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(Representing **South County**)

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Supervisor, County of San Diego

Bob Emery
Metropolitan Transit System

Jack Feller
Chair, North San Diego County
Transit Development Board

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(Representing **East County**)

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(Representing **South County**)

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Dianne Jacob
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Transit System

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North San Diego County
Transit Development Board

Ed Gallo
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Airport Authority

Advisory Members

Pedro Orso-Delgado
District 11 Director, Caltrans

Sandor Shapery
Regional Planning
Stakeholders Working Group

Gary L. Gallegos
Executive Director, SANDAG



TRANSPORTATION COMMITTEE AGENDA

Friday, June 17, 2005
9 a.m. to noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

- **PUBLIC HEARING: 2004 CONGESTION MANAGEMENT PROGRAM (CMP) UPDATE**
- **REGIONAL ARTERIAL SYSTEM - SCHEDULE EXTENSIONS AND PROGRAMMING CHANGE**

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MISSION STATEMENT

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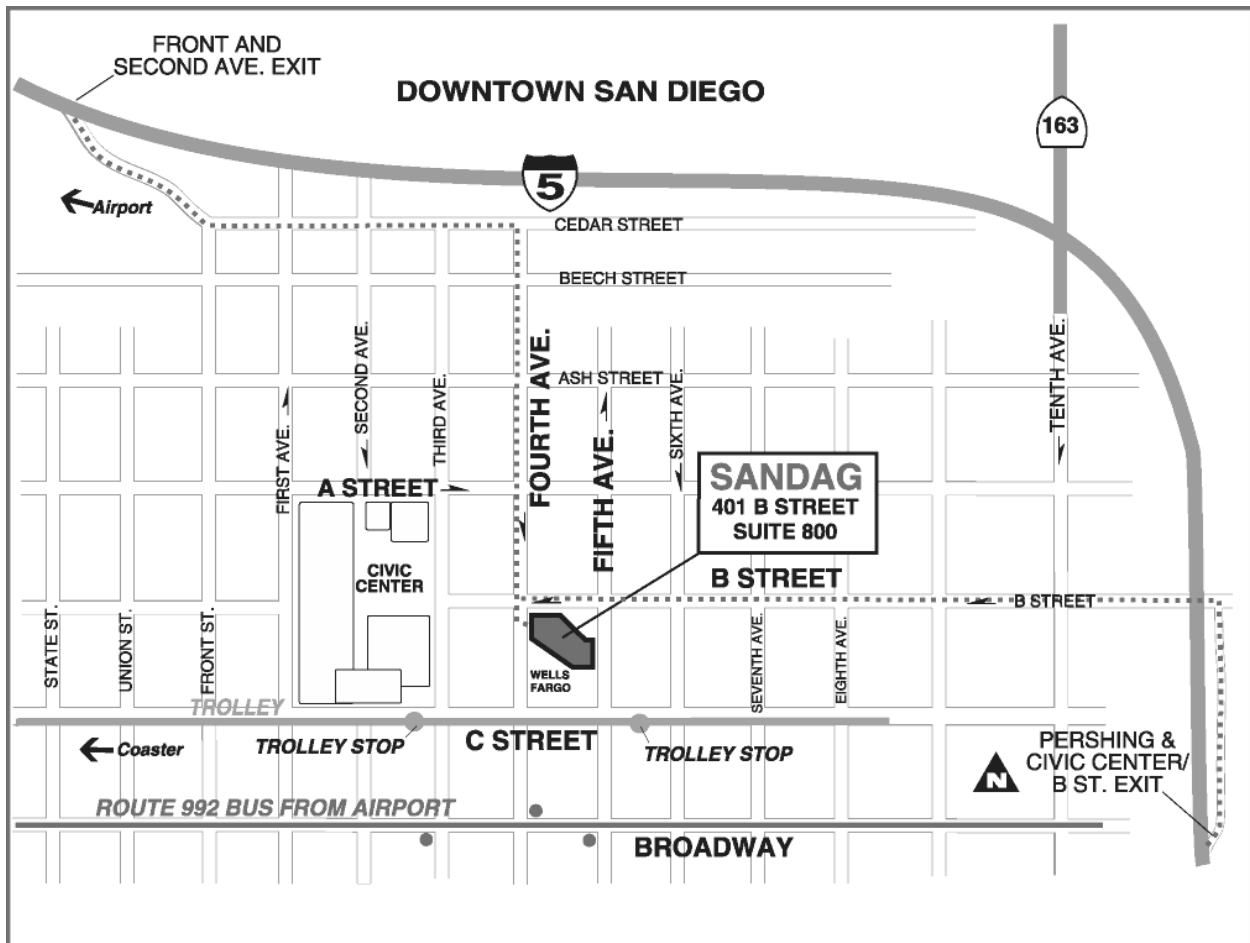


Welcome to SANDAG. Members of the public may speak to the Transportation Committee on any item at the time the Committee is considering the item. Please complete a Speaker's Slip, which is located in the rear of the room, and then present the slip to Committee staff. Also, members of the public are invited 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, June 17, 2005

ITEM #	RECOMMENDATION
+ 1. APPROVAL OF JUNE 3, 2005, MEETING MINUTES	APPROVE
2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS	
<p>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.</p>	
<p style="text-align: center;">CONSENT ITEMS (3 - 5)</p>	
+ 3. AGREEMENT WITH CITY OF ENCINITAS FOR SAN ELIJO LAGOON STUDY (Richard Chavez)	APPROVE
<p>The Transportation Committee is asked to approve authorizing the Executive Director to enter into an Agreement with the City of Encinitas to conduct a habitat recovery study for the San Elijo Lagoon. The study would identify potential mitigation opportunities for the Interstate 5 North Coast Corridor widening project</p>	
+ 4. PROPOSED FY 2006 TRANSIT AGENCY OPERATING BUDGETS (Renée Wasmund/Tim Watson)	APPROVE
<p>Pursuant to Senate Bill 1703, SANDAG is responsible for approving the transit operator budgets for funding. In February, the Transportation Committee approved the transit operator revenue estimates and allocations. The Transportation Committee is asked to approve the FY 2006 operating budgets for funding for the North County Transit District (NCTD) and the Metropolitan Transit System (MTS), contingent upon approval by the respective Boards of NCTD and MTS.</p>	
+ 5. FORMATION OF A FREIGHT WORKING GROUP TO PREPARE THE REGIONAL FREIGHT STRATEGY (John Duve)	APPROVE
<p>The FY 2005 and FY 2006 Overall Work Programs include an element to prepare a regional freight strategy as input to the 2007 Regional Transportation Plan (RTP). Staff has initiated a work program for the strategy and proposes bringing together a working group composed of agencies that provide goods movement infrastructure in the San Diego region. The Transportation Committee is asked to appoint a Regional Freight Working Group to work with SANDAG staff on the creation of a Regional Freight/Intermodal Strategy.</p>	

CHAIR'S REPORT

6. COMPREHENSIVE OPERATIONAL ANALYSIS (COA)

INFORMATION

Chairman Joe Kellejian will provide an update on the Blue Ribbon Committee activities, and Dave Schumacher will provide an update on the Technical Committee activities related to the MTS Comprehensive Operational Analysis.

REPORTS (7 – 8)

+ 7. 2004 CONGESTION MANAGEMENT PROGRAM UPDATE (Mario Oropeza)

RECOMMEND

SANDAG is required by state law to update the CMP every two years. Major changes in the 2004 CMP include an updated CMP roadway network level of service analysis, a new transit corridor analysis, and a proposed change in the process to address deficient roadway segments. In May, the Transportation Committee accepted the 2004 CMP for a 30-day public comment period and scheduled a public hearing for June 17, 2005. Following consideration of testimony at the public hearing, the Transportation Committee is asked to recommend that the SANDAG Board of Directors approve the 2004 CMP update at its June 24, 2005, meeting.

