

# TRANSPORTATION COMMITTEE

June 17, 2005

AGENDA ITEM NO.: **1**

**Action Requested: APPROVE**

## TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF JUNE 3, 2005

The meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal) at 9:01 a.m. See the attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Mayor Art Madrid (East County) and a second by Councilmember Jerry Rindone (South County), the Transportation Committee approved the minutes from the May 20, 2005, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Poway Mayor Mickey Cafagna (North County Inland) commented that a student at Poway Middlebrook Middle School won the National Spelling Bee and mentioned an article about him in the newspaper.

Chuck Lungerhausen, a member of the public, said that he attended a media event for the new Metropolitan Transit System (MTS) low-floor, compressed natural gas (CNG) bus design and paint scheme and expressed disappointment that the media coverage did not include television. He was heartened by the announcement from MTS Executive Director Paul Jablonski that bus ridership is on the increase. He thought that the Bush Administration should be looking for better use of the existing fossil fuel supplies rather than pursuing additional supplies.

Clive Richard, a member of the public, expressed disappointment that the rest of the light rail system is not up to the standard of the Mission Valley East (MVE) project. He would prefer to have everything brought up to the standard of the new buses and LRVs. SANDAG is responsible for providing capital for light rail vehicles and modifying stations, and he is looking forward to it allocating money to upgrade the system. Mr. Richard said that he will be contacting his state and federal legislative delegation members to encourage them to allocate monies so that SANDAG can continue to build the system.

Chair Kellejian congratulated MTS on the new low-floor, CNG buses.

## CONSENT ITEMS

3. 2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) AMENDMENT NO. 9 (APPROVE)

The SANDAG Board, at its meeting on July 23, 2004, adopted the 2004 Regional Transportation Improvement Program (RTIP), the five-year program of major transportation projects in the San Diego region covering the period from FY 2005 to FY 2009. At the May 27, 2005, meeting, the SANDAG Board approved the inclusion of three transit projects into the Early Action Program. This amendment includes these projects and also makes revisions to existing projects. The Transportation Committee is asked to approve Resolution No. 2005-26, approving 2004 RTIP Amendment No. 9.

4. FY 2006 TRANSPORTATION DEVELOPMENT ACT (TDA) ALLOCATIONS (RECOMMEND)

The Transportation Development Act (TDA) provides ¼ percent of the state sales tax for operating and capital support of public transportation systems and nonmotorized transportation projects. SANDAG, as the designated Regional Transportation Planning Agency (RTPA), is responsible for the allocation of TDA funds to the region's cities, the County, and transit operators. This report presents the allocation requests for the TDA Article 3, Article 4, Article 4.5, and Article 8 claims, and one State Transit Assistance (STA) claim. The Transportation Committee is asked to recommend that the SANDAG Board of Directors approve the final FY 2006 TDA allocations and Productivity Improvement goals.

Action: Upon a motion by Deputy Mayor Bob Emery (MTS) and a second by Mayor Cafagna, the Transportation Committee approved Consent Items 3 through 4, including Resolution No. 2005-26.

## REPORTS

7. NOBEL DRIVE COASTER STATION – TRANSFER OF FEDERAL TRANSIT ADMINISTRATION SECTION 5309 NEW STARTS FUNDS TO ANOTHER MID-COAST CORRIDOR PROJECT (APPROVE)

Leslie Blanda, Manager of Capital Development, reported that the Nobel Drive Coaster Station Project was initiated by MTS and transferred to SANDAG. The project includes 215 spaces of street-level parking, two passenger platforms, a grade-separated pedestrian walkway over railroad tracks, two elevator towers, and landscaping station amenities. She reviewed the cost estimate and budget stating that the project is now \$3.0 million over the \$13.1 million budget. Two options to keep the project within budget were investigated: reduce parking and eliminate the grade-separated pedestrian crossing. Both options would reduce the station functionality and neither is recommended. The cost to operate and maintain this station is estimated at \$450,000 annually; however, passenger revenue would partially offset this cost. The annual cost for feeder bus service is not included in the operating cost estimate. Ms. Blanda stated that there are an estimated 480 daily boardings and alightings for this proposed station. This is low compared to FY 2004 Coaster ridership at the current stations.

