

TRANSPORTATION COMMITTEE

January 7, 2005

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF DECEMBER 10, 2004

The meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal) at 9:06 a.m. See the attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Councilmember Jack Dale (East County) and a second by Leon Williams (Chair, Metropolitan Transit System [MTS]), the Transportation Committee approved the minutes from the November 12, 2004, meeting; Xema Jacobson (San Diego County Regional Airport Authority representative) abstained.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Clive Richard, a member of the public, cautioned the Committee to financially plan for continuously maintaining the transit system and keeping it up to date.

Chuck Lungerhausen suggested that the focus now should be on the trolley extension to the University of California, San Diego (UCSD) and University Towne Centre (UTC). He said that the bus rapid transit stations need to be started, but thought that the design risk of the new buses should be left to the better-funded neighbors in Los Angeles. He wondered what happened to the idea of an elevated guideway to the beach areas. He said that something has to change to relieve the traffic congestion, and he didn't think that building condominium housing in downtown San Diego was the solution.

Chair Kellejian referred to the certified election results for Proposition A that were distributed to the Committee. He said that this information was categorized countywide, and by city, county supervisorial districts, state assembly districts, state senate districts, and congressional districts. He pointed out that with the exception of one supervisorial district, the County of San Diego voted to pass the *TransNet Extension* measure by the required two-thirds majority.

Mayor Pro Tem Phil Monroe (South County) suggested that staff add columns indicating the percent of those who voted on this issue and the percent of those who did not.

Chair Kellejian noted that there was a new alternate representative from the San Diego County Regional Airport Authority in attendance, and that she would be the voting member of the Committee at this meeting.

CONSENT ITEMS (3 through 5)

3. DRAFT AMENDMENT NO. 1 OF THE 2030 REGIONAL TRANSPORTATION PLAN (RTP) AND FINAL ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE 2030 RTP (ACCEPT FOR DISTRIBUTION)

The Transportation Corridor Agencies (TCA) in Orange County have requested that SANDAG amend the 2030 Regional Transportation Plan (RTP) to change the planned State Route (SR) 241 toll facility from six to eight lanes, consistent with the TCA project purpose and need, and to allow the project to move forward. An Addendum to the Final EIR for the 2030 RTP has been prepared, based on a determination that the proposed amendment to the RTP does not represent a substantial change to the Plan, and there are no significant environmental impacts that will require major revisions to the Final EIR. It is recommended that the Transportation Committee authorize distribution of Draft Amendment No. 1 of the 2030 RTP, and begin the 30-day public comment period. It also is recommended that the Board or Directors schedule a Public Hearing at its regularly scheduled meeting on January 28, 2005.

4. SENIOR TRANSPORTATION SERVICES PROGRAM UPDATE (INFORMATION)

At its June 2004 meeting, the Transportation Committee heard a report on actions to implement the March 2004 recommendations of its Senior Access Task Force. Since June, staff has developed and distributed a Senior Transportation Fact Sheet with information about available transportation services. In addition, staff has identified, monitored, and offered technical assistance to three pilot projects in Oceanside, Poway, and Southeast San Diego. This report includes an evaluation of the merits of the service concepts behind these three projects.

5. UNMET TRANSIT NEEDS HEARINGS RESULTS (ACCEPT)

SANDAG's Subcommittee for Accessible Transportation (SCAT), acting as the region's Social Service Transportation Advisory Council, received testimony to hear about the transit needs of seniors and persons with disabilities. Noticed Public Hearings were held in Vista and San Diego, and additional comments were received electronically and by mail, resulting in nearly 200 separate remarks from 52 persons. The Committee is requested to accept these comments for consideration during the annual short-range transit planning and budget process. Comments also will be submitted to the transit agencies.

Chair Kellejian noted that the action on this item has been revised from "Approve" to "Accept."

Action: Upon a motion by Councilmember Jack Feller (North County Transit Development Board [NCTD]) and a second by Councilmember Jim Madaffer (City of San Diego), the Transportation Committee approved Consent Items 3 through 5.