+ 8. REGIONAL ARTERIAL SYSTEM – SCHEDULE EXTENSIONS AND FUNDING REALLOCATION (José A. Nuncio)

APPROVE

The Cities/County Transportation Advisory Committee (CTAC) has reviewed several Regional Arterial System projects per SANDAG's "Use it or Lose it" policy. CTAC recommends granting schedule extensions to the Jamacha Road Widening project, the Manchester/I-5 Interchange project, the Rancho del Oro/State Route (SR) 78 Interchange project, and the Bradley Avenue/SR 67 Interchange project that are being developed by the Cities of El Cajon, Encinitas, and Oceanside and the County of San Diego, respectively. In addition, to avoid losing Regional Surface Transportation Program (RSTP) funds programmed in Fiscal Year 2004/05, CTAC recommends reallocating \$5.238 million from the City of San Diego's Clairemont Mesa Boulevard/SR 163 Interchange project to a *TransNet* Early Action Program project that can obligate the funds this fiscal year.

9. UPCOMING MEETINGS

INFORMATION

The next two Transportation Committee meetings are scheduled for Friday, July 1, 2005, and Friday, July 15, 2005.

10. ADJOURNMENT

+ next to an agenda item indicates an attachment

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 Major 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 21st 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/ 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 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 Development Board	City of Poway	Bob Emery	Member	Yes	
	MTDB	Leon Williams	Alternate	No	Out of the country
North County Transit 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 Regional Airport Authority	City of Lemon Grove	Mary Sessom	Member	Yes	
	Governor's Appointee	Xema Jacobson	Alternate	Yes	
ADVISORY/LIAISON Caltrans	----	Pedro Orso-Delgado	Member	Yes	
	—	Bill Figge	Alternate	Yes	
Regional Planning Stakeholders Working Group	—	Sandor Shapery	Member	Yes	

TRANSPORTATION COMMITTEE

June 17, 2005

AGENDA ITEM NO.: **3**

Action Requested: APPROVE

AGREEMENT WITH CITY OF ENCINITAS FOR SAN ELIJO LAGOON STUDY

File Number 3005000

Introduction

The City of Encinitas has been actively analyzing possible enhancement opportunities to the San Elijo Lagoon through agreement with the City of Solana Beach and the U.S. Army Corps of Engineers. The Interstate 5 (I-5) North Coast freeway widening project will impact the San Elijo Lagoon. SANDAG and City of Encinitas staffs have developed a draft agreement to conduct a habitat recovery study for the San Elijo Lagoon that will identify potential mitigation opportunities for the I-5 North Coast project. The agreement would cover the study costs, not to exceed \$100,000.

Recommendation

The Transportation Committee is asked to authorize the Executive Director to sign an agreement with the City of Encinitas to conduct a study for the San Elijo Lagoon that will identify potential mitigation opportunities for the I-5 North Coast project. The agreement would be in substantially the same form as Attachment 1.

Discussion

I-5 North Coast Freeway Widening Project

The I-5 North Coast project will widen 26 miles of I-5 from Genesee Avenue in the City of San Diego to Vandegrift Boulevard in the City of Oceanside. This project was designated part of the *TransNet* Early Action Program by the SANDAG Board of Directors in January 2005. Caltrans is actively developing the geometric design for the future I-5 widening project. All project build alternatives will create impacts to the San Elijo Lagoon that will require mitigation under the Endangered Species Act, Clean Water Act, California Coastal Act, and other state and federal regulations. The San Elijo Lagoon Study costs would be funded as part of the overall I-5 North Coast widening project (currently funded by *TransNet*).

San Elijo Lagoon Enhancement

The City of Encinitas has been leading efforts to study possible enhancements to the San Elijo Lagoon. Through agreement with the City of Solana Beach and the U.S. Army Corps of Engineers, the effects of relocating the Coast Highway 101 Bridge over the lagoon have been analyzed. The I-5 North Coast project presents an opportunity to build on this analysis and study the effects of lengthening the I-5 bridge opening. Other alternatives such as installing culverts and modifying the COASTER San Diego Northern Railway (SDNR) Bridge over the lagoon will be analyzed as well. The purpose of the study is to identify the most cost-effective strategy for enhancing the San Elijo

Lagoon and mitigating I-5 North Coast impacts. The study is also needed in order to accelerate the delivery of the Manchester Avenue I-5 Freeway Interchange Modification project in the City of Encinitas (see Agenda Item no. 8).

Next Steps

Once the study has been completed, Caltrans can begin assessing the cost and benefit of mitigation alternatives. Caltrans is also assessing mitigation opportunities in other areas including the Buena Vista Lagoon and San Dieguito Lagoon. Once mitigation opportunities are compiled and evaluated, Caltrans will be able to recommend a mitigation strategy for the I-5 North Coast project. The mitigation will be funded by the *TransNet* Environmental Mitigation Program and other state and federal sources.

JACK BODA

Director of Mobility Management and Project Implementation

Attachment: 1. Agreement between SANDAG and City of Encinitas regarding I-5 Widening Project

Key Staff Contact: Richard Chavez (619) 699-6989; rch@sandag.org

**AGREEMENT BETWEEN
SAN DIEGO ASSOCIATION OF GOVERNMENTS
AND CITY OF ENCINITAS REGARDING THE I-5 WIDENING PROJECT**

This Agreement is made and entered into this ____ day of June, 2005, by and between the San Diego Association of Governments ("SANDAG") and the City of Encinitas ("ENCINITAS"). SANDAG and ENCINITAS are collectively referred to herein as "Parties."

RECITALS

WHEREAS, the North Coast Interstate 5 (I-5) High-Occupancy-Vehicle (HOV)/Managed Lanes Project ("I-5 WIDENING PROJECT") is a project identified in the 40-year *TransNet* Expenditure Ordinance administered by SANDAG, approved by the voters in November 2004; and

WHEREAS, SANDAG has identified the I-5 WIDENING PROJECT as an "early action" project and desires to advance this project; and

WHEREAS, the I-5 WIDENING PROJECT passes over the San Elijo Lagoon ("LAGOON"); and

WHEREAS, ENCINITAS desires to restore and enhance the LAGOON and is leading efforts to analyze LAGOON restoration and enhancement opportunities through a separate agreement with the U.S. Army Corps of Engineers; and

WHEREAS, it may be advantageous to mitigate I-5 WIDENING PROJECT impacts within the LAGOON for the purpose of obtaining environmental permits for the I-5 WIDENING PROJECT; and

WHEREAS, SANDAG and ENCINITAS agree that it will be more cost-effective to share the cost of determining the restoration, enhancement, and mitigation opportunities within the LAGOON; and

WHEREAS, time is of the essence in determining restoration, enhancement, and mitigation opportunities within the LAGOON for all the Parties involved.

AGREEMENT

NOW THEREFORE, in consideration of the mutual covenants and conditions herein contained, the Parties hereby agree as follows:

1. SANDAG and ENCINITAS agree to cooperate to determine restoration, enhancement, and mitigation opportunities within the LAGOON.
2. ENCINITAS agrees to obtain a proposal from the U.S. Army Corps of Engineers to conduct analysis to determine the changes in acreages of the LAGOON habitats from: (1) relocating the LAGOON inlet to the south by constructing a new South Coast Highway 101 bridge,

(2) lengthening the existing COASTER San Diego Northern Railway (SDNR) bridge to an optimized length, (3) constructing a new COASTER SDNR bridge, (4) lengthening the existing I-5 bridge to a maximum length, (5) lengthening the existing I-5 bridge to an optimized length, and (6) installing a culvert under I-5 in concert with the existing I-5 bridge opening.

