDAG representative attend one of their meetings to allow the group to provide input in the process. *Staff responded that a staff member will attend one of the group's meetings.*

Councilmember Madaffer questioned how the American Disability Act (ADA) meetings are being advertised and how can the public share its concerns. Staff replied that information is publicly noticed, as required by state law. Information regarding meetings is also sent to the local newspapers and minority publications, in addition to at least 300 organizations. Information is also distributed via mail, fax and on the SANDAG website. All public concerns received are shared with the transit operators.

Action: The Committee received this item for information.

Chair Kellejian announced that the SR 78 Las Posas Interchange Groundbreaking will be held on Thursday, October 7, 2004 at 3:30 p.m. It will be held at Las Posas Road, just north of Highway 78, in San Marcos. All Committee members are invited to and encouraged to attend.

REPORTS

6. REGIONAL FARE POLICY AND COMPREHENSIVE FARE ORDINANCE (RECOMMEND)

Staff noted that with the passage of Senate Bill 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). A draft of the Regional Fare Policy was presented to both the MTS and NCTD Boards in September 2004. Comments received from these Boards have been incorporated where appropriate and are being presented to the Transportation Committee today for consideration. There are five guiding principles for the Regional Fare Policy: regional participation, production, fairness, simplicity and responsibilities. Staff elaborated on these principles. The companion document, the CFO, will be brought before the Committee at a future meeting. The CFO will outline fare structure, consider revenue sharing, pass sales commissions, will set ongoing special fares and will replace the current existing uniform fare structure agreement with operators in the region. In addition, it will also be adopted during the budget process each year.

The process for fare changes would include the establishment of a regional fare structure working group. This group would consist of members of the transit agencies in the region. The policy will be forwarded to the SANDAG Board for adoption at its October meeting. Early next year, the CFO would be forwarded to the transit agencies and SANDAG.

Councilmember Ritter (NCTD) questioned if there would be student discounts. *Staff noted that the youth fare is part of the TransNet ordinance and included in section 29.3.3.*

Councilmember Ritter asked where the public hearings regarding fares would be held. *Staff stated that the transit agencies could hold their own public hearings, but the public hearing that would determine fare changes would be held at SANDAG.*

Leon Williams questioned if the risk of higher subsidy increasing for premium services have been taken into consideration. *Staff indicated that it is possible that the premium services would require higher subsidies. The proposed Policy proposes considering higher fares to cover those costs.*

Leon Williams questioned how far is the Transportation Committee willing to push the passengers for increased fares. *Staff responded that the level of fare for different kinds of fare services will be included in the policy. However, a policy decision would need to be made by the Committee members. This issue is addressed in section 29.3.1.*

Public Comment:

Erik Bruvold, representing San Diegans for Congestion Relief – Yes on Proposition A, pointed out the importance of this issue, which is contingent on the passing of Proposition A. He provided the Committee with Yes on Proposition A campaign materials and urged all members to support Proposition A on November 2nd.

Chair Kellejian asked if what the agency is dealing with today is dependent on the passage of TransNet. *Staff commented that although this issue is not directly affected by the passage of TransNet, the discounts would be affected. If TransNet does not pass, fares will have to increase and services will have to be cut.*

Board Discussion

Mayor Pro Tem Monroe (South Bay) commented that there needs to be a firm policy when providing services for special events where profits are made because there should not be a loss in revenue for the transit agencies. The transit agencies should be able to break even or make money when special events are held. He suggested that there be more dialogue on this subject and pointed out that in section 29.2, this issue should be discussed in detail. *Staff responded that language to that effect can be added. The purpose of section 29.5.7 was to relinquish the responsibility of making decisions regarding special events to the transit agencies. Staff added that the Transportation Committee is the appropriate body to have the discussion/debate that needs to take place to include that language in.*

Mayor Pro Tem Monroe welcomed comments from the other Committee members on this issue and commented that special events should be self-sufficient.

Councilmember Rindone (South County) questioned what the intent is regarding fare changes, is it for the Transportation Committee to review or approve. *General Counsel replied that recommended changes to the proposed fare change policy should come from the Transportation Committee, but the SANDAG Board has the power to approve the policy.*

Councilmember Rindone requested clarification regarding section 29.6.5. He suggested that during the fare adoption policy public hearings, the Committee should include evening meetings to allow for those individuals that are unable to attend meetings during the day. Committee meetings need to be open to all members of the public and there should be a reference to that to include the options of evening meetings and meetings held in other areas of the county. The Transportation Committee needs to be proactive, not reactive. *General Counsel stated that there is currently a policy for public hearings regarding this issues that would include public hearings in areas of both transit boards, which could also include evening meetings.*

Councilmember Rindone commented that that action would satisfy his concern.

