

# TRANSPORTATION COMMITTEE

March 18, 2005

AGENDA ITEM NO.: **1**

**Action Requested: APPROVE**

## TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF MARCH 4, 2005

The meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal) at 9:02 a.m. See the attached attendance sheet for Transportation Committee member attendance.

### 1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Councilmember Jack Feller (North San Diego County Transit Development Board [NCTD]) and a second by Councilmember Jerry Rindone (South County), the Transportation Committee approved the minutes from the February 18, 2005, meeting.

### 2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chair Kellejian recognized Clark Fernon with Boyle Engineering. Mr. Fernon stated that the engineering on the State Route (SR) 56 project was a successful, cooperative effort. The elected officials and staff worked very hard on this project and on its accelerated schedule. The Consulting Engineers and Land Surveyors of California (CELSOC) recently awarded the 2005 Engineering Excellence Award to SANDAG for this project. He presented Chair Kellejian with this award.

Chuck Lungerhausen, a member of the public, reminded Committee members of the Water Walkers at The Splash at Frogs Club One in Spring Valley on Saturday, April 2, at 10:30 a.m. He requested sponsorship donations. He also referenced an article in the *San Diego Union-Tribune* newspaper by reporter Jeff Ristine about public transportation not serving the public to employment areas. In Mr. Lungerhausen's opinion, there needs to be more cooperation between the business community, SANDAG, and the transit agencies to provide better connections between transit and employment centers. He said that businesses in Europe and Japan have better relationships with public transportation, but they are heavily taxed to support it.

Chair Kellejian stated that a Blue Ribbon Committee will be meeting this afternoon at the Metropolitan Transit System (MTS) to address that issue.

Sandor Shapery, a member of the public and the Regional Planning Stakeholders Working Group, indicated that a year ago he presented a concept to the Transportation Committee involving a magnetic levitation (MAGLEV) train to connect the airport in San Diego to those in Los Angeles. He has been working on this effort for the past year. Last week, he

communicated his opinion with Mr. Mehdi Morshed and the High-Speed Rail Authority that MAGLEV could operate alongside Interstate 5 (I-5) rather than on the rail alignment along the coastal bluffs. The MAGLEV line could be built and operated by private funds. At the recent joint meeting between the Southern California Association of Governments (SCAG) and SANDAG, it was determined that it would be worthwhile to work together to further the MAGLEV plan. Mr. Shapery stated that the first MAGLEV system is in Shanghai, China. The San Diego Regional Chamber of Commerce is sponsoring a trip to China in April that includes a tour of the MAGLEV train. He invited all 19 members of the Transportation Committee to go on this trip as his guests and at his expense. He is setting up a nonprofit organization for this purpose.

Chair Kellejian stated that staff is looking into the implications of Transportation Committee members going on this trip, and will report back on its feasibility. *Jack Limber, General Counsel, said that there is a legal mechanism to allow this to occur and to have the money flow through SANDAG. SANDAG would then make the decision of who would go on this trip.*

Chair Kellejian noted that this issue will come back as an agenda item.

Councilmember Jerome Stocks (North County Coastal) said that we are currently fast-tracking the environmental studies for the improvement and widening of Interstate 5 (I-5). He wondered if those environmental documents would include this technology. *Eric Pahlke, Chief Deputy Executive Director, responded that the environmental document is purely a highway improvement for the managed lanes and widening of the freeway. He asked Bill Figge (Caltrans) if there is room for the footprint for this technology. Mr. Figge replied that adding this technology would change the forecasting for this project and they would have to review that because it is more involved than just accommodating the footprint.*

Councilmember Stocks thought that it would be less expensive to include this technology early on in the project rather than later.

Mayor Mickey Cafagna (North County Inland) mentioned that the High-Speed Rail Authority is already doing environmental work for high-speed rail.

Mr. Shapery stated that the High-Speed Rail Authority may not be around much longer. However, Mr. Morshed was in support of a project that would run up I-5 from San Diego to Los Angeles and he didn't feel it would be in conflict with the work currently underway.