3. ENCINITAS agrees to provide the U.S. Army Corps of Engineers' proposal to SANDAG and the California Department of Transportation, District 11 ("CALTRANS"), for review and comment. SANDAG agrees to review and comment on the proposal. Should CALTRANS provide comments, ENCINITAS agrees to incorporate CALTRANS' comments into the proposal. ENCINITAS agrees to incorporate SANDAG's comments into the proposal and enter into an agreement with the U.S. Army Corps of Engineers to proceed with the analysis.
4. Upon completion of the analysis, ENCINITAS agrees to provide a draft written report to SANDAG and CALTRANS for review and comment. SANDAG agrees to review and comment on the proposal. Should CALTRANS provide comments, ENCINITAS agrees to incorporate CALTRANS' comments into the final written report. ENCINITAS agrees to provide a final written report to SANDAG that incorporates SANDAG's comments.
5. SANDAG agrees to reimburse ENCINITAS for its costs associated with the U.S. Army Corps of Engineers' analysis up to an amount not to exceed \$100,000. ENCINITAS agrees to contribute project administration and engineering costs and will not seek reimbursement from SANDAG for these ENCINITAS staff time costs.
6. This Agreement may be amended by the Parties, if necessary, as a result of findings from the analysis.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date written above.

SAN DIEGO ASSOCIATION
OF GOVERNMENTS

CITY OF ENCINITAS

GARY L. GALLEGOS
Executive Director

KERRY L. MILLER
City Manager

APPROVED AS TO SUFFICIENCY
OF FORM AND LEGALITY:

APPROVED AS TO SUFFICIENCY
OF FORM AND LEGALITY:

SANDAG, Office of General Counsel

City Attorney

TRANSPORTATION COMMITTEE

June 17, 2005

AGENDA ITEM NO.: **4**

Action Requested: APPROVE

PROPOSED FY 2006 TRANSIT AGENCY OPERATING BUDGETS

File Number 7000100

Introduction

SANDAG is responsible for approving the transit operator budgets for funding. In January, the Transportation Committee approved the FY 2006 transit operator guiding principles and objectives. On February 18, 2005, the Transportation Committee approved the Transit Operator Revenue estimates and allocations, with Board approval on February 25. These guiding principles and revenue estimates have been used by the transit agencies in preparing their FY 2006 budgets. On May 20, North County Transit District (NCTD) and Metropolitan Transit System (MTS) presented summaries of their proposed FY 2006 Budgets to the Transportation Committee.

Recommendation

The Transportation Committee is asked to approve the NCTD and MTS Fiscal Year 2006 operating budgets for funding, contingent upon approval by the respective Boards of each transit agency.

Discussion

Attachments 1 and 2 contain the FY 2006 operating budget summaries provided by NCTD and MTS, respectively. The funding they have assumed in their budgets is consistent with the fund estimates approved by the Transportation Committee and the Board of Directors in February. NCTD and MTS have scheduled approval of their operating budgets on June 16 and 9, respectively.

RENEE WASMUND
Director of Finance

Attachments: 1. NCTD Operating Budget Summary
2. MTS Operating Budget Summary

Key Staff Contacts: Renée Wasmund, (619) 699-1940; rwa@sandag.org
Tim Watson, (619) 699-1966; twa@sandag.org

**North County Transit District
Proposed Operating Budgets
Fiscal Years 2006 and 2007**

Attachment 1

	Actual		Year End	Proposed Budget	
	FY2003	FY 2004	Estimate FY 2005	FY 2006	FY 2007
OPERATING & NON OPERATING REVENUES:					
Passenger fares - Breeze	7,940,449	8,753,423	8,972,353	9,662,812	9,710,457
Passenger fares - FAST	69,639	89,060	77,700	82,200	84,297
Passenger fares - LIFT	156,998	232,856	259,700	295,700	315,153
Passenger fares - Coaster	4,748,984	5,239,389	5,966,342	6,250,781	6,841,174
	<u>12,916,070</u>	<u>14,314,728</u>	<u>15,276,095</u>	<u>16,291,493</u>	<u>16,951,081</u>
Auxiliary revenues - advertising	389,000	315,000	320,833	363,750	374,167
Auxiliary revenues - shared use	5,761,774	5,886,078	6,113,800	6,341,400	6,425,800
Auxiliary revenues - dispatching	-	-	231,300	239,300	246,700
Auxiliary revenues - other	25,457	23,950	19,725	50,900	75,900
	<u>6,176,231</u>	<u>6,225,028</u>	<u>6,685,658</u>	<u>6,995,350</u>	<u>7,122,567</u>
Non-transport revenues - investment income (exp)	394,970	(186,411)	50,000	50,000	50,000
Non-transport revenues - lease revenue	995,736	1,050,062	1,078,880	1,106,000	1,139,180
Non-transport revenues - permit & admin fees	108,835	38,114	24,150	37,460	37,820
Non-transportation revenues - Sprinter Project	-	-	50,696	55,305	55,305
Non-transportation revenues - other	256,129	46,403	30,500	101,200	156,046
	<u>1,755,670</u>	<u>948,168</u>	<u>1,234,226</u>	<u>1,349,965</u>	<u>1,438,351</u>
Local operating grants - TDA 4.0	25,772,828	25,561,978	25,976,602	24,750,179	26,283,238
Local operating grants - TDA 4.5	1,271,729	1,193,400	1,273,686	1,385,121	1,435,331
Local operating grants - TDA 8.0	600,000	1,400,000	-	-	-
Local operating grants - TDA Carryover	-	-	1,275,833	199,000	1,480,000
Local operating grants - TransNet	4,118,870	4,328,435	4,266,559	4,600,200	4,821,798
Local grants - TransNet Sprinter Project	-	-	272,065	296,480	296,480
	<u>31,763,427</u>	<u>32,483,813</u>	<u>33,064,745</u>	<u>31,230,980</u>	<u>34,316,847</u>
State operating grants - STA	1,315,399	1,866,161	-	2,035,291	2,110,863
State operating grants - Other	-	74,676	-	-	-
	<u>1,315,399</u>	<u>1,940,837</u>	<u>-</u>	<u>2,035,291</u>	<u>2,110,863</u>
Federal operating grants - 5307 planning	156,544	45,733	219,652	100,000	100,000
Federal operating grants - 5307 PM F/R	4,600,000	4,800,000	6,125,000	6,336,030	6,225,000
Federal operating grants - 5307 ADA	500,000	500,000	600,000	600,000	600,000
Federal operating grants - 5307 ACM	179,371	149,622	300,000	300,000	300,000
Federal operating grants - 5309 PM rail	1,700,000	1,700,000	1,700,000	1,702,000	1,752,000
	<u>7,135,915</u>	<u>7,195,355</u>	<u>8,944,652</u>	<u>9,038,030</u>	<u>8,977,000</u>
TOTAL REVENUES	61,062,712	63,107,929	65,205,376	66,941,109	70,916,709
EXPENSES:					
Salaries & wages	21,215,891	21,123,996	22,124,727	21,839,949	21,843,501
Employee benefits	7,524,172	8,416,376	10,171,893	10,986,828	11,072,252
Professional services	9,969,104	11,485,937	12,017,366	11,542,041	14,181,548
Materials & supplies	5,331,911	5,938,286	6,890,591	7,268,265	7,882,099
Utilities	1,167,691	1,211,640	1,242,857	1,340,030	1,376,507
Casualty & liability	2,629,267	2,583,551	1,832,573	2,397,477	2,515,917
Taxes	286,738	290,487	313,358	425,477	466,944
Purchased transportation - Coaster	4,278,387	4,405,499	4,593,405	4,724,847	4,960,489
Purchased transportation - LIFT	2,137,903	2,399,472	2,419,775	2,652,648	2,917,433
Purchased transportation - FAST	849,703	1,125,210	921,113	958,508	1,002,908
Travel, mtgs, other	767,365	619,718	556,251	620,572	643,202
Leases & rentals	176,458	216,538	279,798	482,682	452,124
Workers' compensation	2,135,113	1,474,392	1,468,908	1,300,000	1,200,000
Contingency & consolidation	-	450,000	50,000	50,000	50,000
Sprinter project financing-related costs	-	-	322,761	351,785	351,785
	<u>58,469,703</u>	<u>61,741,102</u>	<u>65,205,376</u>	<u>66,941,109</u>	<u>70,916,709</u>
TOTAL EXPENSES	58,469,703	61,741,102	65,205,376	66,941,109	70,916,709
INCREASE IN NET ASSETS	2,593,009	1,366,827	-	(0)	0

San Diego Metropolitan Transit System Chief Executive Officer's Statement Proposed Budget Fiscal Year 2006

Review of Fiscal Year 2005

Fiscal year 2005 has proved to be an important year in MTS history and will be remembered as a year of challenge and change.