Chair Kellejian agreed that he would be supportive of that action. The Transportation Committee should not be afraid of holding evening meetings. *Staff noted that meeting evenings are already occurring at SANDAG. For example, the Regional Planning Committee has held numerous meetings throughout the region, in the evenings.*

Councilmember Emery concurred with Mayor Pro Tem Monroe regarding special events. There should be no costs or detriments to the agency. He requested to see the history on the impacts on transportation and the transit agencies from special events. He also requested to reflect that in a policy that the transit agencies will not lose money while providing transportation for special events. He also concurred that evening meetings would serve the public better.

Councilmember Guerin (North County Inland) needed clarification if the policy discussion regarding fare changes needs to be held at the transit agencies, if this issue needs to be addressed in the CFO, or will this be a separate issue for both transit agencies to discuss. *Staff commented that the Policy is a guiding principle for the transit agencies regarding the fare ordinance. Section 29.5.7 will allow flexibility for the transit agencies to not have to go through the SANDAG Board to make minor, temporary fare change decisions. However, that could be included in the SANDAG Policy or the transit agency policy.*

Councilmember Guerin felt that those details need to be addressed at SANDAG. *Staff indicated that the fare ordinance would be updated each year as part of the budget process.*

Councilmember Feller questioned if the regional meetings would be held by SANDAG or the transit agencies. *General Counsel stated that the Transportation Committee public hearings could be held in the area where the fare policy would be affected. But that action does not preclude the transit agencies from holding their own public hearings. SANDAG would then update their policy to reflect actions made by the transit agencies.*

Supervisor Roberts mentioned that all transit services in the region are subsidized. For example, an event at PETCO Park is subsidized therefore the transit agency does not make money.

Mayor Pro Tem Monroe reiterated that there should be a policy and the Transportation Committee needs to discuss what that policy should be. He felt strongly that there needs to be definitions for special events. He also commented that he wasn't agreeable to having higher prices for premium services.

Leon Williams pointed out that the Transportation Committee needs to be careful that doesn't happen.

Staff stated that is a good experience that should be kept in mind. The market analysis indicated that riders were willing to pay more for premium services and agreed that there should be a higher farebox recovery and less subsidy for premium services.

Chairman Kellejian requested statistics associated with the Charger Express. Karen King responded that for those types of customers that are riding using special services, a premium fare is charged based on a calculated cost.

Councilmember Dale (East County) questioned how will the fare policy be set. *Staff stated that the transit operators will initially propose the fares, those proposed fares would be sent to the Transportation Committee for comment and review, and the Transportation Committee would then forward its recommendations to the SANDAG Board for approval.*

Councilmember Dale stated that the fare policy should be set by the transit agencies and only forwarded to the SANDAG Board if there is an appeal or major issue. Each step that is included in this process, the expertise on the issue is lost. This is a complicated issue. He urged the Transportation Committee to allow the transit agencies to handle this issue.

Councilmember Ritter pointed out that the bottom line is the SANDAG Board is trying to move people throughout the region. She agreed that the Transportation Committee should not be involved in operations of the transit agencies.

Chairman Kellejian re-stated the staff recommendation.

Mayor Pro Tem Monroe commented that special events should not be considered part of promotional events – those are two separate issues. He suggested that they should be split and noted that special events should be addressed in a separate policy.

Staff recommended that this issue be brought back to the Transportation Committee for further discussion at its next meeting before the issue is forwarded to the Board.

MOTION:

Mayor Pro Tem Monroe made the motion to continue this item to the next Transportation Committee meeting for further discussion. Councilmember Emery seconded the motion.

SUBSTITUTE MOTION:

Supervisor Roberts made the motion to recommend that the SANDAG Board of Directors adopt the Regional Fare Policy to establish guidelines for setting a uniform, fair, and equitable areawide fare structure consistent with revenue-producing requirements and established budget and to direct staff to address the issue of special events in a separate policy and bring back to the Transportation Committee for review. Councilmember Dale seconded the motion.

Councilmember Emery agreed that the transit agencies should be allowed to make their own decisions regarding fare policies. *Staff stated that the intention during the consolidation of the planning phase of the transit agencies was to ensure that the same body setting the budget is also the same one setting the fares.*

Chairman Kellejian restated the motion to include Councilmember Rindone's comments.

