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District Director, District 11
California Department of Transportation

Gary L. Gallegos
Executive Director, **SANDAG**



TRANSPORTATION COMMITTEE AGENDA

Friday, January 7, 2005
9 a.m. – 12 Noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego, CA 92101-4231

AGENDA HIGHLIGHTS

- **REPORT ON MTS' COMPREHENSIVE OPERATIONAL ANALYSIS**
- **REGIONAL TRANSPORTATION PROGRAMMING ACTIONS**

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The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, plans, engineers, and builds public transit, and provides information on a broad range of topics pertinent to the region's quality of life.

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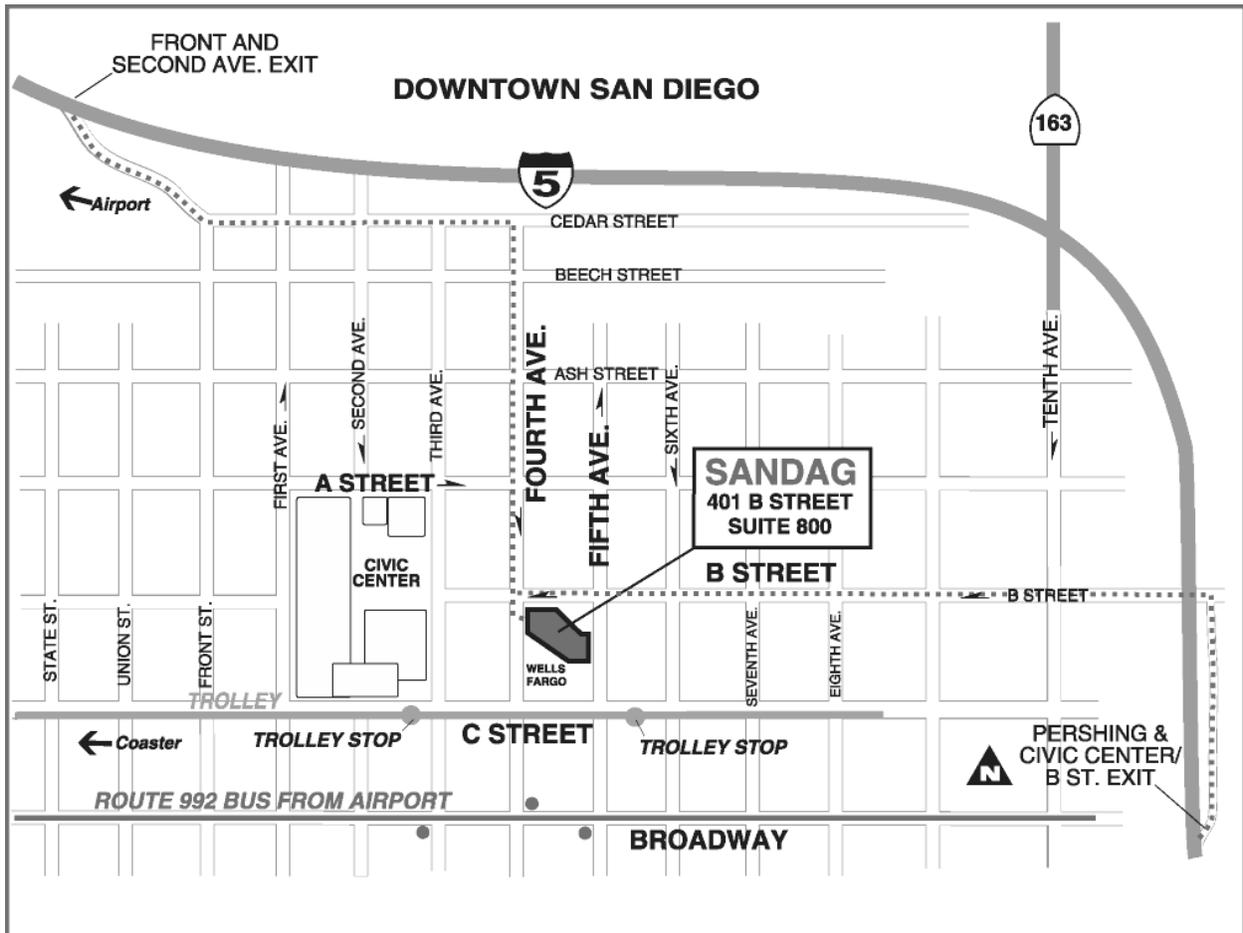


Welcome to SANDAG. Members of the public may speak to the Transportation Committee on any item at the time the Committee is considering the item. Please complete a Speaker's Slip which is located in the rear of the room and then present the slip to Committee staff. Also, members of the public are invited 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, January 7, 2005

ITEM #	RECOMMENDATION
+ 1. APPROVAL OF DECEMBER 10, 2004 MEETING MINUTES 2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS	APPROVE
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 and shall reserve time by completing a "Request to Speak" form and giving it to the Clerk prior to speaking. Committee members also may provide information and announcements under this agenda item.	
CONSENT ITEMS (3 through 4)	
+ 3. FY 2005 OVERALL WORK PROGRAM (OWP) AND BUDGET AMENDMENT - I-5 NORTH COAST STUDIES (Heather Werdick)	APPROVE
The Transportation Committee is asked to approve an amendment to the FY 2005 OWP and Program Budget to accept \$286,000 in additional funding for the Interstate 5 (I-5) North Coast Managed Lanes Value Pricing and Local Access Traffic Studies.	
+ 4. LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO RAIL CORRIDOR AGENCY (LOSSAN) BOARD OF DIRECTORS MEETING REPORT (Linda Culp)	INFORMATION/ POSSIBLE ACTION
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 December 1, 2004.	
REPORTS	
+ 5. COMPREHENSIVE OPERATIONAL ANALYSIS (Dave Schumacher)	INFORMATION/ POSSIBLE ACTION
The Metropolitan Transit System (MTS) is conducting a Comprehensive Operational Analysis (COA) to evaluate and restructure MTS services and operations to more efficiently and effectively serve the region's transit needs within the constraints of current funding. The COA will result in extensive changes to the existing transit services and will strive to achieve a sustainable transit system by reducing transit operating subsidy requirements by \$10 million-\$13 million annually. This report describes the objectives of the COA, its schedule, public participation plan, and SANDAG's role in the COA and resulting transit system and service recommendations. In addition to technical and public advisory groups, the COA process will include a Blue Ribbon Committee comprised of elected officials and other business and community leaders to help guide the analysis. SANDAG Transportation Committee Chairman Joe Kellejian will participate on the Leadership Group.	