Councilmember Phil Monroe (South County) asked about the dates of the trip to China in April. Mr. Shapery replied that the portion of the trip that included the MAGLEV train would occur during April 25-29, 2005.

Supervisor Ron Roberts (County of San Diego) mentioned that there is some possibility the Chamber would change the trip to have the Shanghai (MAGLEV) portion at the beginning of the trip rather than at the end.

### CONSENT ITEMS (3 through 5)

Chair Kellejian noted that agenda item No. 4 was pulled from the Consent Calendar by a member of the public.

3. DRAFT AIR QUALITY CONFORMITY DETERMINATION FOR THE 2030 REGIONAL TRANSPORTATION PLAN AND 2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (ACCEPT)

The U.S. Environmental Protection Agency (EPA) designated the San Diego region as nonattainment for the new eight-hour ozone standard effective June 15, 2004. In accordance with federal requirements, SANDAG is required to make a conformity determination for the 2030 Revenue Constrained Regional Transportation Plan (RTP). The Transportation Committee is asked to accept the draft air quality conformity analysis of the 2030 Revenue Constrained RTP for distribution for a 30-day public comment period and to recommend that the Board of Directors schedule a Public Hearing at its meeting on April 22, 2005.

5. REPROGRAMMING OF CAPITAL FUNDS/TRANSIT CAPITAL PROJECT BUDGET AMENDMENTS (APPROVE)

The Transportation Committee is requested to approve a Metropolitan Transit System (MTS) request to transfer monies between capital projects to fund high-priority projects at the Cesar Chavez Station and the Imperial Avenue Bus yard. The MTS Board of Directors authorized the transfer of \$360,100 of surplus funding from completed projects and projects with projected surplus funding to the above-mentioned projects that are now ready for construction.

Action: Upon a motion by Mayor Cafagna and a second by Supervisor Roberts, the Transportation Committee approved Consent Items 3 and 5.

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

The LOSSAN Rail Corridor Agency seeks to increase ridership, revenue, capacity, reliability, and safety on the coastal rail line from San Diego to Los Angeles to San Luis Obispo. Known as Amtrak's Pacific Surfliner corridor, it is the second busiest intercity passenger rail corridor nationwide and Amtrak's fastest growing. This report summarizes the actions from the LOSSAN Board's meeting on February 9, 2004.

Public Comment:

Chuck Lungerhausen, a member of the public, expressed concern about President Bush's proposal to cut AMTRAK funds. He said that when 9/11 occurred, flights were grounded and people were only able to use rail. He thought that federal money for airlines should go to AMTRAK instead.

Action: Upon a motion by Councilmember Bob Emery (Metropolitan Transit System [MTS]) and a second by Mayor Cafagna, the Transportation Committee accepted this report for information.

## REPORTS

### 6. REVISIONS TO POLICY NO. 18: REGIONAL TRANSIT SERVICE PLANNING (APPROVE)

Toni Bates, Division Director of Transportation Planning, reported that about a year ago the Transportation Committee adopted Policy No. 18: Regional Transit Service Planning. Last month, the Transportation Committee endorsed revisions to shift the responsibility for public hearings from SANDAG to the transit agencies, and established a process for determining regional policy consistency by SANDAG prior to the public hearings for transit services with regional significance. Revised Policy No. 18 is being presented for endorsement by the Transportation Committee and a recommendation to the SANDAG Board for adoption. The comments and actions taken by Transportation Committee have been incorporated into the revised flow chart.

Ms. Bates stated that the key changes to the adopted policy are as follows: the transit agencies would conduct the service change public hearings; prior to a public hearing for transit service changes with regional significance, SANDAG would conduct an administrative review to determine that the service change proposals are consistent with regional policies, goals, and objectives, or make a finding of overriding considerations if service proposals are inconsistent with regional policies; local and minor service changes would pass through SANDAG prior to a public hearing at the transit agencies to advise SANDAG on implementation actions planned by the transit agencies; and only those issues that result in a differing interpretation of consistency with regional plans, policies, goals, and objectives would be brought to the Transportation Committee for direction.

Chair Kellejian noted that the blue sheets that were distributed contain modified information to be incorporated into revised Policy No. 18.