Action: Upon a substitute motion by Supervisor Roberts and a second by Councilmember Dale, the Transportation Committee recommended that the SANDAG Board of Directors adopt the Regional Fare Policy and directed staff to make the special events a separate section.

Chairman Kellejian called for a 5-minute break at 10:32 a.m.

The Transportation Committee re-convened at 10:39 a.m.

7. NEW RAMP-METERING TECHNIQUES FOR REDUCING FREEWAY BOTTLENECK CONGESTION (SUPPORT)

Staff provided the Transportation Committee with information on new technology regarding ramp-metering developed by University of California, Berkeley, along with Caltrans staff, called "pulsing." Experiments have 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 experiments have been conducted at the Interstate 805 (I-805) and 43rd Street interchange located in the cities of San Diego and National City. Staff proposes to work with Caltrans to develop a proposal to further evaluate and implement "pulsing" ramp-metering techniques at a few selected freeway bottleneck locations throughout the region. Staff would then present a proposed scope, schedule, budget with funding options to apply the test project, to the Transportation Committee for consideration at a later date.

Councilmember Madaffer (City of San Diego) stated that this is a great concept but is concerned that this may cause undue impacts on local streets. However, the approach is good. *Staff noted that this experiment will not exasperbate the current impact on the local streets. The overall goal is to balance the condition so the overall wait time will not increase.*

Councilmember Madaffer pointed out several ramps locations in the City of San Diego that currently cause local street back up and could benefit from this experiment. He suggested that there be some computer modeling done. *Staff stated that override loops can be used to prevent back-up on the local streets.*

Staff commented that in order to enhance the ramp-metering system, the system needs to communicate with the City of San Diego's traffic signals. Conversations are currently being made with the City of San Diego staff to address this issue.

Chairman Kellejian stated that staff needs to develop ranking of freeway on-ramps and also needs to develop criteria on which test sites are used. *Staff indicated that they will identify up to 24 potential locations and bring the list back to the Transportation Committee for approval.*

Staff added that even though these techniques are good, there needs to be more capacity added on the ramps, local streets, and freeways.

Mayor Pro Tem Monroe commented that the key is to get the cars moving on the freeways to speed up, that would increase the cars per lane, per hour. He suggested moving a fixed number of cars from point A to B at a higher speed. He expressed concern with the bottlenecks and commented that for the system to be effective, it needs to be a network, not selected sites throughout the region. He indicated that "pulsing" is the answer and is a terrific concept and suggested that carpools should have no light on the ramp and the other cars use the light. *Staff mentioned that this is a pilot test application which is intended to be used for spot locations. Staff is proposing to start with small steps first before moving forward.*

Councilmember Rindone questioned the areas where there are ramps going from one freeway to the next, i.e. SR 54 to I-5. This is just tinkering with a huge problem, which is capacity.

Leon Williams commented that this issue could be an argument to alternatives to using the freeway.

Public Comment:

Gina Franco, City of San Marcos, noted that the City of San Marcos has been working with Caltrans to improve service at the ramp meters. She is happy to see that staff is looking at additional techniques to improve the operation. She added that she would support the concept if it is looked at overall, to include circulation on the local streets.

Chuck Lungerhausen, a resident of San Diego, agreed that the concept sounds good. He noted that Governor Schwarzenegger just approved the use of HOV lanes by hybrid vehicles. He commented that this may bring up a legal issue with the fact that people are paying to use the HOV lanes, via FasTrak. In his opinion, this action will be counterproductive and cause more congestion.

Action: Upon a motion by Councilmember Dale and a second by Councilmember Madaffer, the Transportation Committee approved support of a more detailed proposal for applying new ramp-metering technology at a limited number of test locations throughout the region.

Leon Williams (MTS) indicated that there is a need to look at alternatives to single occupancy vehicles (SOV), such as public transportation. There should be discussions with Caltrans regarding charging a fee for SOV's to drive on the freeways during peak hours. *Staff replied that unfortunately, the San Diego region would need legislative authority to do that. However, the good news is that Governor Schwarzenegger has signed a bill to give San Diego the authority to do just that on two corridors. The idea is to use I-5, I-805 or SR 52 as test sites.*

8. UPCOMING MEETINGS

The next two meetings of the Transportation Committee are scheduled for October 15, 2004 and November 12, 2004. Please note that there is only one meeting in November due to the Thanksgiving Day holiday.

9. ADJOURNMENT

Chair Kellejian adjourned the meeting at 11:05 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
OCTOBER 1, 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	Yes	
ADVISORY/LIAISON Caltrans	----	Pedro Orso-Delgado	Member	Yes	
	—	Bill Figge	Alternate	Yes	

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