Ms. Blanda stated that funding for this project includes \$6.2 million in Federal Transit Administration (FTA) Section 5309 New Starts, \$6.5 million of *TransNet*, and \$0.4 million in State Transit Capital Improvement funds. The federal funds were originally earmarked by Congress for the transit projects in the Mid-Coast corridor that were defined at the time of the earmark as: the Mid-Coast light rail transit (LRT), the Sorrento Valley Coaster Station Improvements, and the Nobel Drive Coaster Station. Since that time, the region has added the Super Loop transit project to the mix of transit improvements planned for the Mid-Coast corridor, and staff is recommending that we request the FTA to allow a transfer of federal Mid-Coast funds to the Super Loop project. FTA staff has indicated that it would consider a fund transfer to another transit project in the Mid-Coast corridor but that it will only provide a definitive answer in response to a formal transfer request for a specific project. She reviewed the Mid-Coast LRT and Super Loop routes and stations. If the FTA denies the request to transfer the Nobel Drive Coaster Station Section 5309 New Starts to the Super Loop Project, then we can request a fund transfer to either the Mid-Coast LRT design and construction or the Sorrento Valley Coaster Station improvements.

Councilmember Scott Peters (City of San Diego) asked Ms. Blanda to discuss the actions taken at the last Joint Committee on Regional Transit (JCRT) meeting. Ms. Blanda reported that the proposal to transfer the Nobel Drive Coaster Station funds to the Super Loop first, Mid-Coast LRT second, and Sorrento Valley Station third was discussed at the last JCRT meeting, and there was a tie vote and no further action was taken on the matter.

#### Public Comments:

Mitch Mitchell, representing the San Diego Regional Chamber of Commerce, stated that traffic congestion is a topic of concern. He encouraged the Committee members to continue the course of the Nobel Coaster Station. He added that SANDAG should receive letters of support from various businesses in this area. Based on 2002 Caltrans calculations, 30,000 cars exit off Interstate 15 (I-15) and another 30,000 exit off I-805. There has been a tremendous amount of growth in this area since that time. This Coaster station will work. It is about supporting businesses. He said that if the Nobel site isn't feasible, SANDAG should reconsider the Miramar site for a Coaster station in the area. He stated that the military is also in support of this option.

Mayor Cafagna asked if the ridership calculation of 450 boardings/alightings is based on demand or is it limited by parking availability. *Ms. Blanda replied that the ridership is based strictly on the location of the station through a modeling process. Parking is sized to reflect parking needs for the projected ridership.*

Mayor Cafagna said he thought it was a big mistake not to analyze the effect of having convenience parking to this station for the choice rider.

Councilmember Jerome Stocks (North County Coastal) expressed support for an additional Coaster station between Old Town and Sorrento Valley, and he was not inclined to transfer money away from this project. He wondered why the Committee is not reconsidering building this station at Miramar. *Ms. Blanda said that the Miramar Station was evaluated in the past and performed well in regard to ridership, primarily because the Mid-Coast LRT terminal was at one time planned to be at the Miramar Station site and would have*

*provided commuter service to University Towne Center (UTC) and the University of California at San Diego (UCSD). However, the LRT is no longer proposed to terminate at Miramar, and the feeder service is not in place. She thought it would be worth taking another look at this location.*

Mayor Sessom stated that the Miramar Station site is in the Accident Prevention Zone (APZ). She didn't think that Mayor Jenson would be in support of that location. We need to clearly understand the difficulties with that location.