It is the first full year of working as an operating agency after the split off of functions to SANDAG under SB 1703. This legislation tasked the regional planning and programming functions to SANDAG and the operating functions to MTS. Internally, several MTS departmental functions have been consolidated from the various operating agencies. This consolidation has given MTS the ability to sharpen the focus of our core mission of operations and begin the journey to unify processes and develop organizational cohesiveness. Adaptation to this change has focused MTS on its new operating role of providing quality, efficient, reliable service to our customers. Some of the consolidating functions include Human Resources, Finance, Information Technology, Procurement and Planning.

From a financial perspective, MTS has been in a non-sustainable position with recurring expenses exceeding recurring revenues for the past several years. Within the 2005 fiscal year, MTS utilized \$15.0 million of non-recurring revenues to balance the budget. Included within this \$15.0 million figure, \$8.2 million was contingency reserve usage. As MTS' total operating budget was \$207.9 million, the total non-recurring revenue represents 7.2% of the budget.

Another challenge MTS faced over the fiscal year is energy rates. Diesel and Compressed Natural Gas (CNG) rates have increased significantly throughout the fiscal year. The original budgeted rates for diesel and CNG were \$1.10 per gallon and \$0.90 per therm, respectively. Rates have increased within the fiscal year, and have averaged throughout the year at approximately \$1.63 per gallon for diesel and \$1.04 per therm for CNG. The impact of this dramatic increase is approximately \$2.2 million in operating dollars.

Several exciting strategies and opportunities arose within the fiscal year. The second half of the calendar year 2004 (the first half of fiscal year 2005) brought excellent trolley ridership fueled from Padres' games at Petco Park. Bus Operations completed most of its preventative maintenance program which has shown tremendous improvement in reducing problems that affect service. The miles between mechanical failures have improved 168 percent since August 2004. Bus Operations has shown strong improvement in its on-time performance (90.1% in March 2005 up from 72.5% in July 2003). MTS is in the process of conducting its first ever Comprehensive Operational Analysis (COA). The COA process will aid in matching our resources to riders' needs and bring our service levels in line with the recurring resources we have to sustain them. In November of 2004, TransNet was reauthorized for an additional 40 years continuing a stable local source of funding for future years.

Overview of the Budget Process

This budget includes all MTS transit resources which are budgeted collectively and includes Bus Operations, Rail Operations, Contracted Bus Operations, Chula Vista Transit (CVT), National City Transit (NCT), and the Coronado Ferry.

The budget has a different look this year as we have an operating budget and a capital budget similar to other Transit agencies. Additionally, operating revenues and expenses for the various operators are shown consolidated rather than their individual net operating subsidy.

As discussed above, a number of departments were functionally consolidated in fiscal year 2005 and several others are planned to be consolidated within fiscal year 2006. For fiscal year 2005 most of the related costs remained in the various operators' budgets. For fiscal year 2006 these are now added to the Administrative areas within this budget. This explains the large change in administrative costs from fiscal year 2005 to fiscal year 2006. These cost "increases" are for the most part transfers of these departments from operations such as Bus Operations and Rail Operations to the Administrative activities area.

All operators and departments submitted budgets utilizing a zero based approach. This allowed us to review all expenses from the ground up rather simply increasing an unjustified base. Utilizing this process base operations and administrative costs were held to a 2.1% increase after being adversely affected by high energy, health care, and pension cost increases.

Fiscal Year 2006 Operational Highlights

The Mission Valley East light rail transit (LRT) segment is slated to open in July 2005. This will add 5.9 miles of new track and four new stations to our Rail Operations' service including our first tunnel at San Diego State University. A new line consisting of current Blue Line stations from Old Town to Mission San Diego together with the four new stations and continuing to Santee will now be the Green Line. Included are 11 new low floor vehicles which will better aid our disabled riders.

Implementation of the Comprehensive Operational Analysis (COA) phases I and II are scheduled within the 2006 fiscal year. The goal of the COA is to evaluate and restructure MTS services and operations 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.

We will continue consolidating administrative and support departments into MTS including Procurement, Stores, Telephone Information Services, and the Transit Store. This will allow operations' areas to concentrate their focus, processes to become more uniform, and continued development of efficiencies.

Preview of Fiscal Year 2006

Moving into fiscal year 2006 and beyond, MTS is faced with two major challenges.

As indicated previously, MTS historically has utilized non-recurring funding sources to balance the operating budget. The operating budget goal is usage of only recurring revenues for budget balancing.

Second, MTS has a woefully under funded capital budget. The total capital needs for the current fiscal year was over \$76.0 million. With only \$25.0 million of capital funding available, the unfunded capital for fiscal year 2006 is \$51.0 million.

Fiscal Year 2006 Budget

With these significant challenges moving forward into fiscal year 2006, MTS has come very close to the goal of an operating budget funded by recurring revenues.

This operating budget has been balanced without utilizing any contingency reserves (compared to \$8.2 million in fiscal year 2005) and non-recurring revenues of \$7.1 million. The biggest cause of the non-recurring revenue usage is federally funded CMAQ dollars directly attributable to the opening of Mission Valley East in July 2005. CMAQ funding is available for operating purposes when a new operating segment becomes available. This funding timeline is only for the first three years of operations, and the fiscal year 2006 funding impact is just under \$4.6 million. The ceasing of this funding after fiscal year 2008 will present a problem in balancing the operating budget within fiscal years 2009 and beyond.

Due to the passage of TransNet this year, some non-recurring Bus Rapid Transit (BRT) funding was made available for operator usage for FY 2006. Of the total \$4.4 million non-recurring BRT funding available, \$2.4 million was allocated for operational use and the balance of \$2.0 million has been allocated to the capital program.

Fiscal Year 2006 Budget Highlights

Several strategic measures were taken for fiscal year 2006 operating budget closure.

As indicated earlier, we initiated our first ever Comprehensive Operational Analysis. Phase I implementation is scheduled for July and September 2005, and the annualized budgetary impact for these changes are \$4.0 million in savings.

With the Mission Valley East opening, staff analyzed the duplicative nature of several Bus Operations routes and Rail Operations segments. Recommendation and approval of \$1.5 million in expense reductions (\$0.5 million for Bus Operations and \$1.0 million for Rail Operations) have been incorporated within the fiscal year 2006 budget.

Even with contractual union increases within Bus Operations and Rail Operations of 3 percent to 3.5 percent, large increases within pension and health related expenses, MTS' base expenses (excluding Mission Valley East) increased only 2.1 percent.

While MTS has made significant strides toward the goals of operational budget balancing and capital funding, there are significant challenges for us in the short term and long term. MTS is dedicated to meet these challenges and work with the Board of Directors in achieving safe, efficient, reliable and cost effective public transportation.