+ 6. RSTP AND CMAQ TRANSPORTATION PROGRAMMING ACTIONS
(Jose Nuncio)

RECOMMEND

There are currently approximately \$18.3 million in unprogrammed Fiscal Year 2004/05 Regional Surface Transportation Program and Congestion Mitigation and Air Quality program funds. This item proposes to program all of these remaining funds on high priority regional projects that are experiencing loss of access to funds from the continuing state budget crisis, cost increases, contract claims, or a combination of these factors.

7. UPCOMING MEETINGS

INFORMATION

The next two Transportation Committee meetings are scheduled for Friday, January 21, 2005, and Friday, February 4, 2005.

8. ADJOURNMENT

+ next to an agenda item indicates an attachment

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	

TRANSPORTATION COMMITTEE

January 7, 2005

AGENDA ITEM NO.: **3**

Action Requested: APPROVE

FY 2005 OVERALL WORK PROGRAM (OWP) AND BUDGET AMENDMENT – I-5 NORTH COAST STUDIES

Introduction

Caltrans is currently developing numerous technical studies for the Interstate 5 (I-5) North Coast Managed Lanes project in preparation for the Environmental Impact Report/Environmental Impact Statement (EIR/EIS). In an effort to expedite project delivery, SANDAG is assisting in this effort by conducting the value pricing study, a local access traffic study, and the preliminary engineering for the direct access ramps (DARs) at Lusk Boulevard and Voigt Drive.

Due to alternatives and lane configurations added to the I-5 North Coast Managed Lanes project, additional funding is needed to conduct the value pricing study, local access traffic study, and preliminary engineering for the DARs. The funding is currently programmed for Caltrans' use on the I-5 North Coast Managed Lanes project in the 2004 Regional Transportation Improvement Program (RTIP). Caltrans has authorized SANDAG to use the existing project funding for these technical studies.

Recommendation

It is recommended that the Transportation Committee approve an amendment to the FY 2005 OWP and Program Budget to accept \$286,000 in additional Regional Surface Transportation Program (RSTP) funding into OWP element #30050 for the I-5 North Coast Studies.

Discussion

The objective of this work element is to supplement Caltrans preliminary engineering efforts for the I-5 North Coast Managed Lanes project. The project will install a 26-mile-long Managed Lanes facility from La Jolla Village Drive to Vandegrift Boulevard. SANDAG is conducting technical studies for the I-5 North Coast Managed Lanes project, which include the value pricing study, a local access traffic study, and preliminary engineering for the DARs at Lusk Boulevard and Voigt Drive. This job, which continues the work begun in FY 2004, evaluates the feasibility of value pricing, DARs, the impacts on local traffic circulation, and other preliminary engineering activities.

The purpose of the value pricing planning study is to evaluate the options for value pricing on the I-5 North Coast Managed Lanes facility. This study includes two phases. Phase I involves development of a Traffic Operations Plan and a Traffic Forecast Report. Phase II includes community outreach and development of a Concept Plan.

The purpose of the local traffic study is to identify any significant traffic impacts on the adjacent local roadway network resulting from the construction of the DARs. This study has been divided into two phases. Phase I will provide a detailed review of existing conditions traffic data and a preliminary identification of an area of influence for each DAR location. Phase II involves a comprehensive traffic study to identify the change in localized traffic patterns and resulting impacts from the I-5 Managed Lanes facility.

The original scope of this project was a "10+4" lane configuration with buffer facility. Caltrans and SANDAG have added three additional lane configuration alternatives to be considered as part of the I-5 North Coast project. The additional alternatives include: "8+4" with buffer, "8+4" with barrier, and "10+4" with barrier facilities. The additional funding is needed to include these additional alternatives in the technical studies.

SANDAG has contracted with outside consultants to conduct the value pricing study and used its General Engineering Consultant to conduct the preliminary engineering for the DARs at Lusk Boulevard and Voigt Drive and to conduct the local traffic circulation analysis. These contracts will be amended to include the additional \$286,000 funding to evaluate all of the alternatives proposed for the I-5 North Coast Managed Lanes project. Attachment 1 shows the updated work element #30050. This work will be included in the I-5 North Coast Managed Lanes EIR/EIS currently being developed by Caltrans.