Councilmember Monroe asked how the MTS Comprehensive Operational Analysis (COA) fits in with this process. *Ms. Bates pointed out the roles and responsibilities for the COA based on the proposed revised policy.*

Chair Kellejian stated that the funding for service changes comes through SANDAG to the transit agencies, and the transit agencies have to comply with their approved budgets. *Ms. Bates added that SANDAG has the responsibility for approving the funding for the transit agencies' budgets.*

Mr. Emery said that the information distributed at this meeting seemed to be different than that presented at yesterday's MTS Executive Committee meeting.

Paul Jablonski, MTS Chief Executive Office, asked if the revised information is the same as that approved at the last Transportation Committee meeting. *Ms. Bates clarified that the only difference from the flow chart in the agenda item and the revised version presented*

*today is that if there are major changes made at a public hearing, SANDAG would re-review those changes for consistency determination at the administrative level rather than the Transportation Committee level. The Transportation Committee endorsed a consistency review at the staff level to be sure that major service proposals of regional significance are meeting regional goals in the Regional Comprehensive Plan, the Regional Transportation Plan (RTP) and the Short-Range Transit Plan (SRTP), Service change proposals would not be brought before the Transportation Committee unless there was a difference of opinion on whether or not they have a negative regional impact. If something happens at the public hearing that significantly changes the original service proposal, the new change would be reviewed at the SANDAG staff level for consistency with regional plans and policies.*

Because there was still some confusion on the part of the transit agencies, Mr. Limber stated that the important point is that the Transportation Committee would only be involved in service proposals if there is a significant change to a service proposal made at a transit agency public hearing. That new change would come back to SANDAG for staff review for consistency with regional plans and policies. Only in the unlikely event there was disagreement on the finding between SANDAG staff and the transit boards, would a service proposal come to the Transportation Committee. Ms. Bates pointed out that the policy can be changed as we work through these roles and responsibilities. Under Senate Bill 1703, SANDAG has the responsibility for development of the Short-Range Transit Plan. This process is a way to give the transit agencies as much as autonomy as possible.

Motion Made: Mayor Cafagna moved to recommend that the SANDAG Board adopt revised Policy No. 18: Regional Transit Service Planning, that reflects changes to the roles and responsibilities of SANDAG and the two transit agencies in the regional transit planning and implementation process. Mayor Mary Sessom (San Diego Regional Airport Authority) seconded the motion.

Discussion of the Motion:

Karen King, NCTD Executive Director, expressed concerned about the burden of this process on the transit agencies. It assumes that they have no common sense and can't be trusted to make decisions in line with regional plans. This process is adding to the transit agency workload. *Ms. Bates stated that the goal is to make it a seamless, easy process. As long as we continue to communicate with each other it should be a routine matter.*

Leon Williams, MTS Chair, asked why service proposals need to be reviewed again by SANDAG staff. He thought that the intent of the policy was to save money and steps.

Supervisor Roberts expressed concerned that a member of the Transportation Committee, who is not a member of a transit agency board, may want to ask for reconsideration of a service proposal at a Transportation Committee meeting. The intent of this policy is to give the public better transit service. This Committee ought to be concerned with establishing policy and not with service operations. He commented that sometimes the best of intentions can be overwritten by political will.

Councilmember Emery asked if there is any protection against what Supervisor Roberts mentioned. *Mr. Pahlke responded that SANDAG staff would review the situation and, if it*

*had nothing to do with overall policy and consistency, staff would recommend that it not be agendized.*

Action: The Transportation Committee unanimously recommended that the SANDAG Board of Directors adopt revised Policy No. 18, Regional Transit Service Planning, that reflects changes to the roles and responsibilities of SANDAG and the two transit agencies in the regional transit planning and implementation process.