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATING BUDGET SUMMARY
FISCAL YEAR 2006**

	ORIGINAL BUDGET FY05	AMENDED BUDGET FY05	PROPOSED BUDGET FY06	\$ VARIANCE FY06 BUDGET TO FY05 AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	68,005,000	68,912,400	70,582,446	1,670,046	2.4%
OTHER OPERATING INCOME	3,185,442	3,066,161	2,768,910	(297,251)	-9.7%
TOTAL OPERATING REVENUES	71,190,442	71,978,561	73,351,356	1,372,795	1.9%
NON OPERATING REVENUE					
SUBTOTAL SUBSIDY REVENUE	119,411,181	120,119,701	140,737,841	20,618,140	17.2%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	7,523,433	8,173,433	167,342	(8,006,091)	-98.0%
OTHER INCOME	7,600,623	7,600,623	10,301,827	2,701,204	35.5%
SUBTOTAL OTHER NON OPERATING REVENUE	15,124,056	15,774,056	10,469,169	(5,304,887)	-33.6%
TOTAL NON OPERATING REVENUE	134,535,237	135,893,757	151,207,010	15,313,253	11.3%
TOTAL COMBINED REVENUES	205,725,679	207,872,318	224,558,366	16,686,048	8.0%
OPERATING EXPENSES					
LABOR EXPENSES	58,751,837	60,564,147	60,743,935	179,788	0.3%
FRINGE EXPENSES	30,049,525	30,087,589	31,084,255	996,665	3.3%
TOTAL PERSONNEL EXPENSES	88,801,362	90,651,736	91,828,189	1,176,453	1.3%
SECURITY EXPENSES	4,810,038	5,322,613	5,130,392	(192,221)	-3.6%
REPAIR/MAINTENANCE SERVICES	3,050,134	3,245,666	3,586,791	341,125	10.5%
ENGINE AND TRANSMISSION REBUILD	1,138,800	1,012,004	999,683	(12,321)	-1.2%
OTHER OUTSIDE SERVICES	6,730,962	6,361,054	6,574,681	213,627	3.4%
PURCHASED TRANSPORTATION	50,329,748	49,557,718	49,975,012	417,294	0.8%
TOTAL OUTSIDE SERVICES	66,059,682	65,499,055	66,266,558	767,504	1.2%
LUBRICANTS	277,255	294,062	366,038	71,976	24.5%
TIRES	614,407	614,407	780,305	165,898	27.0%
OTHER MATERIALS AND SUPPLIES	6,809,918	7,380,732	7,087,747	(292,985)	-4.0%
TOTAL MATERIALS AND SUPPLIES	7,701,580	8,289,201	8,234,090	(55,111)	-0.7%
DIESEL FUEL	4,534,410	6,488,320	5,922,613	(565,706)	-8.7%
CNG	6,846,672	7,090,259	7,850,957	760,698	10.7%
TRACTION POWER	5,712,975	4,666,854	6,634,604	1,967,750	42.2%
UTILITIES	2,279,610	2,246,099	2,640,482	394,384	17.6%
TOTAL ENERGY	19,373,667	20,491,532	23,048,657	2,557,125	12.5%
RISK MANAGEMENT	6,006,042	5,647,389	5,764,513	117,124	2.1%
GENERAL AND ADMINISTRATIVE	5,004,221	4,514,316	1,356,440	(3,157,875)	-70.0%
DEBT SERVICE	12,540,458	12,540,458	27,740,071	15,199,613	121.2%
VEHICLE / FACILITY LEASE	238,671	238,631	319,848	81,217	34.0%
TOTAL OPERATING EXPENSES	205,725,683	207,872,316	224,558,366	16,686,049	8.0%
NET OPERATING SUBSIDY	(134,535,241)	(135,893,755)	(151,207,010)	15,313,254	11.3%
OVERHEAD ALLOCATION	-	-	-	-	-
ADJUSTED NET OPERATING SUBSIDY	(134,535,241)	(135,893,755)	(151,207,010)	15,313,254	11.3%
TOTAL REVENUES LESS TOTAL EXPENSES	(4)	2	-	2	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
REVENUE BUDGET SUMMARY
FISCAL YEAR 2006**

	ORIGINAL BUDGET FY05	AMENDED BUDGET FY05	PROPOSED BUDGET FY06	\$ VARIANCE FY06 BUDGET TO FY05 AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	68,005,000	68,912,400	70,582,446	1,670,046	2.4%
ADVERTISING REVENUE	800,000	740,000	700,000	(40,000)	-5.4%
CONTRACT SERVICE REVENUE	25,000	25,000	25,000	0	0.0%
OTHER INCOME	2,360,442	2,301,161	2,043,910	(257,251)	-11.2%
TOTAL OPERATING REVENUE	71,190,442	71,978,561	73,351,356	1,372,795	1.9%
NON OPERATING REVENUE					
SUBSIDY REVENUE					
FEDERAL REVENUE	28,502,631	30,724,631	38,067,548	7,342,917	23.9%
TRANSPORTATION DEVELOPMENT ACT (TDA)	67,102,935	67,349,455	73,839,362	6,489,907	9.6%
STATE TRANSIT ASSISTANCE (STA)	4,909,823	4,909,823	6,572,986	1,663,163	33.9%
STATE REVENUE - OTHER	538,000	778,000	544,543	(233,457)	-30.0%
TRANSNET	13,721,853	13,721,853	19,663,889	5,942,036	43.3%
OTHER LOCAL SUBSIDIES	1,838,483	1,838,483	2,049,512	211,029	11.5%
TOTAL SUBSIDY REVENUE	116,613,725	119,322,245	140,737,840	21,415,595	17.9%
OTHER REVENUE					
OTHER FUNDS	7,600,623	7,600,623	10,301,827	2,701,204	35.5%
RESERVES REVENUE	8,320,890	8,970,890	167,342	(8,803,548)	-98.1%
TOTAL OTHER REVENUE	15,921,513	16,571,513	10,469,169	(6,102,344)	-36.8%
TOTAL NON OPERATING REVENUE	132,535,238	135,893,758	151,207,009	15,313,251	11.3%
GRAND TOTAL REVENUES	203,725,680	207,872,319	224,558,365	16,686,046	8.0%

TRANSPORTATION COMMITTEE

June 17, 2005

AGENDA ITEM NO.: **5**

Action Requested: APPROVE

FORMATION OF A FREIGHT WORKING GROUP
TO PREPARE THE REGIONAL FREIGHT STRATEGY

File Number 3000900

Introduction

SANDAG's FY 2005 Overall Work Program (OWP) includes an element to analyze regional goods movement systems and operations to support the development of a Regional Freight/Intermodal Strategy as a component of the 2007 Regional Transportation Plan (RTP) Update. Staff has initiated work on this strategy with tasks continuing in FY 2006.

New freight planning initiatives in the federal transportation reauthorization bill would require Metropolitan Planning Organizations (MPOs) to develop a more comprehensive regional intermodal freight strategy than in the past. The new initiatives place an emphasis on planning for interregional and international trade corridors and the infrastructure necessary to support the national freight system. Also, SANDAG would work with the region's freight agencies, such as the Port of San Diego and the railroads, to prepare plans with longer planning horizons that align with the RTP.

The Transportation Committee will provide oversight and policy direction for development of the Regional Freight/Intermodal Strategy. A work program has been developed which expands on the tasks shown in the FY 2005 and FY 2006 OWPs. To provide further assistance and input to SANDAG for the study, a Regional Freight Working Group should be appointed consisting of staff from various freight agency stakeholders.

Recommendation

The Transportation Committee is asked to appoint a Regional Freight Working Group to work with SANDAG staff on the creation of a Regional Freight/Intermodal Strategy.

Discussion

Regional Freight Working Group

The Regional Freight Working Group would include staff members from the following agencies and organizations. These are the agencies that are responsible for providing goods movement infrastructure. (The transit agencies also are included, as they own the rights-of-way for rail freight movements.)

- California Department of Transportation
- Kinder Morgan Pipelines (private)
- Metropolitan Transit System
- North County Transit District
- San Diego & Arizona Eastern Railway
- San Diego County Regional Airport Authority
- Port of San Diego – Maritime Division
- U.S. Department of Homeland Security

Initial meetings of the Regional Freight Working Group may identify additional community, environmental, or business groups that represent other affected stakeholders and should be added to the Group. Input from freight operators such as trucking associations, rail operators, port tenants, and shippers will be included in the study by working with freight agency committees and advisory groups that already exist. The first meeting is tentatively scheduled for July 2005. The Regional Freight Working Group will be responsible for providing input and feedback on their individual system plans, needs, and opportunities for coordination with other infrastructure providers. The Group is expected to conclude its work with the Board adoption of the Regional Freight/Intermodal Strategy in June 2006.