BOB LEITER

Director of Land Use and Transportation Planning

Attachment

Key Staff Contact: Heather Werdick, (619) 699-6967; hwe@sandag.org

PROGRAM WORK ELEMENT 30050
I-5 NORTH COAST [MANAGED LANES VALUE PRICING STUDY STUDIES](#)

BUDGET SUMMARY FOR OWP NO. 30050

FUNDS SOURCE		FUNDS APPLICATION	
FTA MPO Planning (5303)	\$ 0	Salaries, Benefits, Indirect	\$ 76,502
FTA Transit Planning (5307)	0	Other Direct Costs	0
FHWA Metropolitan Planning	0	Temporary Employees	0
FHWA CMAQ (5309)	0	Contract Employees	0
Federal Other	0	Contracted Services	530,000
			816,000
State Other*	606,502	Materials & Equipment	0
	892,502		
TDA Planning/Admin.	0	Pass-through/In-kind Services	0
<i>TransNet</i> Program	0		
Member Assessment	0		
Local Other	0		
*Caltrans, Regional Surface Transportation Program			
TOTAL	\$ 606,502	TOTAL	\$ 606,502
	892,502		892,502

OBJECTIVE

The objective of this work element is to examine the feasibility of a value pricing program for the future I-5 North Coast Managed Lanes facility from [La Jolla Village Drive Genesee Avenue](#) to Vandegrift Boulevard. This job, which continues the work begun in FY 2004, evaluates the feasibility of allowing single-occupant vehicles to use the excess capacity of the Managed Lanes, which provide priority to transit and high-occupancy vehicles. **FY 2005 activities include completion of a traffic operations plan, traffic and revenue forecasts, community outreach, and a value pricing concept plan. These deliverables are expected to lead to the selection of a pricing option by the SANDAG Board of Directors in [February-May 2005](#).**

PREVIOUS AND ONGOING WORK

During FY 2004, SANDAG developed a Request for Proposals (RFP) and hired a consultant to assist with the I-5 North Coast Managed Lanes Value Pricing Study. This project will serve as one of the technical studies for the I-5 North Coast Managed Lanes Environmental Impact Report/Environmental Impact Statement (EIR/EIS) currently being developed by *Caltrans*. The [value pricing study project](#) includes two phases. Phase I involves development of a Traffic Operations Plan and Traffic Forecast

Report. Phase II involves community outreach and development of a Value Pricing Concept Plan. Initial work on both phases began in late FY 2004. [Additional activities include evaluating direct access ramps \(DARs\), the impacts on local traffic circulation, and other preliminary engineering activities.](#)

TASKS

- 01 Oversee consultant and make periodic progress reports to Transportation Committee and SANDAG Board of Directors. (FY 2005 – 10%)
- 02 Develop Traffic Operations Plan and Traffic Forecast Report. (FY 2005, [2nd⁴ Quarter – 2520%](#))
- 03 Conduct community outreach activities. (FY 2005, 2nd Quarter – [2515%](#))
- 04 Develop Value Pricing Concept Plan. (FY 2005, 3rd Quarter – [4020%](#))
- [05 Conduct preliminary engineering in support of the I-5 North Coast project. \(FY 2005 – 35%\)](#)

Committee: Transportation Committee; Project Manager – Heather Werdick

PRODUCTS

- Draft Traffic Operations Plan and Traffic Forecast Report. ([September-November 2004](#))
- Transportation Committee reports. (November 2004 and [February-April 2005](#))
- Final Traffic Operations Plan and Traffic Forecast Report. (November 2004)
- Community Outreach Report. ([December 2004-March 2005](#))
- Draft I-5 North Coast Managed Lanes Value Pricing Concept Plan. ([December 2004-March 2005](#))
- Board of Directors report. ([February-May 2005](#))
- Final I-5 North Coast Managed Lanes Value Pricing Concept Plan. ([March-June 2005](#))

FUTURE ACTIVITIES

[The I-5 North Coast Managed Lanes Value Pricing Study is expected to be completed by All work is expected to be completed by April-June 2005. The local access traffic and DAR studies and other preliminary engineering will be completed in FY 2006.](#)

TRANSPORTATION COMMITTEE

January 7, 2005

AGENDA ITEM NO.: **4**

Action Requested: INFORMATION/POSSIBLE ACTION

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 December 1, 2004, is provided as Attachment 2.

SANDAG Actions Related to LOSSAN Board Actions

At the December meeting, the LOSSAN Board of Directors focused its attention on developing a strategic business plan for the Los Angeles to San Luis Obispo segment of the coastal rail corridor (the "LOSSAN-North" plan). In October 2003, Caltrans released the Strategic Business Plan for the Los Angeles to San Diego segment of the rail corridor (the "LOSSAN-South" plan), as a precursor to the programmatic environmental document that was released and reviewed by the Transportation Committee at its October 15, 2004, meeting. The LOSSAN-South plan spells out the program of rail projects over the next 20+ years and focused on gaining public input and support for rail improvements.

Once the LOSSAN-North plan is finalized, it will be integrated with the LOSSAN-South plan to create one comprehensive vision and program of projects for the entire 351-mile LOSSAN corridor. This vision will recognize that capacity improvements at various points along the corridor translate to benefits corridorwide and will be used by LOSSAN and its member agencies like SANDAG to make improvements. The LOSSAN-North study and integrated plan are expected to be finalized in early FY 2006. SANDAG, as lead staff for LOSSAN, will serve as project manager. The study is being funded by the Caltrans Division of Rail.

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
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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

Keith Millhouse

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



*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:

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San Diego, CA 92101
(619) 699-1900
(619) 699-1905
lcu@sandag.org

Board Actions: December 2004

LOSSAN CORRIDORWIDE STRATEGIC BUSINESS PLAN

The Board of Directors reviewed the scope of work for the LOSSAN Corridorwide Strategic Business Plan, which will develop a strategic business plan for the Los Angeles to San Luis Obispo segment of the corridor and will be integrated with the existing Los Angeles to San Diego strategic business plan. A key component of the plan will be the identification of projects and their schedule for implementation.

There is a significant public outreach component for the study. A number of informational updates are planned to LOSSAN member agencies, particularly in the northern segment of the corridor, as well as stakeholder and general public meetings in these areas. Caltrans is funding this study, SANDAG will serve as project manager on behalf of LOSSAN, and IBI Group has been contracted to conduct the work. The study is expected to conclude in September 2005.

The Board of Directors stressed the importance of including a program of capital projects in the strategic business plan as well as addressing the corridor's freight service, particularly in the northern segment of the corridor.