Erick Bruvold, representing the San Diego Economic Development Corporation (EDC) and San Diegans for Congestion Relief, said there are three issues: prosperity, problems, and possibilities. The Mira Mesa area is the largest employment center in our region, which is one of the most important reasons to locate transit here. This station was promised to several different businesses and residents in the area and Proposition A voters. The second busiest Coaster station is at Sorrento Valley. We could shift some of the Coaster connection service now serving the UTC area. This will be a smart growth opportunity. One of the advantages of attracting choice riders is that the surrounding area is pedestrian-friendly and there is high density in nearby residential units.

Carol Petris, a resident of south University City, said she recognizes the value of public transportation. She has attended various meetings and open houses and is concerned about access to this Coaster station from south University City. We need this station and better connectivity and convenience to encourage ridership. Residents of that community are impacted by traffic going in and through their community

George Latimer, representing the University Community Planning Group (UCPG), said that University City has the highest density residential area outside of downtown San Diego, and there are seven million square feet of office space. Also, UCSD is located here, which is the third largest employer in San Diego. He noted that the area's benefit assessment fund is available for improvements in this area. The problem is getting on and off the freeways.

Michael Duffy, President of Transit Now, Inc., has been active in support of transit in University City. He said that I-805 is a nightmare in both directions. He suggested that the Committee delay a decision on the Nobel Drive Coaster Station until the UCPG has had a chance to discuss this matter. They were not informed or advised of this meeting. Under construction across the freeway from this location is a new library and athletic field with parking that he felt could be used as shared parking for the station. He asked the Committee to consider keeping a station at Nobel Drive and having a pedestrian overpass to connect with this development. The Facilities Benefit Assessment (FBA) fund has many millions of dollars and transportation is important. They could dedicate \$3 million from this fund for the budget shortfall for this station. This Committee needs to do more to contact people in University City.

Eric Pahlke, Chief Deputy Executive Director, said that there is no money for transit in the FBA. Councilmember Peters stated that there are restrictions on those funds related to operation and nonconstruction items. However, if there is a problem with the cost of land, the FBA can help with that.

C. Laura Thornton, United States Marine Corps, elaborated on the frames of reference for the Nobel Drive Coaster Station site. She said that General Jensen was approached by the San Diego Regional Chamber of Commerce for his input on additional transit alternatives for the Marine Corps. The Corps applauds smart growth strategies and land use planning. The concern about an alternative station site at Miramar Road and Consolidated Way is related to safety impacts because it is in APZ 1, which is an area where there is significant potential for aircraft accidents.

Board Comments:

Councilmember Phil Monroe (South County) didn't understand how passenger fare revenue can partially offset this cost when the fares are subsidized. *Ms. Blanda said that additional passengers using the Coaster from Nobel Drive would generate revenue.* Councilmember Monroe said additional passengers would reduce the subsidy not the cost of the service.

Councilmember Monroe asked about the maintenance costs of the other Coaster stations compared to the \$450,000 per year maintenance cost for this proposed station. With 480 passengers per day, this maintenance cost is \$3.60 per rider at that station. We need to look at the subsidy per rider and compare that to the subsidy per passenger at the other Coaster stations.

Chair Kellejian reiterated that the 480 ridership projection for this station is for 2018.

Supervisor Pam Slater-Price (County of San Diego) expressed concern about this low ridership figure, especially when it sounds like there is a huge demand for this station. She asked what the projected ridership is for the Mid-Coast trolley in University City. This would be a huge investment for this low ridership rate. We need to find out the actual real numbers and the justification for building this station.

Toni Bates, Director of Transportation, said that based on initial ridership modeling for the Mid-Coast LRT, the ridership range at the UTC stop for the Mid-Coast LRT is 2,000-3,000 per day in 2030. However, we have some adjustments to make to the model related to land use assumptions and other technical aspects.

Mayor Cafagna said that we cannot confuse the promises we made for LRT and this Coaster station. He cannot invest \$16 million to satisfy 480 riders per day. He thinks this station would be used much more than that. We need more information on how we arrived at that number. If it is that number, he would not support it, or the station should be made to be more productive. We need to find out how to make stations choice and rider-friendly, and we need to know what affect it has on ridership. We need the choice riders to make this system work.