Work Program

New freight planning initiatives in the federal transportation reauthorization bill would require that SANDAG develop a more comprehensive regional freight strategy for the 2007 RTP Update. In the past, SANDAG has incorporated into the RTP each of the modal freight plans as prepared by the region's freight agencies. These individual plans usually go only one to three years into the future. The new guidelines require that SANDAG use a "systems approach" to identify current and future needs for region's modal freight systems (trucks, railways, seaports, air cargo, border crossing, and pipelines), and to extend the planning horizon to be compatible with the RTP. SANDAG also must show how the region's individual freight systems can work together as "one system."

The work program will document the existing freight modes and operations, and evaluate system gaps, system-to-system integration requirements, and intermodal opportunities. Finally, it will evaluate interregional connectivity to ensure the integration and compatibility of our freight system with that of adjacent regions, the national freight system, and with Mexico. The Regional Freight Working Group will participate throughout the program.

The FY 2005 and FY 2006 OWP tasks, projected dates, and milestones are summarized below:

1. Establish a Regional Freight Working Group, as described above. (June 2005)
2. Prepare a report describing existing conditions and plans for the region's various freight modal systems. (April-June 2005)

The staff is currently preparing a draft freight systems technical report for each of the region's modal freight systems. The reports from Tasks 2 and 3 provide the foundation for the development of the integrated and intermodal freight plan referred to as the Regional Freight/Intermodal Strategy, a major input for the 2007 RTP Update.

3. Evaluate the needs, gaps, and integration requirements, and prepare a technical report describing potential system and infrastructure improvements necessary to optimize the future capacity and efficiency of each modal freight system. (July - October 2005)

Using a systems approach, this task identifies systems and infrastructure improvements necessary to provide for the efficient operation of each individual modal freight system.

4. Prepare the regional freight/modal systems report. (November 2005 - February 2006)

This task combines the results of Tasks 2 and 3 to develop a report describing each modal freight system in a 30-year planning horizon. The report will be circulated for review and comment to ensure concurrence by the region's freight agencies on this longer-term vision. The modal freight systems report provides the foundation for development of the freight/intermodal strategy in Task 5.

5. Prepare the regional freight/intermodal strategy (March - June 2006)

Again using a systems approach, this task identifies and evaluates overall freight system and infrastructure improvements necessary to provide for intermodal connectivity and coordination of the region's modal freight systems so they work together as one system. Preparation of the final Regional Freight/Intermodal Strategy will be accomplished by incorporating the intermodal and interregional actions and the list of improvement projects to the Task 4 report. The final freight strategy would be incorporated into the 2007 RTP Update.

One study outside this work program will provide important additional input to the Regional Freight/Intermodal Strategy and 2007 RTP Update. The San Diego and Arizona Eastern Railway (SD&AE)/Gateway Feasibility and Improvements Study (FY 2006 OWP Work Element 30055) will evaluate improvements to the border rail yard in San Ysidro and the region's potential for an expanded role in international trade.

BOB LEITER

Director of Land Use and Transportation Planning

Key Staff Contact: John Duve, (619) 699-1968; jdu@sandag.org

TRANSPORTATION COMMITTEE

June 17, 2005

AGENDA ITEM NO.: **7**

Action Requested: RECOMMEND

2004 CONGESTION MANAGEMENT PROGRAM UPDATE

File Number 4000300

Introduction

SANDAG is required by state law to prepare and regularly update a Congestion Management Program (CMP) for the San Diego region. The purpose of the CMP is to monitor the performance of our transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. The last CMP update (2002 CMP Update) was adopted by the SANDAG Board of Directors in January 2003. A draft 2004 CMP Update has been prepared and implements many of the recommendations contained within the previous update. The update also incorporates the results of new 2003 roadway and transit monitoring.

At its May 20 meeting, the Transportation Committee accepted the draft 2004 CMP Update for distribution and public review. Subsequent to the Committee action, notices of the CMP availability were distributed to SANDAG technical committees, local jurisdictions, and other interested parties. The draft CMP also was posted on the SANDAG Web site. To date, SANDAG has not received any comments on the draft 2004 CMP Update distributed following the May 20 Transportation Committee meeting. As required by state law, a noticed public hearing has been scheduled for the June 17 Transportation Committee meeting to receive public testimony on the draft CMP.

Recommendation

The Transportation Committee is asked to receive public testimony on the draft 2004 Congestion Management Program and recommend its adoption to the Board of Directors.

Discussion

In order to meet legislative requirements, the CMP provides: 1) ongoing monitoring of the region's transportation system; 2) a program to evaluate and mitigate the traffic impacts of new development projects; 3) a number of congestion management strategies to mitigate congestion; and 4) a mechanism to prepare Deficiency Plans for roadway segments that do not meet the CMP level of service standard (LOS E).

The purpose of a Deficiency Plan is to evaluate the cause of the existing roadway deficiency and to propose remedial actions necessary to address the deficiency. It is the responsibility of the jurisdiction in which the deficiency occurs to prepare the Deficiency Plan. SANDAG and Caltrans are available to assist local jurisdictions in Deficiency Plan preparation. As recommended in the 2004 CMP Update, this is to be accomplished through the Regional Transportation Plan (RTP). SANDAG

will also assist local agencies in preparing individual Deficiency Plans for deficient segments not addressed through the RTP.

The overall CMP approach is described in Attachment 1.

The focus of the 2004 CMP Update is on changes to the CMP since the 2002 Update. These changes include:

- An updated CMP roadway network Level of Service analysis based on 2003 traffic data.
- A status report on Deficiency Plan preparation and a proposed change in the Plan preparation process.
- A New CMP transit corridor analysis based upon 2001 and 2003 transit data.

These changes are described in Attachment 2 and summarized below.

Updated Roadway Level of Service Analysis

Using 2003 traffic data, an updated CMP Level of Service (LOS) was prepared for the CMP roadway system consisting of all state highways and select principal arterials. LOS is a measure used to evaluate how well a roadway section or intersection operates. LOS is commonly described in letter form ranging from LOS A (least congested) to LOS F (most congested). The CMP standard is LOS "E". Roadways not meeting this standard will require the preparation of a Deficiency Plan (discussed below). Based upon the 2004 Update, a total of 55 roadway segments do not meet the CMP LOS E standard including 16 new roadway segments not previously reported. The deficient segments are shown in Exhibit 1 with the new segments identified by shaded text.

Change in Deficiency Plan Approach

The previous CMP update identified 17 Deficiency Plan study areas addressing over 40 deficient roadway segments. To date, one Deficiency Plan has been prepared for Interstate 5 (I-5) near downtown San Diego. In addition, two other Deficiency Plans for I-8 and State Route (SR) 75 (South Bay) are in development. In light of the regional nature of congestion and in consideration of limited local agency resources, a change in the procedure to prepare Deficiency Plans is recommended. Instead of preparing individual Deficiency Plans for all deficient roadway segments, the focus will be to use the Regional Transportation Plan (RTP) as a systemwide Deficiency Plan to evaluate roadway congestion and to recommend systemwide and individual corridor improvements. Roadway deficiencies not addressed by the RTP would be addressed by individual Deficiency Plans prepared by local jurisdictions with the support of SANDAG. Once a Deficiency Plan is adopted by local jurisdictions, implementation of recommended projects would be accomplished through the Regional Transportation Plan and the Regional Transportation Improvement Program (RTIP) project priority-setting processes. The CMP also encourages local jurisdictions to take the initiative in preparing Deficiency Plans as a part of ongoing local traffic studies and to fund recommended improvements through project mitigation for new development projects.

New Transit Corridor Analysis

The previous CMP update (2002 Update) recommended that the CMP include an analysis of transit service performance similar to the corridor analysis done for the CMP roadway system. The draft 2004 Update contains an analysis of transit service in eleven CMP transit corridors. The corridors were evaluated in terms of miles of service provided, number of trips operated, ridership, and average bus speed. Data is provided by individual routes and summarized by corridors (refer to Exhibit 3). This data, along with the findings of the Metropolitan Transit System's Comprehensive Operational Analysis currently underway, will be used to generate transit service standards to be proposed in the next (2006) CMP update.