STATE AND FEDERAL FUNDING ISSUES RELATED TO THE LOSSAN CORRIDOR

Caltrans reported that little has changed on the state level since the last update to the LOSSAN Board of Directors in September 2004. The agency will have more to report at the next meeting as the Governor's FY 2006 budget request will be released on January 10, 2005.

On the federal level, both the House and Senate are expected to reintroduce their reauthorization bills for the Transportation Equity Act for the 21st Century (TEA-21) when they reconvene in January 2005. In terms of the recently announced FY 2005 appropriations, a number of LOSSAN corridor projects received funding. These include funds for safety improvements at private at-grade crossings in Ventura County, the Solana Beach station parking structure, Metrolink Intelligent Transportation Systems, and feeder services such as the San Diego Trolley and NCTD Sprinter light rail line.

Amtrak received approximately \$1.2 billion in FY 2005 appropriations, considerably less than their request of \$1.8 billion.

RESULT OF NOVEMBER 2004 ELECTIONS ON CORRIDOR SALES TAX MEASURES AND REPRESENTATION

The Board received an update on the results of the November 2004 elections on the LOSSAN Corridor. Two of the 10 transportation measures statewide were sponsored by LOSSAN member agencies. San Diego's local transportation sales tax extension passed by 67% of voters while a new transportation sales tax measure in Ventura did not achieve the required two-thirds for passage. Both measures dedicate funds for LOSSAN corridor improvements.

The corridor's federal delegation did not change, but there was considerable change on the state level. The Board directed staff to contact our new legislators with additional information related to LOSSAN.

ADDITIONAL INTERCITY SERVICE TO SAN LUIS OBISPO

Caltrans and Amtrak reported on the November 17, 2004, inaugural trip to San Luis Obispo; the second round trip since the first round trip began in 1995. In conjunction with this service, Amtrak began providing select intercity service to Laguna Niguel and Norwalk commuter rail stations. This intercity service is taking a Metrolink time slot in the schedule and is available to Metrolink passengers. The equipment is refurbished single-level cars and when possible, includes a refurbished dome car.

PACIFIC SURFLINER REPORT

Pacific Surfliner trains continue to experience record ridership and surpassed the record ridership of last fiscal year. More than 2.3 million passengers used the Surfliner services this year.

The Rail2Rail program between Amtrak, Metrolink, and Caltrans continues to account for nearly 50 percent of the increase in intercity ridership. More than 5,200 Coaster riders used Amtrak trains between San Diego and Oceanside under this program in November 2004. More than 25,000 Metrolink riders used Amtrak trains in Orange, Los Angeles, and Ventura Counties during the same month.

NEXT MEETINGS

The LOSSAN Board of Directors approved the following meeting dates for 2005:

- February 9, 2005
- May 4, 2005 (in Santa Barbara)
- September 14, 2005
- December 7, 2005

With the exception of the May 2005 meeting, all meetings will be hosted by LACMTA.

The LOSSAN TAC will next meet on Tuesday, January 25, 2004, at MTA at 11:30 a.m.

TRANSPORTATION COMMITTEE

January 7, 2005

AGENDA ITEM NO.: **5**

Action Requested: INFORMATION/POSSIBLE ACTION

COMPREHENSIVE OPERATIONAL ANALYSIS

Introduction

The Metropolitan Transit System (MTS) is conducting a Comprehensive Operational Analysis (COA) to evaluate and restructure MTS services and operations to more efficiently and effectively serve the region's transit needs within the constraints of current funding. The COA will result in extensive changes to the existing transit services and will strive to achieve a sustainable transit system by reducing transit operating subsidy requirements by \$10 million-\$13 million annually (a 7.5 percent to 10.0 percent reduction in the annual MTS operating subsidy). This report describes the objectives and work scope of the COA, its schedule, public participation plan, and San Diego Association of Government's (SANDAG's) role in the COA and resulting transit system and service recommendations. In addition to technical and public advisory groups, the COA process will include a Blue Ribbon Committee comprised of elected officials and business and community leaders to help guide the analysis. SANDAG Transportation Committee Chairman Joe Kellejian will participate on the committee.

The Transportation Committee should be aware that, in order to achieve these operating subsidy savings, the COA will result in a major restructuring of existing services and service reductions which will have impacts on current riders. Once a set of recommended actions from MTS is developed, a public hearing will be conducted prior to adoption of the service plan to hear input from riders. The specific process for the public hearing will be brought before the Transportation Committee early next year to clarify the decision-making roles and responsibilities of the transit agencies and SANDAG related to this major service restructuring.

Recommendation

The Transportation Committee is asked to receive this report for information and provide input as desired.

Discussion

COA Objectives and Work Scope

The overall goal of the COA is to evaluate and restructure MTS services and operations as needed to more efficiently and effectively serve the region's transit needs and meet regional transportation goals within the constraints of the current financial and operating environment. The results of this project will also serve as the basis for the annual update to SANDAG's FY 2006-2010 Regional Short-Range Transit Plan. Specific study objectives include:

- Develop a short-term regional service concept to address current travel demand and to integrate with the region's multimodal transportation system.
- Redevelop existing services and operations based on the proposed service concept.

- Achieve \$10 million-\$13 million in annualized subsidy savings through service efficiencies.
- Develop a phasing plan and financial program to support implementation of the service plan.
- Ensure that community input is utilized throughout the study.

To achieve these objectives, the work scope for the COA will undertake the following key work tasks summarized below. A detailed work scope is included as Attachment 1.

