

TRANSPORTATION COMMITTEE

May 20, 2005

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF MAY 6, 2005

The meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal) at 9:00 a.m. See the attached attendance sheet for Transportation Committee member attendance.

Chair Kellejian introduced a new advisory member to the Transportation Committee, Sandy Shapery. Mr. Shapery is a member of the Regional Planning Stakeholders Working Group and will serve as a liaison between the Transportation Committee and this Working Group. Chair Kellejian added that this Working Group will also have a liaison on the Regional Planning Committee.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Councilmember Scott Peters (City of San Diego) and a second by Councilmember Jim Madaffer (City of San Diego), the Transportation Committee approved the minutes from the April 15, 2005, meeting. Councilmember Phil Monroe voted as the South County member on this action.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chuck Lungerhausen, a member of the public, commented that he recently attended the graduation of his son, Matthew, who received a doctorate in East European History from the University of Minnesota at Minneapolis. He mentioned that his son used the extensive European rail system while conducting his studies in Budapest, Hungary. The Minnesota light rail system connects to the Mall of America, the Minneapolis airport, and downtown Minneapolis. Mr. Lungerhausen expressed hope that relocation plans for a new San Diego Airport will include a connection with our light rail system. He stated that he recently saw a survey that blamed President Bush, the oil companies, and oil-producing countries for the increase in gasoline prices, but President Bush also allowed a soft, low-mileage sport utility vehicle (SUV) policy with our domestic automobile companies.

CONSENT ITEMS

3. TRANSIT DEVELOPMENT REVIEW REPORT FOR CALENDAR YEAR 2004 (INFORMATION)

The report summarizes the results of SANDAG's efforts to coordinate transit and land use through the project development review process during calendar year 2004. SANDAG staff

works closely with local jurisdictions to ensure the integration of transit facilities into development projects and to improve the pedestrian environment wherever possible. During 2004, these efforts resulted in the inclusion of \$3.3 million worth of privately funded transit and pedestrian facilities.

Action: Upon a motion by Councilmember Jerry Rindone (South County) and a second by Deputy Mayor Bob Emery (North County Inland), the Transportation Committee approved Consent Item 3.

REPORTS

6. *TransNet* EARLY ACTION PROJECTS (RECOMMEND)

Chair Kellejian indicated that several letters had been distributed related to this item. He pointed out that the letters are in support of the staff recommendation.

Toni Bates, Division Director of Transit Planning, reported that the intent of the *TransNet* Early Action Program is to develop financing strategies to jumpstart several projects contained in the *TransNet* Ordinance. The SANDAG Board and Transportation Committee asked staff to identify the transit components in the Early Action Program corridors that were approved by the SANDAG Board in January 2005. Three projects are being recommended for inclusion in this Program: the Mid-Coast Light Rail Transit (LRT) Super Loop, the Interstate 15 (I-15) bus rapid transit (BRT) project, and the South Bay BRT Project.

The Super Loop is proposed to be a high-quality bus transit circulator in the University City area that includes extensive application of transit priority treatments and other amenities. It will connect the University of California at San Diego (UCSD) with the University City office, retail, and residential areas, and also act as a distributor for the future Mid-Coast LRT.

The I-15 BRT project will include development of BRT services and facilities along the I-15 corridor from Escondido to downtown San Diego via Mid-City. Expansion of the Early Action Managed Lanes project to accommodate the transit component would include new or expanded BRT stations in the corridor, additional transit lanes between Mission Valley and State Route (SR) 94 in the median of I-15, enhanced bus stops in downtown San Diego, restructuring of express bus services in the corridor, and acquisition of BRT vehicles for service in this corridor. In particular, it would include development of BRT stations in the freeway median below the two existing Mid-City Transit Plazas on University Avenue and El Cajon Boulevard. These BRT stations will provide connections to existing bus service along University Avenue and El Cajon Boulevard, providing links for Mid-City residents to job and activity centers in other parts of the region. Ms. Bates noted that the letters before the Transportation Committee address the community desire to include the Mid-City BRT stations in the Early Action Program.