Supervisor Slater-Price agreed that we have to provide for choice riders and make transit convenient.

Mayor Art Madrid (East County) asked about SANDAG's notification policy since a speaker said that some people hadn't been notified of this meeting. Mr. Pahlke responded that we

post our agendas onsite and on the Internet. We also notify all agencies but not necessarily all community groups.

Mayor Madrid asked Ms. Thornton how the military measures concern in the APZ. Ms. Thornton said that the standard methodology is based on the science of where aircraft mishaps occur. Zone 1 is an area of heightened concern.

Mayor Madrid said he would embrace the Nobel Drive location for transit.

Councilmember Judy Ritter (North County Inland) commented that parking is always a problem. It makes sense that if you have parking available at stations, more people will ride. For the Nobel Drive station, parking is difficult due to the topography. It is on a curve, at the bottom of a gulley, and the station will require elevators. Security and maintenance will also be a problem at this location.

Mayor Cafagna said that Nobel Drive is not a good location for a station. With construction of a parking structure at the Sorrento Valley Coaster Station, we should see the difference in ridership before and after the parking structure.

Councilmember Ritter said that Miramar is a better location. She supports a station in this area but not sure if Nobel Drive is the right spot.

Mayor Cafagna said that with regard to the Miramar location in the APZ, there will not be a lot of people waiting at a station and trains are not stationary so he felt the risks are low.

Councilmember Jack Feller (NCTD) noted that the ridership at the Sorrento Valley Station is 2,199 and at Old Town it is 1,571, and both have parking. Parking is a critical issue. He asked Karen King, NCTD Executive Director, to provide information on the costs of operation and maintenance. *Ms. King said that historically, funding agencies typically don't want to fund parking. She agreed that this site has problems. Nobel Drive would be a destination station rather than an origin station. NCTD has always said there needed to be a station in this area and have looked at a number of locations. The cost of operating a station is based on estimates taken from the Solana Beach Station. Part of what makes it so costly is the need for elevators for Americans with Disabilities Act (ADA) accessibility and convenience and 24-hour security. The factor of providing connecting service is essential for the operation of this station. We do not currently have a recurring source of funding for the Sorrento Valley shuttle service, and feeder service to the Nobel Drive Station would be in a similar funding situation. We do currently own property at the Miramar location at the top of the canyon; it was purchased as an anticipated station site.*

Councilmember Feller questioned the ridership numbers for the Miramar site. He agreed there is a need for a Coaster stop between Sorrento Valley and Old Town, and we have to figure out something for that area.

Ms. King reminded the Committee that when you are making capital decisions, you have to also consider operating costs.

Deputy Mayor Emery said that Supervisor Bill Horn raised the issue of sending the right message of eliminating something where there is a perceived need. He thought it was too early to make a decision on this. He asked whether there are any timing restrictions on the funding. We want a station in this locale. If there is sufficient housing density and support from businesses in this area, then we should build it. Chair Kellejian said that staff has indicated this is not a time-sensitive issue with regard to funding.

Chair Kellejian agreed that we should step back from this and evaluate a number of issues and get input from other sources. The ridership figures need to be relooked at in terms of light rail and the Super Loop. We should determine if the same people that will ride the Coaster will also ride the Mid-Coast LRT. We should also meet with representatives from the Marine Base at Miramar to obtain a full understanding of the issues. We need to work with the business community and the local community planning groups regarding their needs. Further, we should evaluate the future parking needs for this project. He recommended that staff be directed to conduct this research and report back.

Supervisor Roberts agreed with the Chair's comments. He wondered about the impacts of this station as it relates to the Super Loop and the Mid-Coast LRT. We should take more time on this and allow input from the local community planning group. This is a weak station location for a lot of reasons. The best location would have a connection with the light rail system. This will primarily be a connection going north. It is not a matter of serving a community but serving it in a cost-effective and efficient way. This site is lacking with respect to those criteria. He encouraged the Committee to take additional time on this.