1. **Review of Existing Data and Plans** - The study will begin with a comprehensive review of existing data and analysis, including Transit First, the regional Short-Range Transit Plan, demographic and socioeconomic data, travel trends, and other prior planning efforts. Based on this review, an existing conditions report will be drafted that identifies current mobility patterns, service needs, and opportunities and challenges facing transit service provision in the region over the next five years.
2. **Service Concept** - Based on the existing conditions report, SANDAG's long-range Regional Transit Vision outlined in the 2030 Regional Transportation Plan will guide the development of the near to mid-term future service concept that reflects the current operating environment and financial constraints. Service standards and parameters will then be developed to translate the refined service concept into a set of guidelines for evaluating and refining services.
3. **Service Evaluation** - The delivery, efficiency, and operations of existing services will be evaluated against the service needs identified in the existing conditions report to identify gaps and deficiencies in service. This evaluation will also result in a prioritized list of underperforming routes and services.
4. **Service Restructuring Plan** - The system evaluation will provide the building blocks necessary to restructure the transit system according to current mobility needs and the refined service concept. As a first priority, service efficiencies totaling \$13 million will be identified to address current budget deficits. Next, underperforming services will be restructured to improve the efficiency and effectiveness of the transit system within budget limitations. Finally, a prioritized list of new services and service enhancements will be developed for inclusion into SANDAG's short-range transit planning process for future funding consideration.
5. **Financial and Implementation Plan** - A financial and implementation plan will also be developed to guide the system restructure.

The consultant firm Transportation Management Design Inc., has been hired by MTS to assist its staff with the COA. The firm and project manager is an industry expert in transit service restructuring and operations optimization having completed over 35 similar projects throughout North America and internationally.

COA Study Schedule

The schedule of milestones for the COA is as follows:

- Immediate transit service efficiencies will be identified by April 2005
- The regional service concept will be refined by June 2005
- The service restructuring plan will be complete by October 2005

Public Involvement Plan

To ensure that public input is considered throughout the planning process, a comprehensive public participation process will be developed and implemented throughout the study. This process will also include an extensive marketing and public information component to support the implementation of the system restructure. An integral part of the public participation process is the establishment of project committees, which will provide a forum for community leaders and key stakeholders to provide guidance and input into the project. These committees will represent a cross section of the MTS service area interests, in terms of geography and constituents. As such, the committees provide a sounding board for evaluating the benefits and impacts of the various policies, strategies, and recommendations resulting from the project. Three project committees will be established, each with a different focus and purpose:

1. ***Blue Ribbon Committee***. The Blue Ribbon Committee will be comprised of public officials, leaders in the business community, education, and other interested groups. This committee will provide high-level policy guidance to help direct the project towards balancing various agency and regional goals and objectives. The committee will be involved in the project through a series of workshops and a set of one-on-one interviews. As noted earlier, SANDAG Transportation Committee Chairman Joe Kellejian will participate on this committee.
2. ***Citizen Advisory Committee (CAC)***. The CAC will be comprised of citizen and community groups, individual transit riders, and other members of the public. The CAC will provide recommendations on policy direction, as well as review and input on deliverables ranging from existing conditions to specific service restructuring alternatives. The CAC will be involved through a series of workshops similar to the Blue Ribbon Committee.
3. ***Technical Advisory Committee (TAC)***. The TAC will be comprised of transit operators, SANDAG, and local jurisdiction staff charged with providing technical review and input throughout various stages of the project.

SANDAG Role and Responsibilities

SANDAG staff has been actively involved in working with MTS staff on developing the COA work scope and will serve on the Technical Advisory Committee as noted above. The Transportation Committee will also play a major role in the COA; as spelled out in the Senate Bill (SB) 1703 consolidation legislation. SANDAG is responsible for approving transit service planning to ensure that transit services are consistent with both the Regional Short-Range Transit Plan and 2030 Regional Transportation Plan. The Transportation Committee will help guide the difficult decisions that will be required to achieve the operating efficiencies and subsidy savings to develop a sustainable transit system in the MTS area. Staff will bring regular updates to the Transportation Committee on the status of this important study, and seek direction as appropriate.

BOB LEITER
Director of Land Use and Transportation Planning

Attachment

Key Staff Contact: Dave Schumacher, (619) 699-6906, dsc@sandag.org

SCOPE OF SERVICES

COMPREHENSIVE OPERATIONS ANALYSIS MTS SYSTEM OPTIMIZATION AND REDEVELOPMENT STRATEGY

STUDY GOAL

The goal of this study is to evaluate and restructure Metropolitan Transit System (MTS) services and operations as needed to more efficiently and effectively serve the region's transit needs and meet regional transportation goals within the constraints of the current financial and operating environment. The results of this project will also serve as the basis for the San Diego Association of Governments' (SANDAG's) regional Short Range Transit Plan for FY 2006-2010.

Objectives:

- Develop a regional service concept to address current travel demand and to integrate with the region's multimodal transportation system.
- Redevelop existing services and operations based on proposed service concept.
- Achieve \$13 million in annualized subsidy savings through service efficiencies.
- Develop a phasing plan and financial program to support implementation of the service plan.
- Ensure that community input is utilized throughout the study.

TIMELINE

This project shall be completed by June 30, 2005, with specific phases completed earlier as indicated in the Scope of Work.

PROJECT AREA

The project area for this study is the MTS area of jurisdiction, as presented in Attachment A-1. The study is inclusive of all bus, paratransit, and trolley service within the study area, including those operated by San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contracted Services, Chula Vista Transit, and National City Transit. To ensure regional coordination and consistency between services, the consultant should consider North County Transit District (NCTD) services and facilities when developing the service concept and redevelopment plan.

PROJECT STAFFING

MTS will be the lead agency for this project. It is anticipated that SANDAG and MTS staff will work side-by-side with consultant staff throughout this effort. Specific staff commitment will be determined when negotiating the Work Order for each task.