REPORTS

6. FISCAL YEAR 2005-2009 REGIONAL SHORT-RANGE TRANSIT PLAN (SRTP) GOALS AND OBJECTIVES (APPROVE)

Toni Bates, Division Director of Transportation Planning, reported that each year SANDAG is responsible for preparing the Regional SRTP, which supports the Regional Transit Vision contained within the Regional Transportation Plan (RTP). The SRTP sets short-range goals and objectives for the transit system, identifies needs and deficiencies in our existing transit system, and provides the regionwide plan for transit system adjustments and improvements over the next five years. The SRTP goals and objectives ensure a comprehensive, productive, and efficient transit system. She explained how the SRTP fits into the regional context. This year's plan was developed in accordance with Policy No 18: Transit Service Planning Policy, and in collaboration with MTS and the North San Diego County Transit Development Board (NCTD). She noted that staff anticipates the proposal of only minor service changes due to funding constraints and the ongoing Comprehensive Operational Analysis (COA) currently underway at MTS. The COA is looking at restructuring services to obtain operating and cost efficiencies, and the results will be incorporated into next year's SRTP.

Ms. Bates stated that today, the Transportation Committee is being asked to endorse the goals and objectives for use in developing the FY2005-2009 Regional SRTP. She reviewed the goals and objectives outlined in the report and explained their purpose in the regional transit planning context.

Chair Kellejian asked how the COA will tie into this plan. Ms. Bates replied that the SRTP won't include major service adjustments for this year. The results of the COA will be incorporated into the following year's SRTP. In the meantime, the Metropolitan Transit System (MTS) may do some service restructuring to address some of the budget issues.

Board Comments:

Mayor Pro Tem Phil Monroe (South County) said that one of the goals should be to have a financially sustainable plan. He noted that MTS has resorted to using reserves to cover operational costs. *Ms. Bates agreed to add language to the SRTP to the effect that it should be a financially sustainable plan. She said that the SRTP includes a wish list of projects with an acknowledgement that not all of them will be implemented.*

MTS Chair Williams agreed with Mayor Pro Tem Monroe's comments. One of the things that the Metropolitan Transit Development (MTD) Board decided early on was to have a reserve to maintain the system. He added that the goal regarding transit supporting smart growth should be turned around with smart growth taking advantage of the existing transit opportunities.

Action: Upon a motion by Mayor Pro Tem Monroe and a second by Mayor Mickey Cafagna (North County Inland), the Transportation Committee endorsed the proposed Goals and Objectives for inclusion in the FY 2005-2009 Regional Short-Range Transit Plan with the addition of a goal related to a financially sustainable plan and that smart growth should take advantage of existing transit opportunities.

7. PUBLIC HEARING FOR BUS TRANSIT SERVICE CHANGES TO COMPLEMENT THE MISSION VALLEY EAST LIGHT RAIL TRANSIT (LRT) EXTENSION (APPROVE)

Ms. Bates reported that as a result of agency consolidation and SANDAG's regional transit service planning policy, SANDAG is to conduct public hearings for regionally significant service changes. When the Mission Valley East (MVE) Light Rail Transit (LRT) project opens, we will need a revision of bus services to connect to the trolley extension. Action would conduct a public hearing and adopt a bus plan. The MVE project is a 6-mile extension from the existing Blue Line at Old Town to the Orange Line connection at the Grossmont Station. MVE is projected to open next summer and it is anticipated to carry 11,000 daily boardings at the stations on this extension and provide 2.5 million new transit trips per year. Ms. Bates reviewed the four new stations on this extension. She introduced MTS Director of Planning, Conan Cheung, to describe the MVE bus service plan.

Mr. Cheung provided background information, and indicated that the MVE bus service plan adopted by MTDB several years ago was originally intended to be cost neutral, but with increased operating costs, the original plan is no longer cost neutral. Therefore, we have reevaluated the bus operating plan proposals and revised the bus plan recommendation. The initial study was updated to include an analysis of existing travel demand, and new information and budget impacts. Each proposal that was originally identified is currently recommended for either implementation with the opening of MVE, to be reviewed further as part of the COA, or not to be implemented due to low demand. He reviewed each of the recommendations.

Councilmember Madaffer asked if Route 876 will have no weekend service. Mr. Cheung replied that was correct, but the current service only carries one passenger per trip.

Mr. Cheung discussed the budget impact of these recommendations, which results in an annual bus subsidy savings of \$526,632. He said that the original package would have increased operating cost by about \$400,000 per year.

Ms. Bates reviewed the public information efforts taken for this public hearing including public notices in newspapers and on board transit vehicles, a public meeting at MTS on November 18, and comments received during through December 9 2004 via the hotline, e-mail, and letters. The MTS Board recommends adoption of this plan.

Ms. Bates said that this bus service plan will provide better bus service in the corridor, result in a more cost-effective bus service, and create a strong network of service to support the new trolley extension. The next steps would be to conduct the public hearing today and for the SANDAG Transportation Committee to approve a bus plan, followed by MTS implementation of the approved bus service in the summer of 2005.