Councilmember Peters said he is open to the idea of needing a circulation system to increase ridership. He had expressed concern that moving this funding would be the end of this Coaster station. We have two other projects that could use funding, the Mid-Coast LRT and the Sorrento Valley Coaster Station improvements. We are trying to do a bus rapid transit (BRT) that would be a circulator but that is not completed yet either. It is very important that we consider the \$2 million already spent on designing this project. We are not going to get a location that sits on a light rail line. He read a copy of an email he received from General Jensen listing support for transit but expressing security and safety concerns with this station location. The shuttles in Sorrento Valley are on the chopping block. We should not de-fund this station today. We should answer the questions that have been raised. With all the building that has gone on there, it seems ridiculous that we would not have more ridership.

#### Motion Made

Councilmember Rindone moved to direct staff to provide answers to the questions posed by Chair Kellejian. Deputy Mayor Emery seconded the motion.

### Discussion on the Motion

Councilmember Peters suggested that the business community put money into a circulator system for this station. He said he should have been at the UCPG meeting last month. He asked staff to attend the next planning group meeting to discuss this. He made a promise to give this community a Coaster station.

Mayor Sessom noted that this project will have to go before the Airport Authority and the Authority will not approve a location within an APZ.

Councilmember Rindone agreed that the community planning group should provide input on this decision. We have a commitment to have some type of a station in this area. Nobel Drive is not a good location. He thought there should be a time for staff to be directed to report back, and he suggested within 120 days.

Supervisor Slater-Price asked if the motion would direct staff to investigate other potential station sites. Councilmember Rindone replied that that is inferred.

Supervisor Slater-Price suggested that this direction be made clear. Councilmember Rindone agreed to add to the motion direction to staff to report back within 120 days on various Coaster station sites in the area.

Mayor Pro Tem Ed Gallo (NCTD) suggested that staff also look at the travel time savings for station site alternatives, including the planned tunnel under University City.

Action: Upon a motion by Councilmember Rindone and a second by Deputy Mayor Emery, the Transportation Committee directed staff to review and update the ridership figures for the Nobel Drive Coaster Station, investigate how this station would relate to the Mid-Coast LRT and the Super Loop, meet with representatives of the Marine Base at Miramar, work with the business community and the local community planning groups, evaluate the future parking needs for the Coaster in University City, investigate other potential station sites, and report back within 120 days.

## **CHAIR'S REPORTS**

### 5. TRANSIT OBSERVATIONS FROM CHINA (INFORMATION)

San Diego County Supervisor Ron Roberts and Lemon Grove Mayor Mary Sessom recently accompanied the San Diego Chamber of Commerce on a trip to China. While there, they toured the 19-mile Shanghai Transrapid Maglev project that serves the Pudong International Airport. Supervisor Roberts and Mayor Sessom provided a verbal report on their trip and observations.

Chair Kellejian said that we have received a trip report from the San Diego County Regional Airport Authority (SDCRAA) and a letter by Supervisor Roberts on an application for funding for the Maglev train study. We understand that the SDCRAA is requesting \$2 million in federal money for a study of the Maglev corridor in the San Diego region.

Mayor Mary Sessom stated that the Airport Authority paid for her trip to China. She provided a presentation of her experience on the Maglev system in Shanghai.

Supervisor Roberts stated that China has designated a number of key research projects with big payoff potential, and the 19-mile Maglev line is a modest first test of that program. The train is capable of speeds in excess of 300 mph. He was impressed with this system. He noted that there was a fair amount of train movement that he was told was a result of the light weight of the cars and the guideways being built in short lengths to keep the cost of the infrastructure down. He stated his opinion that this is the future of long-distance public transit. From a performance and cost viewpoint and to connect any long-distance points of interest, this is an absolute must, and he will bring an action related to this technology to the San Diego County Board of Supervisors for endorsement.

Mr. Pahlke stated that Congressman Bob Filner is pursuing a funding earmark for Maglev. As part of the reauthorization of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), the Senate version contains specific allocations for Maglev studies.