The South Bay BRT would travel on dedicated transit right-of-way in Otay Ranch and take advantage of a segment of the future Managed Lanes on I-805 between Olympic Parkway in Chula Vista and SR 94.

Ms. Bates noted that the Showcase BRT Project from San Diego State University (SDSU) to downtown San Diego via El Cajon and Park Boulevards is not recommended for inclusion in the Early Action Program at this time. Staff would like to redefine the BRT strategy and will ask the Independent Planning Review Consultant and Peer Review Panel to evaluate the appropriateness and feasibility of BRT and/or transit priority measures in this corridor. Staff will report back to the Transportation Committee with a revised proposal to redefine the Showcase BRT into a program of enhanced transit services in the corridor.

Public Comments:

Steve Russell, representing the Mid-City community, voiced support of the staff recommendation for the I-15 corridor, and said that all of the Early Action Program projects have the power to change the way people use transit in this region. Members of congress, members of the State Senate and Assembly, and residents of Mid-City neighborhood associations support this recommendation. He expressed appreciation for staff's work in this area. He asked the Transportation Committee to approve the staff recommendation.

Theresa Quiroz, representing the City Heights Community Development Council (CHCDC), said their goal is to provide quality, affordable housing. They are convinced that the I-15 BRT project is vital to the economic benefit of the City Heights area. She encouraged the Transportation Committee to approve the staff recommendation and include the I-15 BRT in the Early Action Program.

Chair Kellejian mentioned that 25 percent of the people who work in downtown San Diego use public transit. He would like to see that level increased to 50 percent. These projects will go a long way toward accomplishing that goal.

Councilmember Madaffer commended staff for working with all of the constituencies. He moved the staff recommendation. Councilmember Rindone seconded the motion.

Councilmember Madaffer said that the Mid-Coast Super Loop project makes common sense, and is part of a plan that will prove to be better than anyone imagines. He supported not including the Showcase BRT, but wanted to make sure that staff continues to work with businesses in that corridor and not lose track of this project. Ms. Bates assured the Councilmember that staff will continue to work with area businesses before moving forward with this project. The thinking now for the Showcase project is that it would initially focus on localized priority treatments and station development with the possibility to build up to a BRT service in the future. Staff will report back with a revised planning approach for this project.

Deputy Mayor Emery stated that the middle section of I-15 is under construction, and adding the north and south ends makes sense. This will improve the I-15 corridor all the way from Escondido to downtown San Diego.

Councilmember Rindone commented that the South Bay BRT project is jointly supported by Congressmen Bob Filner and Randy Cunningham, and they have provided federal funds for this project.

Action: Upon a motion by Councilmember Madaffer and a second by Councilmember Rindone, the Transportation Committee recommended that the SANDAG Board of Directors approve inclusion of the I-15 BRT (Escondido to downtown San Diego via Mid-City), the South Bay BRT (Otay Ranch to downtown San Diego via I-805), and the Mid-Coast Super Loop (University City) in the draft *TransNet* Early Action Project program.

CHAIR'S REPORT

4. UPDATE ON THE COMPREHENSIVE OPERATIONAL ANALYSIS (COA) BLUE RIBBON AND TECHNICAL COMMITTEES REPORTS (INFORMATION)

Chair Kellejian stated that the goal of the COA is to evaluate and reconstruct the Metropolitan Transit System (MTS) service and operations in a more efficient and effective manner. This Blue Ribbon Committee will assist in the preparation of the COA. At its last meeting, the Blue Ribbon Committee was briefed on route efficiencies designed to make service changes that will minimize impact to passengers and maximize cost savings. Those changes could be operational by this summer. A detailed analysis will show how passenger travel patterns have changed over the years. The plan will serve both the current riders and new riders. The input from the Blue Ribbon Committee along with input from the advisory technical committee will be used to guide the development of alternative services to be discussed by the Blue Ribbon Committee this summer. He introduced Dave Schumacher, Principal Transportation Planner, to report on the technical committee activities.