Chair Kellejian set forth procedures for the public hearing starting with questions of the Board to staff, opening the public hearing, and receiving comments from the public. He stated that he will then entertain a motion to close the public hearing and Board discussion will follow.

Councilmember Madaffer asked if Route 13 schedules have been adjusted so that riders currently leaving the Euclid Avenue Trolley Station will not be inconvenienced in transferring to the Mission Valley Transit Center. Mr. Cheung replied affirmatively, and noted that the trip will be quicker as there will be a timed transfer. Route 13 will be operating at 30-minute frequencies and the MVE will be operating at 15-minute frequencies.

Councilmember Madaffer asked if these changes will be evaluated after implementation to ensure that the ridership has been served. Mr. Cheung said that staff will refine the regional service concept and transit vision and bring it down to an implementable plan and a set of performance standards, route criteria, and parameters. Staff would then evaluate service for key performance indicators.

Councilmember Madaffer asked if staff had solicited comments from riders. Mr. Cheung said that a lot of staff's work was going out and talking to people getting on and off the buses. We will also conduct a significant amount of public outreach through the COA.

Councilmember Madaffer asked if staff had formally addressed the letter from the City of La Mesa related to its concern with respect to Route 81 going to weekdays only and on proposed changes to Route 876, and comments from Ron Stillwell about Route 13. Mr. Cheung answered that staff had met with Mr. Stillwell to address his concerns. Staff also sent a response to the City of La Mesa explaining that productivity on that segment of Route 81 doesn't warrant extending this service to weekends and the majority of those riders would be served by Route 854.

Councilmember Madaffer asked how those riders affected by this change would be able to use bus transportation. Mr. Cheung replied that this is part of a larger picture in terms of the current operating ability and funding constraints. Through the COA we will have a lot of service reduction proposals that will be coming for a decision. This represents something that we would consider as a balance between the cost of providing service and service demand.

Councilmember Madaffer asked if an analysis had been conducted of how many more trips would be added per day on freeways versus the subsidy amount of adding the service. Mr. Cheung said that in this case one person per trip would be added to the road.

Mayor Pro Tem Monroe noted that the COA has two key committees: the key urban policy committee (Leadership Group) with four Board members, and the technical working group to bring proposals to the policy committee.

Chair Kellejian said that he will be serving on the key urban policy committee.

Councilmember Jerry Rindone (South County) asked if there are any plans to have hearings out in the community. Ms. Bates responded that today's public hearing is the final step. A public notice included announcement of the public meeting at MTS and the public hearing at SANDAG, and provided contact information for telephone hot line calls, written comments, letter comments, and an e-mail address from the Web site.

Councilmember Rindone thought that we had discussed as a policy consideration of holding a community workshop as a public hearing. He asked staff for a procedure for community public hearings for major service adjustments.

Mayor Cafagna related his feeling that this amount of detail for routes should not come to the Transportation Committee, especially since the MTS Board had a thorough discussion on this matter. He said that it is the transit agencies' responsibility to operate services within the amount of operating subsidies provided. The Transit Boards should respond to the Transportation Committee on an overall operating standard.

Councilmember Rindone concurred that this type of action should remain with MTS and NCTD.

Councilmember Judy Ritter (NCTD) also agreed with that sentiment.

Chair Kellejian opened the public hearing at 10:04 a.m.

Public Hearing Comments:

Nathan Johnson, Vice President, Amalgamated Transit Union (ATU), Local 1309 (bus drivers union), distributed a petition of people on the west end of Mission Valley opposed to the termination of Route 81. He said that some folks are disabled, some are students, and some work and cannot take time off of work to attend this public hearing. He agreed that public hearings should be held out in the communities. There are a number of residential areas all along Friars Road between Fashion Valley, Napa, and Old Town and it seems to be an oxymoron for service to bypass these residential areas. On another matter, he expressed concern about contracting out for these route changes. He said that the union wants to be part of the system, fairly, and within the law. *Mr. Cheung explained that in the proposal, the same distribution of work is being assumed.*

Vic Hooker, a member of the public, suggested that the following routes could be improved with the implementation of minor changes: 30, 50, 150, 34, 35, and 115. He recommended a new express bus to go east on State Route (SR) 94 from downtown San Diego to Home Avenue, and east on Fairmont Avenue to Mission Gorge Road to east on Zion Road to the Kaiser Hospital bus stop. He also suggested that the Orange Line be extended from Santee to the Viejas Casino and a line from Qualcomm Stadium to Escondido, a Coaster extension from Oceanside to Escondido. He further suggested that the vacant lot behind the American Plaza at Kettner Boulevard should become a bus terminal for all downtown bus routes. He expressed opposition to raising the cash fare or monthly pass for senior and disabled riders.