Mayor Pro Tem Ed Gallo (NCTD) asked how long it took China to build this Maglev system. Supervisor Roberts responded that it took two years because China doesn't have the same construction environment as we have in the United States.

Councilmember Rindone asked about the trip length. Supervisor Roberts replied that it took seven minutes for the 19-mile trip.

Mr. Sandor Shapery stated that the thing that impressed him the most is that they have the acceleration of the vehicle so timed through computer analysis that you don't have a sense of acceleration or speed. You don't have to balance yourself. It was an amazing experience. He has been invited to visit the test track in Germany. The construction of the project in China from front to back was less than two years.

Supervisor Slater-Price commented that a good test run would be from San Diego to Las Vegas, Nevada. This is a route that people would want and use. We could possibly find funding from the private sector for this route. Mr. Shapery said that there is a project under consideration from Anaheim, California, to Las Vegas. There is about \$900 million included in the transportation bill for the development of the first leg, from Las Vegas to Primm, Nevada. Chair Kellejian added that there are four or five potential corridors for Maglev studies.

Chair Kellejian stated that we need to look at what is going to happen 50 years from now.

## REPORTS (Continued)

### 6. TRANSPORTATION PROGRAM FUNDING UPDATE (INFORMATION)

Jose Nuncio, Senior Engineer/Programming Manager, said that some positive funding news has developed over the past month. The original draft of the state budget included the suspension of Proposition 42 funds, which would take about \$1.2 billion from transportation projects. The Governor is now planning to restore this funding, which is broken down as follows: \$678 million for the Traffic Congestion Relief Program (TCRP); \$254 million for the State Transportation Improvement Program (STIP); \$254 million for the cities and counties for local streets and roads, split 50 percent for each; and \$127 million for the Public Transportation Account (PTA), split 50 percent for STIP rail projects and 50 percent for the State Transit Assistance (STA) program, used mainly for operations expenses by transit operators. As part of the Governor's proposal, there would also be a constitutional protection for Proposition 42 funds that would begin in FY 2007-08, but there is still debate about FY 2007. Since this is a part of the draft state budget, it is still subject to negotiations. Fortunately, the leadership in the State Legislature supports funding for transportation programs, so it is now a matter of agreeing on the details. In addition, the legal challenge to the tribal gaming funds has been dropped, and the funds from the tribal gaming compacts can be used to pay back the TCRP loan made in FY 2003. However, the backlog of projects is still more than available funding. The California Transportation Commission (CTC) will make funding allocation decisions over the next couple of months.

Mr. Nuncio stated that on the federal side, the Senate has approved its version of the transportation reauthorization bill. There are some differences between the House and Senate versions. The allocations in the Senate version are distributed by formula, whereas the House version has more discretionary allocations. The House version also increases the percentage returned to the states. Congress just passed another continuing resolution for 30 days. The transportation bill should be sent to the President for his approval at that time.

Chair Kellejian noted a correction on Table 2, page 3, of the agenda report that the word "millions" should be "billions."

Chair Kellejian asked if the action on the reauthorization bill is scheduled for next week. Mr. Nuncio replied affirmatively and noted that it is going to the Conference Committee.

Chair Kellejian mentioned that Congresswoman Barbara Boxer and Congressman Filner are both on that Conference Committee. He encouraged Committee members to express their support for the inclusion of Proposition 42 funding in the state budget.

Action: The report was presented for information.

### 8. FREEWAY SERVICE PATROL (FSP) ACTIVITIES (INFORMATION)

Derek Toups, Associate Planner, described recent and upcoming activities of SANDAG's state (Caltrans)-funded Freeway Service Patrol (FSP) motorist aid and incident clearance program.