JACK BODA

Director of Mobility Management and Project Implementation

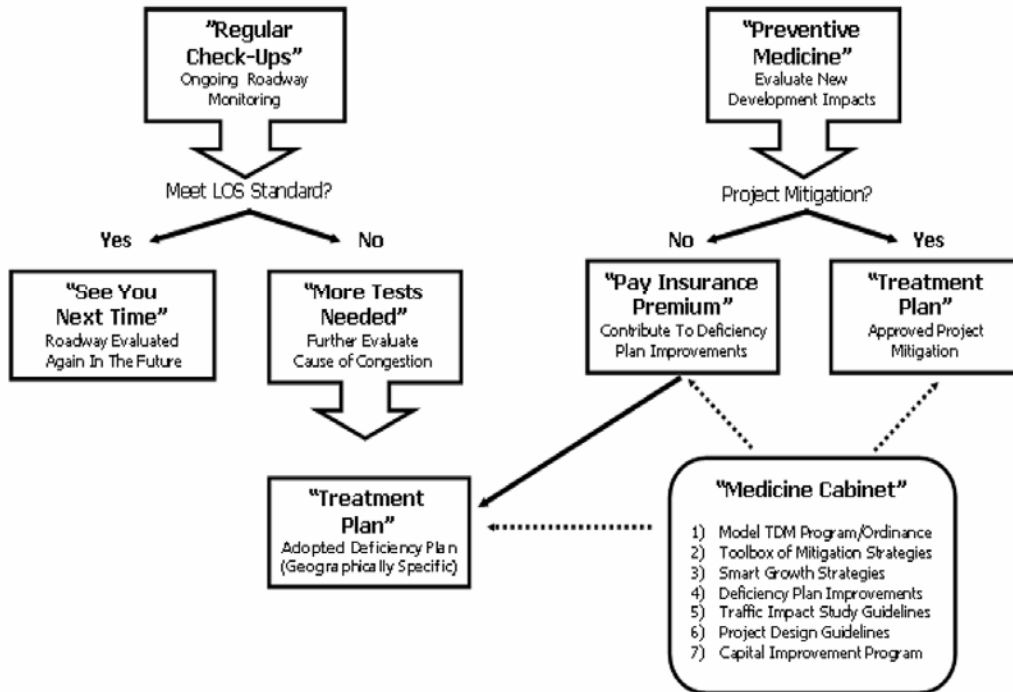
Attachments: 1. CMP Overview

2. Summary of Draft 2004 CMP Update Changes

Key Staff Contact: Mario Oropeza, (619) 699-1954; mor@sandag.org

CMP Overview

"The Region's Health Maintenance Plan To Address Congestion"



- **"Regular Check-Ups"** – The CMP roadway system is monitored every two years against the adopted level of service standard.
- **"See You Next Time"** – If the roadway standard is met for a given segment, then the segment is evaluated again in two years.
- **"More Tests Are Needed"** – If the roadway standard is not met for a given segment, then the causes of congestion are further evaluated.
- **"Preventive Medicine"** – On an ongoing basis, the impacts of new major developments on the CMP system are evaluated, and if there are significant impacts, then an attempt is made to mitigate those impacts.
- **"Treatment Plan"** – This consists of approved mitigation of new development impacts.
- **"Pay Insurance Premium"** – If it is not feasible to mitigate new development impacts, then the project sponsor has the option of helping fund approved Deficiency Plan recommendations.
- **"Medicine Cabinet"** – Consists of a number of congestion management strategies for use in preparing Deficiency Plans and/or to mitigate the transportation impacts of new development projects.

Summary of Draft 2004 CMP Update Changes

This brief summary lists the major changes contained within the Draft 2004 Congestion Management Program (CMP) Update. Most of the current CMP procedures can be found in the previous 2002 update that is incorporated by reference into the Draft 2004 Update.

Chapter 2 – CMP Roadway Monitoring

- The CMP roadway network has been modified to add State Route (SR) 125 from SR 54 to SR 94 and the middle portion of SR 56. As required by state law, the CMP roadway network is to include, at a minimum, all state highways and principal arterials.
- A new Level of Service (LOS) analysis is provided for the CMP roadway network based upon 2003 traffic data. State law requires that the CMP network be evaluated every two years. Please refer to **Map 1** for the results of the updated LOS analysis.
- A total of 55 roadway segments do not meet the CMP LOS E standard including 16 new roadway segments not previously reported. Two previously deficient segments now meet the CMP LOS standard. Please refer to **Exhibit 1**.
- In order to minimize staff costs and provide ongoing monitoring, an expansion of automated traffic data collection is recommended.

Chapter 3 – Transit Service Monitoring

- New CMP transit corridors are defined and evaluated based upon the transit performance measures contained within the previous 2002 CMP Update.
- A comparison of 2001 and 2003 transit data is provided by corridor and individual route. Please refer to **Exhibit 2**. There is an overall decline in ridership though some corridors experience an increase in ridership.
- An evaluation of population served by transit is provided based upon 2004 population estimates. Overall the region meets the CMP standards that 50 percent of the region's total population lives within ¼ mile of a transit stop and that 80 percent of the population lives within ½ mile of a transit stop.

Chapter 6 – Deficiency Plans

- Based upon the updated CMP roadway monitoring, additional CMP roadway segments do not meet the CMP Level of Service Standard and Deficiency Plans will be required. The purpose of a Deficiency Plan is to evaluate the reasons for the congestion and to recommend improvements necessary to meet the CMP LOS standard.
- It is noted that the Central Interstate 5 (I-5) Deficiency Plan has been prepared and two additional Deficiency Plan are underway for SR 75 South and I-805.

- A new Deficiency Plan approach is proposed in light of limited staff resources, existing Regional Transportation Plan systemwide analyses, and the adoption of the Regional Comprehensive Plan. Please refer to **Exhibit 3**. The new approach provides for:
 - Using the RTP's systemwide analysis to evaluate and recommend improvements that will improve CMP roadway congestion.
 - Deficient segments not addressed by the RTP recommendations would be candidates for future study within the context of the RCP subregional plans.

Appendix A – CMP Roadway System LOS Analysis

- The results of the CMP roadway LOS analysis for all segments are provided.

Appendix B – CMP Transit Corridor Analysis

- The results of the CMP transit corridor analysis for all routes and corridors are provided.