7. DRAFT FY 2005-2009 REGIONAL SHORT-RANGE TRANSIT PLAN (ACCEPT)

Ms. Bates reported that in the consolidation legislation, SANDAG is responsible for development of the Regional SRTP. The Regional SRTP focuses on the short-term development of our transit system and it supports the policies of the Regional Comprehensive Plan (RCP) and the Regional Transportation Plan (RTP), and is guided by Policy No. 18. The Regional SRTP was prepared in coordination with MTS and NCTD, and it is grounded in the goals and objectives approved by the Transportation Committee in December 2004. There are only modest service improvements being proposed for FY 2005-2009 due to constrained funding. Ms. Bates described the contents of this plan including the purpose, strategic vision, regional travel demand, existing transit system, goals and objectives, and unmet needs and service proposals.

Ms. Bates stated that this year's plan identifies transit needs and deficiencies in several areas: direct routings, community services, late night/weekends, operational changes, and interjurisdictional services. The service proposal development/implementation process identifies needs and deficiencies, establishes service proposals, sets improvement priorities, goes through a SANDAG consistency determination, and transit agency implementation.

Ms. Bates said that the FY 2006 regional service implementation plan has relatively stable funding and is a fine-tuning of the system. More substantial changes will occur next year as proposals for the MTS Comprehensive Operational Analysis (COA) are incorporated into the plan.

Ms. Bates explained that minor capital improvements such as transit priority treatments (traffic signal priority, physical treatments, use of freeway shoulder lanes, and future managed lanes and bus rapid transit [BRT] services) can enhance service. Various studies underway or planned are the MTS COA, the Mid-City Network Plan, the University Avenue Mobility Plan, and a study of the Carmel Valley/Del Mar Heights area.

Ms. Bates reviewed the next steps and recommended actions.

Chair Kellejian noted that there is a wish list in the RS RTP containing a lot of projects and there is no money for any of them.

Chair Kellejian commented that there may be some fine-tuning of services related to the Mission Valley East (MVE) Line. *Ms. Bates stated that there is a bus feeder plan that will be implemented when MVE opens that should result in a reduction in bus operating subsidies.*

Ms. Bates mentioned that the revised materials distributed to the Transportation Committee have incorporated the comments received from MTS and NCTD.

Councilmember Monroe stated that the public expressed concern at an MTS meeting about the MVE bus feeder service changes. When we adjust service as planned through the COA we will create service deficiencies, especially in late night service. *Ms. Bates stated that that is where the priorities come in. There will always be deficiencies that will not be addressed due to funding constraints.*

Supervisor Pam Slater-Price (County of San Diego) noted that public transit is not door-to-door service; it is a public provision of service. She expressed concern with regard to the lack of public transit service to the Carmel Valley, Sorrento Valley and Del Mar Heights areas. She said that there is some discussion between NCTD and MTS about who will provide that service. There are a lot of low-income housing units in those areas. She also stated that better links should be provided between housing and businesses in Sorrento Valley and the Sorrento Valley Coaster Station. She added that downtown San Diego residents also need better connections to trolley and Coaster service.

Councilmember Feller stated that NCTD would operate the service in Sorrento Valley if MTS would fund it. He wondered if service for seniors and disabled persons is mentioned in this plan. *Ms. Bates replied that there is a discussion about a mini-grant program that is part of the TransNet reauthorization that can be used to jumpstart innovative services for seniors.*

Councilmember Feller asked how much money is set aside for this program now. Chair Kellejian suggested that Councilmember Feller contact staff for the answer to that question. *Mr. Limber stated that there are some challenges with financial bonding for those types of operations, and we will have to look at whether capital components for senior service can be advanced as part of the TransNet Plan of Finance.*

Motion Made: Councilmember Scott Peters (City of San Diego) moved that the Transportation Committee accept the Draft FY 2005-2009 Regional Short-Range Transit Plan for distribution for a 45-day review period and scheduling of a public hearing on the plan for April 15, 2005. Councilmember Emery seconded the motion.