In FY 2006, the FSP will expand service by 11 percent, adding coverage to currently unpatrolled segments of State Routes (SR) 54, 56, and 125. The service expansion was made possible due to recent cost savings from the introduction of light-duty pickup trucks (which augment a fleet of FSP tow trucks) and from a comprehensive realignment of FSP beats, which maximizes service efficiencies. The light-duty trucks are funded under a demonstration grant by the San Diego Service Authority for Freeway Emergencies (SAFE). A recent procurement has secured competitive towing service rates for the next five years.

In San Diego, the FSP assists over 50,000 motorists a year and, while it patrols major regional freeways during weekday peak traffic hours (5:30 – 9:30 a.m., and 3:00 – 7:00 p.m.). FSP has evolved into both a general motorist aid program and a primary traffic control measure including the mitigation of major freeway construction projects. FSP currently provides dedicated tow trucks to four such construction projects.

SANDAG competes with other regions around the state for limited FSP funds and is looking for additional funding opportunities including the possible expansion of regional partnerships for related motorist aid and incident management strategies. FSP provides numerous benefits to the region, including improved traffic operations, reduced freeway congestion, decreased incident delay, a reduction of fuel consumed and air pollutants emitted, and timely motorist aid services.

Chair Kellejian agreed that it makes sense for light-duty trucks to handle some of the service needs.

Action: The report was presented for information.

#### 9. ESCONDIDO RAPID BUS AND TRANSIT PRIORITY CONCEPT STUDY (INFORMATION)

Linda Culp, Senior Planner, reported on a new transit planning project for rapid bus service in the NCTD service area along the existing bus Route 350 between the Escondido Transit Center in downtown Escondido and Westfield Shoppingtown – North County (formerly North County Fair). This study is funded in part by NCTD and SANDAG through a discretionary grant from Caltrans. Ms. Culp provided background information for Route 350. The priority measures under evaluation for this rapid bus service study include: signal priority and spot treatments, such as queue jumper lanes. The evaluation will also include transit travel times, traffic impacts, conceptual designs, stations, and transit/land use integration. It is anticipated that the first aspect of this study will be completed by November of this year. There are additional funds in the FY 06 Overall Work Program (OWP) to continue into more advanced planning. Staff will report back following completion of the first phase effort.

Mayor Pro Tem Gallo (NCTD) said he has watched the Route 350 bus at the loop to the Westfield Shoppingtown - North County. That bus has to wait through 3-5 signal queues. He asked if there has been consideration given on how to avoid that loop. Ms. Culp replied that staff will evaluate that loop as part of this entire corridor. The reason for the loop is the inability for the bus to turn around in the shopping center parking lot.

Action: The report was presented for information .

10. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for June 17, 2005.

11. ADJOURNMENT

Chair Kellejian adjourned the meeting at 11:26 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE  
SANDAG TRANSPORTATION COMMITTEE MEETING  
JUNE 3, 2005**

| GEOGRAPHICAL AREA/<br>ORGANIZATION                 | JURISDICTION            | NAME                  | MEMBER/<br>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 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               | No        | Out of town        |
|  | ----                    | 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<br>Development Board          | City of Poway           | Bob Emery             | Member               | Yes       |                    |
|  | MTDB                    | Leon Williams         | Alternate            | No        | Out of the country |
| North County Transit<br>Development Board          | City of Oceanside       | Jack Feller           | Member               | Yes       |                    |
|  | City of Vista           | Judy Ritter           | Alternate            | No        |                    |
|  | City of Escondido       | Ed Gallo              | Alternate            | Yes       |                    |
| San Diego County<br>Regional Airport<br>Authority  | City of Lemon Grove     | Mary Sessom           | Member               | Yes       |                    |
|  | Governor's<br>Appointee | Xema Jacobson         | Alternate            | Yes       |                    |
| ADVISORY/LIAISON<br>Caltrans                       | ----                    | Pedro Orso-Delgado    | Member               | Yes       |                    |
|  | —                       | Bill Figge            | Alternate            | Yes       |                    |
| Regional Planning<br>Stakeholders<br>Working Group | —                       | Sandor Shapery        | Member               | Yes       |                    |