Chuck Lungerhausen, a member of the public, stated that he is a frequent rider of Route 81 and will miss it when it is replaced, but understood that things change. The new routes may provide weekday replacement service but he was not happy with the elimination of weekend service. He thought that bus and trolley service were supposed to support each other but that is difficult when bus service doesn't operate on weekends. He commented that if the elevators at the Grantville Station

are overused or out of service, it will be difficult for elderly and disabled patrons to use this station.

Rose Chapin, a member of the public, commented that the trolley cannot handle all service needs, and it takes a long time. She also expressed dissatisfaction about 30-minute bus service frequencies.

Lorraine Leighton, a member of the public, stated that the routes in East County operated by Laidlaw did not display the Take One notice about the public hearing until three to four days before the hearing. She asked where staff obtained the data used as a basis for recommending the discontinuance of Route 11. She also asked when Committee members had last ridden the bus. (Note: Route 11 is not proposed for discontinuance).

MTS Chair Williams said that MTS has always tried to provide the best service within the constrained available funding. He said that they cannot serve everyone to go everywhere. It is an effort to balance what we can do with the funds available.

Mr. Cheung explained the efforts made by staff to obtain information from the passengers using the various routes under discussion. Each comment for service revisions is evaluated and responded to. He noted that SANDAG conducts surveys on every route throughout the entire system every three years and it also conducts household surveys. All of that information from the general public helped us develop these proposals. We have checkers, supervisors, and interns out there on the system every day checking on-time performance. We are trying to balance our fiscal capabilities with the demand that is expressed out there.

Clive Richard, a member of the public, said that he concurred in part and dissented in part with staff's recommendation. The restructuring of Route 13 is an excellent approach. He dissented with the recommendation related to Route 876. Mr. Cheung said that service from the Lemon Grove Depot to the Joan Kroc Center on the weekends is provided by Route 875, the Lemon Grove shuttle.

Betty Sund, a member of the public, opposed the proposal to discontinue Route 81. The replacement service will not be as quick or convenient.

Sean Anderson, representing the San Diego Riders Union, had to leave prematurely to the public comment period.

Action Taken: Upon a motion by Mayor Cafagna and a second by Mayor Pro Tem Monroe the Committee unanimously closed the public hearing at 10:33 a.m.

Councilmember Madaffer complimented staff on this presentation. He echoed the comments of Mayor Cafagna with regard to keeping operational matters with the operational entities. He expressed concern about the gap in service disenfranchising riders. If there is a way to eventually fill this gap, staff should consider it.

Action: Upon a motion by Councilmember Madaffer and a second by MTS Chair Williams, the Transportation Committee approved the Mission Valley East Bus Operating Plan for

implementation to coincide with the opening of the Mission Valley East LRT extension in May/June 2005.

8. DRAFT REPORT ON CONSOLIDATED AGENCY PURSUANT TO SENATE BILL (SB) 1703, AMENDED BY ASSEMBLY BILL (AB) 361 (INFORMATION)

Ellen Roundtree, Director of Governmental Relations, indicated that SB 1703 requires a report be provided to the Governor and Legislature by December 2004. This report includes a transit agency perspective section, and some changes were requested by the transit agencies since the last printing of this document.

Councilmember Jack Feller noted that on the third page of the agenda item, the legislation established four policy committees, but it doesn't mention the Public Safety Committee. *Ms. Roundtree responded that the Public Safety Committee was not part of the initial consolidation under SB 1703.*

Paul Jablonski, MTS Executive Director, asked for one additional minor change on page 53 of the draft Consolidation Progress Report in the last paragraph under the Transit Agency Perspective section that indicates that "a thorough functional review and analysis of the business impacts of consolidation on the transit agencies should be conducted. Findings and recommendations should be submitted to SANDAG shortly after the first of the year." He suggested that the word "should" in that last sentence be changed to "will."

Public Comment:

Clive Richard, a member of the public, said that as long as you have separate entities, you will need separate administrative support systems. The significant issue is to have a comprehensive coordinated legislative advocacy. He also said that there are two types of planning, development and monitoring, and there needs to be sufficient staff to deal with both areas.

Action: Upon a motion by Mayor Cafagna and a second by Supervisor Ron Roberts (County of San Diego), the Transportation Committee received this report for information and directed staff to make the changes noted.