Mr. Schumacher said that the Blue Ribbon, Citizens Advisory, and Advisory committees each divided into small discussion groups with three questions posed to the groups regarding policy issues that will serve as input to the Phase II serviced restructuring plan. These questions were: (1) What travel market should be served? (2) How should resources be allocated for various types of trips? and, (3) What are the most important criteria for redeveloping the system? This information will be used to help formulate alternative service plans that these committees will discuss this summer.

Paul Jablonski, Chief Executive Officer of MTS, stated that the MTS Board approved the Phase I changes to the system, which will result in about \$4 million in **annualized** savings.

Mr. Schumacher noted that MTS staff is working to ensure that the COA reconstruction plan is consistent with SANDAG's Regional Transportation Plan (RTP).

Councilmember Monroe added that the original list of service reductions would have totaled \$7-8 million in cost reductions. However, some of those routes will be moved to the second phase for further consideration. The MTS Board adopted all but one suggested route change.

5. INDEPENDENT TRANSIT PLANNING REVIEW – SUMMARY OF FIRST PEER REVIEW PANEL MEETING (INFORMATION)

Mr. Schumacher stated that this report is part of a continuing series of presentations throughout the Independent Transit Planning Review study, with today's focus on the results from the first peer review meeting held last month. The aim of this review is to evaluate the regional transit system in light of global best practices. It will be a two-faceted

approach, a consultant study and a Peer Review Panel, designed to provide a capable, strong, and balanced assessment. He added that this process is not designed to produce a new Regional Transit Vision (RTV), but to offer a critique to be used in the RTP Update.

Mr. Schumacher provided information on the Peer Review Panel members. He said that the Peer Review Panel was provided with an overview of SANDAG's RTP and Regional Comprehensive Plan (RCP), and taken on a tour of key transit corridors. The focus of the meeting was to refine the issues list. A key comment received from the panel was the need to better articulate the transit/land use connection in the RTV. The Peer Review Panel then took our initial issues list and modified its framework to focus the issues on strengthening the relationship of the transit plans and projects to the existing and planned land uses. This will require us to establish thresholds and standards for transit development related to land use that can be applied to each corridor. .

Mr. Schumacher reviewed the revised issues list that included strengthening the transit/land use connection in the RTV and developing a series of problem statements to refine the guiding principles for our transit plan and evaluate the tradeoffs between differing strategies for transit services and facility design. This information would then use the information to refine the current Yellow/Red/Blue/Green Car transit concepts to reflect the range of corridor applications. The next issue would determine service type, network, and operating strategy to better define land use and service thresholds for transit concepts. This issue would also sharpen the definition of BRT to better understand which corridors can support it; those corridors that don't meet the thresholds for BRT may be more appropriate for an enhanced bus service with BRT features. Modeling would incorporate market research insights into ridership forecasting. Finally, developing a methodology or model for establishing operating costs for BRT would allow us to adequately estimate and compare costs of BRT service proposals. Mr. Schumacher mentioned that obtaining BRT operating cost information from other areas has been a challenge.

Mr. Schumacher described the steps that will lead to commencement of the technical consultant study in late June 2005.

Deputy Mayor Emery stated that this item was discussed at the MTS Executive Committee meeting on May 5, 2005. There was no problem with the agenda report, but it did not mention the COA's relationship to this study. Close coordination between these two efforts will prevent the conclusions to be at cross-purposes.

Mr. Jablonski said that the COA is a very extensive, detailed look at the southern portion of the entire transit system. There are some elements of the COA that will affect the transit system network and operating plan. We don't want a duplication of effort and costs or competing conclusions.

Mr. Schumacher agreed, and said that MTS and North County Transit District (NCTD) staffs are working closely with SANDAG and were a part of the first Peer Review Panel meeting. He will be sure to include this coordination in future agenda reports.