Discussion of the Motion:

Councilmember Peters asked where he could find a reference to the studies being conducted. *Ms. Bates replied that they are on page 56 under "Special Studies."*

Councilmember Peters asked what these studies are intend to do. *Ms. Bates responded that the MTS COA, the Mid-City Network Plan, and the University Avenue Mobility Plan are underway. The Carmel Valley/Del Mar Heights study is proposed to be conducted. The service proposals from these studies would be included in future updates of the RS RTP.*

Chair Kellejian said that the Carmel Valley and Del Mar Heights Study is a real topic of conversation both at MTS and NCTD. There hasn't been service there and we have to solve that problem. *Ms. Bates commented that the results of these studies would be included in*

*the SRTP and would be prioritized with other service proposals throughout the region for implementation.*

Ms. King indicated that a joint study for the Carmel Valley and Del Mar Heights areas has been conducted and it identified specific routes and who would operate them when funds are available. This study may need to be updated. *Ms. Bates said that staff is aware of that study and intends to review it.*

Mayor Art Madrid (East County) commented that San Diego State University (SDSU) has plans to build more University parking structures, and student parking fees are part of the University's budget. He suggested that we take an aggressive role to encourage students to use the transit system and that there should be disincentives to driving.

Councilmember Rindone stated that he did not see the proposal for the Otay Ranch bus rapid transit (BRT) project in the RS RTP. *Ms. Bates said that the BRT projects under development are included on pages 63 and 64, under "Developing Services to Support the Regional Transit Vision,". She added that the SRTP focuses more on the existing bus system. The BRT projects are included in the mid- and longer-range vision.*

Councilmember Rindone asked if he could be provided with some documentation about the South Bay BRT project. He requested a project update with copies sent to all Transportation Committee members. *Ms. Bates suggested that we schedule a BRT project status report within the next 4-6 weeks.* Councilmember Rindone asked that he be sent preliminary information.

Action: Upon the motion by Councilmember Peters and a second by Councilmember Emery, the Transportation Committee accepted the draft FY 2005-2009 Regional Short-Range Transit Plan for a 45-day review period, and scheduled a public hearing on the plan for April 15, 2005.

## 8. UPCOMING MEETINGS

The next meetings of the Transportation Committee are scheduled for March 18 and April 1, 2005. The meeting on April 1 will be a joint meeting with the Regional Planning Committee to deal with Regional Comprehensive Plan issues.

Gary Bonelli, Director of Communications, said that the Policy Board meeting scheduled for Friday, March 11, was canceled and a North County Coastal tour was scheduled; however, the tour was cancelled due to a meeting of the San Diego Regional High-Speed Rail Task Force on that same date. The North County Coastal tour will be rescheduled.

## 9. ADJOURNMENT

Chair Kellejian adjourned the meeting at 10:29 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE  
SANDAG TRANSPORTATION COMMITTEE MEETING  
MARCH 4, 2005**

GEOGRAPHICAL AREA/ ORGANIZATION	JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING	COMMENTS
North County Coastal	City of Solana Beach	Joe Kellejian (Chair)	Member	Yes	
	City of Encinitas	Jerome Stocks	Alternate	Yes	
North County Inland	City of Poway	Mickey Cafagna	Member	Yes	
	City of San Marcos	Judy Ritter	Alternate	Yes	
East County	City of Santee	Jack Dale	Member	No	
	City of La Mesa	Art Madrid	Alternate	Yes	
South County	City of Chula Vista	Jerry Rindone	Member	Yes	
	City of Coronado	Phil Monroe	Alternate	Yes	
City of San Diego	----	Jim Madaffer	Member	No	
	----	Scott Peters	Alternate	Yes	
		Dick Murphy	Alternate	No	
County of San Diego	----	Ron Roberts	Member	Yes	
	----	Pam Slater-Price	Alternate	Yes	
	----	Dianne Jacob	Alternate	No	
Metropolitan Transit Development Board	City of Poway	Bob Emery	Member	Yes	
	MTDB	Leon Williams	Alternate	Yes	
North County Transit Development Board	City of Oceanside	Jack Feller	Member	Yes	
	City of Vista	Judy Ritter	Alternate	No	
	City of Del Mar	Dave Druker	Alternate	No	
San Diego County Regional Airport Authority	City of Lemon Grove	Mary Sessom	Member	Yes	
	Governor's Appointee	Xema Jacobson	Alternate	No	
ADVISORY/LIAISON Caltrans	----	Pedro Orso-Delgado	Member	No	
	—	Bill Figge	Alternate	Yes	