9. STATUS REPORT ON INTELLIGENT TRANSPORTATION SYSTEMS (ITS) (INFORMATION)

Samuel Johnson, Chief Technology Officer, reviewed the presentation topics: the vision and mission; the focus areas, objectives, and projects; systems integration and coordination operations; and challenges and future efforts. The ITS program vision is to develop a comprehensive regional transportation management system utilizing advanced technologies to: improve system management and services, develop traveler information services to promote more efficient system usage, and support public safety.

The ITS program mission is to development regional strategic plans and technology framework, facilitate the design and implementation of individual agency/modal systems, build consensus and operational partnerships between transportation and/or public safety organizations; design, implement and manage the integration of agency/modal systems into the regional system. He said there are five program focus areas: freeway management,

transit management, major streets/arterial management, incident management, and traveler information. He reviewed each of these areas in detail. He showed how each of these areas would work together through a San Diego Regional Operations Center. Mr. Johnson reviewed the challenges including project and program funding, increased expectations for system usage, commitments to ownership and operation, and agency agreements for shared use of communications and field devices. Future steps include the completion of the major phases of ITS deployments and identification of funding for expansion phases, incorporation of parking management and border technologies into key initiatives, and the update of a regional strategic plan and ITS architecture.

Chair Kellejian suggested that this report also be presented to the transit agencies. He also asked Mr. Johnson to make an abbreviated presentation to the Solana Beach City Council.

Councilmember Madaffer complimented Mr. Johnson on an excellent report. He asked about the funding and timing of these various projects. Mr. Johnson said that funding is a challenge now, though most projects have some funding. The primary one without funding is the integration aspect, which is an ongoing problem. Another issue to be determined is how much infrastructure we want to deploy in the field. Mr. Gallegos added that in terms of Proposition A, you will touch almost every freeway, and the infrastructure pieces will be incorporated into those projects. The California Highway Patrol (CHP) and Caltrans have a transportation management center that serves as the central nervous system for the entire system. It is being planned so that everything can tie into that facility. The longer-term problem is how to maintain this system.

Jack Boda, Director of Mobility Management and Project Implementation, stated that staff will give this same presentation to the Public Safety Committee (PSC). We feel there can be an economy of scale, and we are working with the transit operators and Caltrans to work on ensuring that we can operate and maintain the system.

Councilmember Madaffer said that part of his Homeland Security project is providing information to elected officials in the event of a major incident. He will share this with the PSC as well. This can tie in with the existing infrastructure. He would like to see this information come back to this Committee with regard to implementation.

Mayor Cafagna agreed that we should do everything we can to accelerate this program. He stated providing this kind of information will open up a lot of choices for our riders. He complimented Mr. Johnson on his presentation.

Mayor Pro Tem Monroe said that we should emphasize the incident response time. He thought this was the most significant aspect to ease traffic congestion. He was impressed with the presentation.

Action: The Transportation Committee received this report for information.

10. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for January 7, 2005, and January 21, 2005. On January 7, 2005, a portion of that meeting will be a joint meeting with the Regional Planning Committee to discuss the implementation of the Regional Comprehensive Plan and the Regional Transportation Plan.

11. **CLOSED SESSION:** PURSUANT TO GOVERNMENT CODE SECTION 54956.9(A) – CONFERENCE WITH LEGAL COUNSEL, EXISTING LITIGATION: SAN DIEGO ASSOCIATION OF GOVERNMENTS V. LEGACY SABRE SPRINGS, LLC, SAN DIEGO SUPERIOR COURT CASE NO. GIC 837411-1.

Chair Kellejian adjourned the meeting into a closed session at 11:15 a.m. The meeting was reconvened at 11:29 a.m.

Jack Limber, General Counsel, provided the following report from the closed session: the Committee gave direction to counsel with regard to a potential settlement; the details of which will be available when the settlement document is fully executed.

12. ADJOURNMENT

Chair Kellejian adjourned the meeting at 11:31 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
DECEMBER 10, 2004**

GEOGRAPHICAL AREA/ ORGANIZATION	JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING	COMMENTS
North County Coastal	City of Solana Beach	Joe Kellejian (Chair)	Member	Yes	
	City of Encinitas	Christy Guerin	Alternate	No	
North County Inland	City of Poway	Mickey Cafagna	Member	Yes	
	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	No	
	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 Lemon Grove	Mary Sessom	Member	No	
	Governor's Appointee	Xema Jacobson	Alternate	Yes	
ADVISORY/LIAISON Caltrans	----	Pedro Orso-Delgado	Member	Yes	
	—	Bill Figge	Alternate	No	