SCOPE OF WORK

Below is a draft list of tasks to be completed by the consultant. Although sequentially ordered to reflect a standard planning process, the Metropolitan Transit Development Board (MTDB) may request that some tasks be completed in tandem or in advance of other tasks. All deliverables will be reviewed and accepted by SANDAG and MTS staff. Consultants are encouraged to propose alternatives and revisions to the tasks in order to improve the quality or deliverability of the work products.

Task 1 – Public Participation Process

Develop and implement a comprehensive public participation process for the purpose of soliciting information, educating, and gaining approval from the public, key stakeholders, and the SANDAG and MTS Boards throughout this project. Determine the method and amount of outreach to conduct to ensure the appropriate level of public, stakeholder, and Board participation at key milestones during the project. Consultants are encouraged to propose innovative approaches to outreach to stimulate broad-based public participation.

The public participation process should also include an extensive marketing and public information component to support the implementation of the Service Restructuring Plan. Again, innovation is encouraged when developing materials and outreach strategies that ensure an efficient and effective approach to educating customers about service changes, and supporting them through the transition to restructured services.

The public participation process should be consistent with any SANDAG and MTS adopted policy as well as any relevant state and federal requirements.

Deliverable: (1) Development and implementation of a public participation process.

Task 2 – Data Collection and Review

Collect and review data, reports, documents, and other information pertinent to the COA, including but not limited to the following.

Reports

- Regional Transit Vision in Mobility 2030
- Metropolitan Transit Development Board's Transit First Strategic Plan
- FY 2004-2008 Short-Range Transit Plan
- Mission Valley East Feeder Bus Study
- Downtown Comprehensive Transit Plan
- University Avenue Mobility Plan
- South Bay Bus Study
- Transit First Now!
- FY 2005 MTS Budget
- Bus and Trolley maintenance plans
- Bus and Trolley fleet management plans
- Other as determined

Data

- Demographic and socioeconomic data (Census and SANDAG forecasts)
- Employment and land use data (SANDAG)
- Transit passenger counts (weekday available)
- Operating statistics and performance
- Average Daily Trips on highways and major arterials
- Level of Service on highways and major arterials
- 2003 On Board Survey
- 2003 Household Survey
- Other market research and comments from drivers, riders, and non-riders

Propose additional data collection efforts necessary for the project, including select summer and weekend passenger counts, and a transfer analysis.

Deliverable: (1) Review of relevant information. (2) Additional data collection, as necessary, dependent on MTS approval.

Task 3 – Existing Conditions

Divide the MTDB jurisdiction into subregional areas based on common travel characteristics and demand. Identify travel markets within each subregional area with the greatest potential for capturing transit ridership (e.g., basic mobility, school, peak commute, tourist, seniors, etc.). Assess existing and future (2010) transit demand and travel patterns for each market by subregional area, based on but not limited to:

- Population density by demographic variables (e.g., age, income and auto ownership).
- Employment, including density, major employment centers, employment size, business/operation hours, shift schedules, etc.
- Location of other major trip generators, including schools, retail centers, medical centers, recreation hot spots, regional destinations, etc.
- Regional travel demand for each travel market to and from each subregional area by time of day (AM peak, mid day, PM peak, and evening) and day of week (weekday/weekend).
- Local travel demand for each travel market within each subregional area by time of day and day of week.
- Existing transit ridership by route and/or stop by time of day, day of week, and season (as needed).
- Origin and destination travel pairs based on most recent SANDAG On-Board survey.

Identify and briefly evaluate opportunities and challenges facing transit service provision in the region over the next five years, including but not limited to:

- Traffic Congestion.
- New Transportation Facilities.
- Financial Constraints.
- Land Use Densities/Orientation.
- Image of Transit/Marketing.
- Changing Demographics (age, income).

Deliverable: (1) Technical report on existing conditions.

Task 4 – Refine Regional Service Concept and Develop Guidelines

Refine SANDAG’s long-range Regional Transit Vision (transit component of Mobility 2030) into a service concept applicable in the near to mid term based on the assessment of existing conditions, including transit demand, financial constraints, level of transit facility development, and other opportunities and challenges, anticipated over the next five years (i.e., rethink how we can provide better service given the current operating environment and financial constraints). The service concept should identify a core regional network, and appropriate service strategies (e.g., fixed route [local, express, limited stop], paratransit, route deviation and other flexible services, shuttles/service routes, subscription services, etc.) for each geographic area based on its travel markets, and should promote seamless, efficient, and effective travel. The service concept should consider the current financial and operating constraints within the MTS area, and propose an appropriate balance between productivity and coverage (geographic and temporal).

Evaluate the benefits and costs of the proposed service concept, and any differences compared to the existing transit structure. This evaluation should provide a general comparison to the existing transit system, including, but not limited to, ridership, capital and operating resource requirements, effectiveness and productivity, quality of service, and operational efficiency. Any anticipated challenges to implementation should also be identified.

Identify transit-supportive facilities and programs that either exist, could be, or will be developed within the next five years that would complement and enhance the proposed service concept, including:

- Transit ways, transit priority, trolley track improvements.
- Park-and-ride lots, station cars.
- Advanced technology.
- Transportation Demand Management (employer sponsored shuttles, carpools/vanpools, etc.).
- Stop/station enhancements (bicycle facilities at transit centers, mobility centers, way finding and public information, security and lighting, etc.).
- Branding and marketing.

Briefly evaluate the effectiveness of each support facility and program in enhancing transit use, including a general discussion of costs, benefits, implementation steps and challenges.

Translate the proposed service concept into a set of guidelines for evaluating and restructuring services. Include quantitative performance standards (productivity, cost effectiveness, schedule adherence, overcrowding, financial, etc.), and qualitative service parameters (headways/service span, streamline vs. better access, number of transfers allowed, service duplications on major corridors, coordination with other services, etc.).