Mayor Art Madrid (East County) noted the added dimension from academia to help get a fresh look at the problem. He questioned the Peer Review Panel's comment about reemphasizing the connection between transportation and land use. Mr. Schumacher

responded that in earlier work in developing the RTV and RTP, we knew the connection of transportation and land use was important, but SANDAG had not yet completed the Regional Comprehensive Plan (RCP) to provide guidance on specifics. The Peer Review Panel recommended that we revisit the RTV in light of adoption of the RCP. Ms. Bates added that we currently have a hierarchy of services, and the Peer Review Panel felt that we need a different gradation of the hierarchy to better match levels of investment in transit facilities and services to various land uses.

Councilmember Peters said he was not clear on the scope of work for the consultant, and asked if the consultant would look at the RTV as a result of the adoption of the RCP. Mr. Schumacher replied affirmatively, and noted that the consultant scope of work is still under development.

Public Comments:

Robert Hoffman, representing SMART, said that after looking at the list of Peer Review Panel members, he wondered what innovations they have produced, or what great steps forward they have offered for transit. He thought that another member of academia, Professor Jerry B. Schneider, a mechanical engineer, was heads above those chosen on the Peer Review Panel.

Clive Richard, a member of the public, thought it was important to look at these issues and include the COA in trying to blend land use and transportation. He added that it is a good opportunity to listen to experts as we might be able to learn from them.

Councilmember Monroe asked if there would be an opportunity for the Transportation Committee to meet the Peer Review Panel members. Eric Pahlke, Deputy Executive Director, replied that that was included in our plan. Mr. Schumacher added that he will look for a time to arrange such a meeting.

Councilmember Monroe asked if Otay Ranch is an example of tightening the connection between land use and transportation that the Peer Review Panel was encouraging. Mr. Schumacher responded affirmatively. Bob Leiter, Director of Transportation Planning and Land Use, added that what we will see is more infill development and redevelopment rather than new development. We will need to be careful to provide the appropriate levels and types of transportation service match with land uses.

Councilmember Jerome Stocks (North County Coastal) disagreed that there is no direct link between transit and land use. There is a link, but it is not hard-wired. NCTD makes route decisions based on the performance of routes. There are different challenges between existing development and new development as it relates to providing transit service.

Mr. Shapery said that the Stakeholders Working Group is impressed that the Transportation Committee is involving outside third parties to benefit from their experiences.

Related to the suggestion for a joint Transportation Committee/Peer Review Panel meeting, Chair Kellejian cautioned Transportation Committee members not to influence the Peer Review Panel's ability to provide a fresh look at our system.

Action: This item was presented for information.

7. UPCOMING MEETINGS

Chair Kellejian announced that there will be a joint Transportation Committee/NCTD Board fare increase public hearing on Thursday, May 19, 2005, at 2:00 p.m., at NCTD headquarters at 801 Mission Avenue, Oceanside, CA 92054. He asked Transportation Committee members to let Doree Henry know if they can attend this joint meeting. Those members who serve on both committees will be counted for both quorums. He added that there is a Coaster train that leaves from downtown San Diego at 12:45 p.m. and arrives in Oceanside at 1:42 p.m. Transportation will be arranged from the Oceanside Transit Center to NCTD headquarters. Also, there are three potential trains coming back to San Diego that afternoon. Those who want to carpool could check with Doree Henry to arrange that as well.

The next regular meeting of the Transportation Committee is scheduled for Friday, May 20, 2005, at 9 a.m. at SANDAG. He encouraged members to be on time as the Regional Planning Committee has switched its meeting location to the Board Room, and will start its meeting at 12 noon.

9. ADJOURNMENT

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

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
MAY 6, 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	No	
	City of Vista	Judy Ritter	Alternate	Yes	
East County	City of Santee	Jack Dale	Member	Yes	
	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	Yes	
	----	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	No	
North County Transit Development Board	City of Oceanside	Jack Feller	Member	No	
	City of Vista	Judy Ritter	Alternate	No	Attending as No. Cnty. Inland rep.
	City of Del Mar	Ed Gallo	Alternate	Yes	
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	Yes	
	—	Bill Figge	Alternate	No	
Regional Planning Stakeholders Working Group	—	Sandor Shapery	Member	Yes	