Deliverable: (1) Technical report outlining the proposed transit service concept, including supportive facilities and programs, explaining the benefits and costs associated with this concept relative to the MTS operating environment. (2) Guidelines and parameters for evaluating and restructuring services. (Complete by December 2004)

Task 5 – System and Service Evaluation

Evaluate how well the transit system is addressing the travel markets identified in Task 3. How well do schedules, routes, and stops meet the needs of riders? Where and when are riders transferring through the system, and how efficient are these transfers? Where and when are there redundancies, duplications, or deficiencies in routing, stops, and schedules? Where and when are there service gaps and deficiencies? Where and when is there excess service given the demand?

Evaluate existing services and schedules based on the service concept and guidelines developed in Task 4. Services should be evaluated based on segments (geographic, time of day, day of week, and season [summer vs. non-summer]). Services that are inconsistent with the service concept, or do not meet the guidelines, should be identified for reduction, discontinuation, or restructuring. Services that have potential for exceeding existing performance should be identified for possible enhancements.

Deliverable: (1) Technical report evaluating the existing system and services, and identifying trips, segments, and routes that do not meet or have the potential to exceed performance expectations. (2) Prioritized list of service gaps and deficiencies.

Task 6 – Service Restructuring Plan

Restructure services to achieve the concept and guidelines developed in Task 4, and to address identified service gaps and deficiencies from Task 5. This task should consider and incorporate related planning efforts currently completed or underway, including the Mission Valley East Feeder Bus Study, University Avenue Mobility Plan, Downtown Comprehensive Transit Plan, South Bay Bus Study, Transit First Now!, and the regional Short-Range Transit Plan.

Restructure the transit system based on the following priorities:

- Priority 1 – Identify \$13 million in annualized subsidy savings through service efficiencies. Prioritize these service efficiencies. *(Complete by February/March 2005, with initial recommendations of highest priority efficiencies completed in December 2004/ January 2005)*
- Priority 2 – Restructure remaining services (constrained by existing budget) based on the service concept and to address major gaps and deficiencies. Prioritize these service adjustments.
- Priority 3 - Develop new services (unconstrained) to address all gaps and deficiencies. Prioritize these new services.

Each service adjustment proposed should be described with the following information, at minimum:

- Description of service, including rationale for service.
- Route map showing routing, exact layover locations, and stops.
- Service span (hours, days, and seasons).
- Headway (time period, days, and seasons).
- Estimated ridership.
- Financial, operating and performance statistics.
- Vehicle requirements.

Describe any supporting facilities and programs recommended as part of the service restructuring. Evaluate the restructuring plan, focusing on impacts to ridership, costs, productivity, cost effectiveness, quality of service (e.g. on time performance and travel time), vehicle requirement, staffing requirements, and operational efficiency.

Deliverable: (1) Detailed Service Restructuring Plan. (Complete Priority 1 service efficiencies by February/March 2005, with initial recommendations of highest priority efficiencies completed in December 2004/January 2005)

Task 7 – Operational Analysis

Develop strategies/actions to ensure service delivery efficiency, service reliability and predictability, and “best practices” in service operation management. Identify and evaluate any deficiencies or inefficiencies in current operations – missed trips, schedule adherence issues, road calls, supervision, extra-board/recovery vehicle management, run cuts, and staffing requirement. Recommend improvements in any deficient or inefficient area of operation.

Deliverable: Technical memorandum evaluating service provision and maintenance at all transit operations within MTS, and recommendations for improvement.

Task 8 – Financial and Implementation Plan

Develop a financial plan to support the implementation of the service redevelopment plan, including capital costs for any proposed facility improvements, and operating subsidy requirements for each year up to the full implementation of the budget constrained plan (Priority 2 of Task 6). The following assumption should be used in developing the financial plan:

- Public subsidy levels as projected in MTS's FY 2005 Operating Budget.
- Use SANDAG's Cost Allocation Model as a basis for estimating operating costs.

In addition, the financial plan should identify nontraditional public and private funding sources that could be pursued to support further implementation of the service recommendations.

Develop a phasing strategy for implementing the Service Redevelopment Plan. Recommend strategies and ancillary efforts to ensure a successful implementation of the plan. Develop a task list identifying lead departments and agencies, timeline, and other critical information.

Deliverable: (1) Final report, including an executive summary, description of the service concept and guidelines, service redevelopment plan, finance plan, and implementation plan.

LTorio/COA-RFQ-ATT-A-SOS.CCHEUN – 8/30/04

TRANSPORTATION COMMITTEE

January 7, 2005

AGENDA ITEM NO.: **6**

Action Requested: RECOMMEND

RSTP AND CMAQ TRANSPORTATION PROGRAMMING ACTIONS

Introduction

There are approximately \$18.3 million in unprogrammed Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) program funds in Fiscal Year (FY) 2004/05. These unprogrammed funds are a combination of a modest increase in the anticipated apportionments over what had originally been assumed, project savings, and projects postponing the need for funds to future years due to schedule delays. This report proposes to fully program these funds on high priority regional projects that are experiencing loss of access to funds due to the continuing state budget crisis, contract claims, cost increases, or a combination of these factors. Most of these projects are under construction or in the implementation phase.

Recommendation

The Transportation Committee is asked to approve a recommendation to the Board of Directors to program approximately \$18.3 million in RSTP and CMAQ funds, plus \$65,000 in local matching funds. Approval by the Board of Directors will be done via an amendment to the 2004 Regional Transportation Improvement Program (RTIP) at the January 28, 2004, meeting.

Discussion

Although Congress has failed to reauthorize the Transportation Equity Act for the 21st Century (TEA-21), Caltrans has provided the region with an estimate of how much we will receive in federal RSTP and CMAQ apportionments over the next five years. A portion of these funds were programmed as part of the 2004 RTIP in projects previously prioritized by the Board, including Interstate 15 (I-15) Bus Rapid Transit, the Sprinter, and the SR 125 Gap and Connector projects. There are approximately \$18.3 million in anticipated apportionments in FY 2004/05, however, that remain unprogrammed. Proposals for programming the funds were pending the outcome of the *TransNet* Extension election to provide the Transportation Committee and the Board with the most programming flexibility. Now that the uncertainty over the extension of *TransNet* is behind us, it is prudent to program all remaining unprogrammed FY 2004/05 RSTP and CMAQ funds. Failure to program and obligate these funds opportunistically could result in a delay or permanent loss of the ability to use the funds.

Funding Proposal - Summary

Table 1 below shows a summary of the programming actions that are being proposed. A total of \$4.58 million in RSTP funds and \$13.75 million in CMAQ funds remain unprogrammed in FY 2004/05. In order to utilize the apportionments and the Obligational Authority that the region receives on an annual basis, it is necessary to program the funds and obligate them prior to the end of the federal fiscal year. Local funds in the amount of \$65,000 would also be programmed to match a portion of the federal CMAQ funds.

Table 1. RSTP and CMAQ Programming Proposal Summary

Fiscal Year 2004/05	RSTP (\$000's)	CMAQ (\$000's)	Matching Funds* (\$000's)
Remaining Unprogrammed FY 2004/05 Funds	\$4,583	\$13,750	
1. Mission Valley East		\$10,000	
2. Intermodal Transportation Management System		\$2,062	\$65
3. I-15 Managed Lanes	\$157	\$1,688	
4. Plaza Blvd Widening – Reprogram in FY 2005/06	(\$1,292)		
5. SR 125 “Rock Removal”	\$5,718		
Remaining FY 2004/05 Unprogrammed Funds	\$0	\$0	

*Some projects require nonfederal matching funds to be added. These sources may include *TransNet* exchange funds, Freeway Service Patrol, or other state funds.

Funding Proposal – Project Specific Details

Mission Valley East

The Metropolitan Transit System (MTS) Board is requesting SANDAG to increase the budget of the Mission Valley East (MVE) trolley extension by \$10 million, to \$506 million. The budget increase was approved by the MTS Board at its December 9, 2004, meeting.

The Metropolitan Transit Development Board last approved a cost adjustment in April 2003, increasing the budget amount from \$431 million to the current budget amount of \$496 million. At that time, certain elements were purposely excluded from the budget to give the MTS Board more control over funds going to specific line items. These elements include specialized fire and safety systems, elevator systems and other features new to the trolley system. Cost control processes put in place after the April 2003 budget increase have continued to be followed, including management level change order review for all change orders between \$25,000 and \$100,000 not requiring MTS Board approval. Construction management costs have been reduced by using SANDAG staff to replace construction management consultants. The MVE physical project is 94% complete. Beginning of revenue service is currently scheduled for Summer 2005 although the exact date is still being evaluated.

Intermodal Transportation Management System (IMTMS)

SANDAG’s Intermodal Transportation Management System (IMTMS) project develops the systems, integration, network connectivity, and operational arrangements, which bring together data from the various components (freeways, arterials, and transit) of our transportation system, and exports it for presentation by the Advanced Traveler Information System or “511” system. Without the IMTMS development, the 511 service would lack the data foundation necessary to provide the desired or effective service to the public. This project received partial funding when initially programmed in the RTIP and now requires the gap to be closed for full implementation. The funding request of \$2.062 million for this project will allow for full program management, strategic planning, project implementation, and systems management. An additional \$65,000 in local matching funds will be added to this project, for a total increase in funding of \$2.127 million. Deployment of the “511” system is scheduled for the end of 2005.

I-15 Managed Lanes

Approximately \$6.9 million in Traffic Congestion Relief Program funds remain unallocated, and therefore unavailable to this project for the foreseeable future. Staff recommends programming \$1.85 million in RSTP and CMAQ funds to this project, which will contribute toward the funding package to award the last phase of this project in September 2005. This project is eligible for *TransNet* Extension funds and these may need to be advanced to close the funding gap if no other funds become available by that time. In addition, other future federal funds may be programmed on this project. The I-15 Managed Lanes "Middle" project (from SR 56 to Centre City Parkway) is currently scheduled to be open to traffic at the end of 2007.

Plaza Boulevard

The Cities/County Transportation Advisory Committee (CTAC) recommends a schedule extension be approved for National City's Plaza Boulevard Widening project. The project is currently in the environmental completion phase. The delay was caused in part by additional technical study requirements placed on the project by Caltrans that had not been identified initially. Other causes include additional traffic studies that National City agreed to perform to make the project consistent with regional plans. The schedule delay will cause completion of the environmental document to slip from November 2004 to September 2005. Per SANDAG's "Use it or Lose it" policy, a mandatory recommendation to extend the schedule or reallocate funds is required. Given the progress demonstrated by National City in completing the environmental document, CTAC recommends extending the schedule.

The impact to the program is that \$1.29 million in RSTP funding for the Plaza Boulevard project will need to be moved from FY 2004/05 to FY 2005/06. The program amount will remain unchanged.

SR 125 "Rock Removal"

Removal of excess rock and construction of the freeway segment within the limits of the rock removal were shifted from the SR 125 Sweetwater project to the SR 125 Gap project, now under construction. At the time of the shift, it was anticipated that the cost of removal could be reduced by selling the rock or giving it away with the condition that it be hauled at buyer's expense. This approach, however, was determined to be administratively infeasible. The cost of the removal and the construction of the freeway segment within the limits of the rock removal have been determined to be \$5.72 million.

Next Steps

Pending a recommendation from the Transportation Committee, these programming changes will be brought to the Board for approval via an amendment to the 2004 RTIP.

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