Map 1
 CMP Roadways Level of Service Analysis

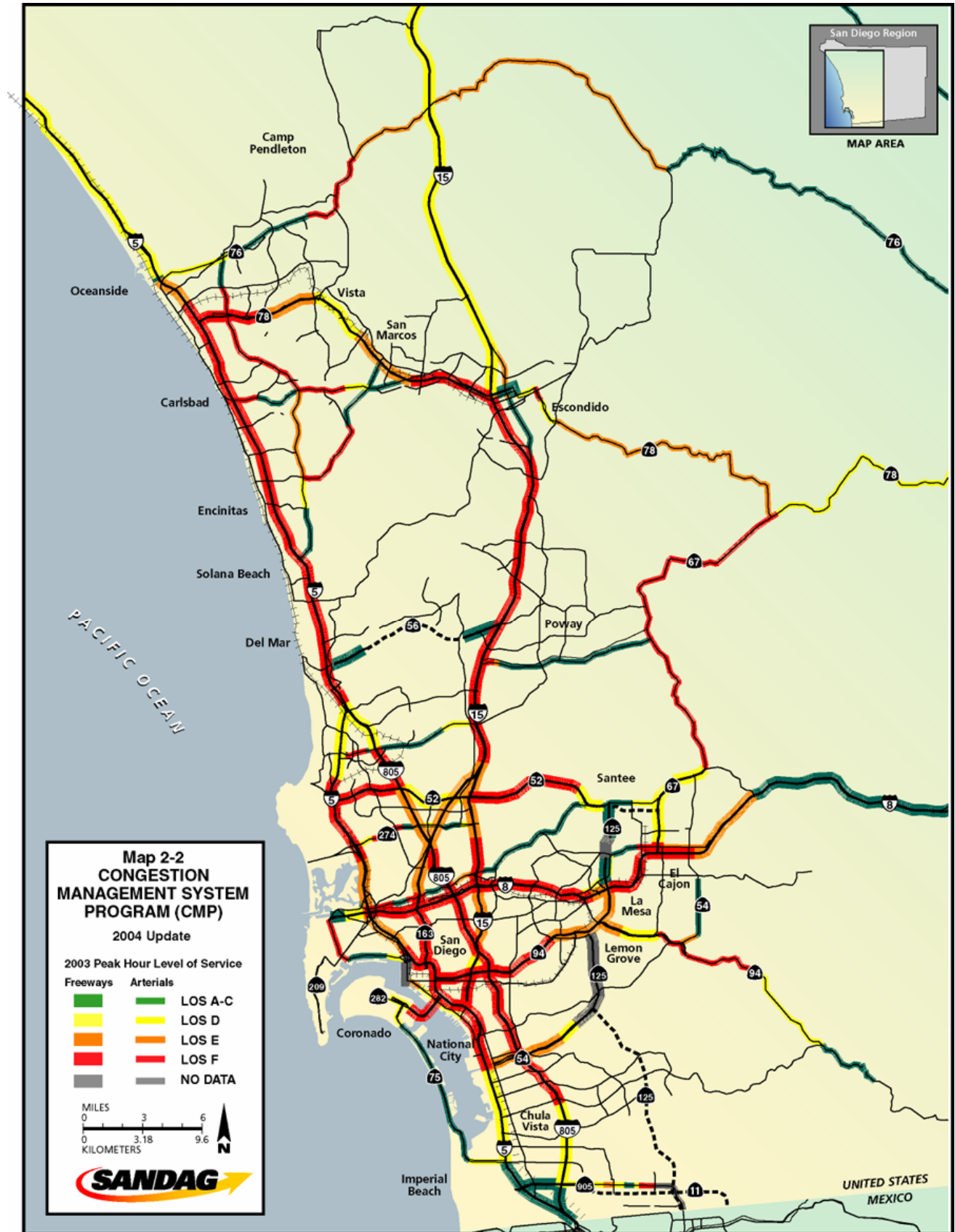


Exhibit 1
Deficient Roadway Segments¹

CMP Route	Limits	Deficiency Plan Adoption ⁴
Freeways		
Interstate 5	SR 54 to 1st Avenue²	San Diego & National City
	1st Ave. to Pacific Highway Ramp²	San Diego
	Mission Bay Dr. to Gilman Dr.	San Diego
	I-805 to Manchester Ave.	San Diego & Solana Beach
	Manchester Ave. to SR 78	Encinitas, Carlsbad, & Oceanside
Interstate 8	SR 78 to Oceanside Blvd.	Oceanside
	I-5 to Fletcher Pkwy.	San Diego & La Mesa
	Fletcher Pkwy. To El Cajon Blvd.	La Mesa
Interstate 15	SR 125 to Johnson Ave.	La Mesa & El Cajon
	I-5 to Imperial Ave.	San Diego
	Imperial Avenue to SR 94	San Diego
	I-8 to Balboa Avenue ³	San Diego
	SR 163 to Miramar Rd. ³	San Diego
	Miramar Rd. to Bernardo Center Dr.	San Diego
	Bernardo Center Dr. to Centre City Pkwy.	San Diego & Escondido
Interstate 805 ⁵	Centre City Pkwy. To SR 78.	Escondido
	Telegraph Canyon Rd. to Bonita Rd. ³	Chula Visa & San Diego County
	Bonita Rd. to SR 54	Chula Visa, San Diego County, & National City
	SR 54 to Market St. ³	National City & San Diego
	Market St. to SR 163	San Diego
SR 52	SR 52 to La Jolla Village Dr.	San Diego
	I-5 to I-805	San Diego
SR 67	I-15 to Mast Blvd.	San Diego & Santee
	I-8 to Broadway ³	El Cajon
SR 75	I-5 to former Toll Plaza	San Diego & Coronado
SR 78	I-5 to College Ave.	Oceanside & Carlsbad
	San Marcos Blvd. to I-15	San Marcos, Escondido, & San Diego County
SR 94	I-5 to College Ave.	San Diego & Lemon Grove
SR 163	Ash St. to I-8²	San Diego
	I-8 to Friars Rd.^{2, 3}	San Diego

¹All segments not meeting CMP Level of Service standard (LOS E) are considered deficient and will require Deficiency Plans.

²These segments are included in the Central I-5 Corridor Deficiency Plan adopted by the SANDAG Board on December 19, 2003.

³This is a new deficient segment previously not reported.

⁴Agencies responsible for participating in and adopting Deficiency Plans. Other nearby agencies may be involved if they contribute traffic to the deficient segments or if they may offer potential congestion reduction solutions.

⁵These deficient segments are included in the I-805/I-5 South Corridor Study that is currently underway. This Corridor Study will also serve as the CMP Deficiency Plan for these segments.

Exhibit 1 (Cont.)
Deficient Roadway Segments¹

CMP Route	Limits	Deficiency Plan Adoption ⁴
Conventional Highways		
SR 67	Mapleview St. to SR 78	San Diego County & Poway
SR 76	Melrose Ave. to East Vista Way	Oceanside & San Diego County
	East Vista Way to South Mission Ave.	San Diego County
SR 78	Washington Ave. to Oak Hill Rd.	Escondido
	SR 67 to 7 th St.	San Diego County
SR 94	Avocado Blvd. to Jamacha Blvd.	San Diego County
	Jamacha Blvd. to Jamacha Rd.	San Diego County
	Jamacha Rd. to Lyons Valley Rd.	San Diego County
Arterials		
El Camino Real	College Blvd. to Plaza Dr. ⁶	Carlsbad
El Camino Real	Plaza Dr. to Oceanside Blvd. ³	Oceanside
Palomar Airport Rd.	I-5 to College Blvd. ⁶	Carlsbad
Palomar Airport Rd.	El Camino Real to Business Park Dr. ⁶	Carlsbad and Vista
Rancho Santa Fe Rd.	Olivenhain Rd. to Melrose Dr. ⁶	Carlsbad
Scripps Poway Pkwy.	Scripps Highland Rd. to Scripps Summit Dr. ³	San Diego
La Jolla Village Dr.	Lebon Dr. to Town Center Dr. ³	San Diego
Miramar Rd.	Black Mountain Rd. to I-15	San Diego
Balboa Ave.	Clairemont Dr. to Mount Alifan Dr. ³	San Diego
Friars Rd.	Napa St. to Via Las Cumbres ³	San Diego
Friars Rd.	Fashion Valley Rd. to Ulric St. ³	San Diego
Friars Rd.	Ulric St. to Frazee Rd.	San Diego City
Fletcher Pkwy.	Cuyamaca St. to SR 67	El Cajon
Broadway	SR 67 to 2 nd St. ³	El Cajon
Nimitz Blvd.	I-8 to N. Harbor Dr. ³	San Diego
Harbor Dr.	32 nd St. to I-5 ³	San Diego & National City
Otay Mesa Rd.	Gailes Blvd. to La Media Rd. ³	San Diego

¹All segments not meeting CMP Level of Service standard (LOS E) are considered deficient and will require Deficiency Plans.

²These segments are included in the Central I-5 Deficiency Plan adopted by the SANDAG Board on December 19, 2003.

³This is a new deficient segment previously not reported.

⁴Agencies responsible for participating in and adopting Deficiency Plans. Other nearby agencies may be involved if they contribute traffic to the deficient segments or if they may offer potential congestion reduction solutions.

⁵These deficient segments are included in the I-805/I-5 South Corridor Study that is currently underway. This Corridor Study will also serve as the CMP Deficiency Plan for these segments.

⁶The City of Carlsbad, using a volume to capacity methodology, arrived at a lower LOS that showed these segments meeting the CMP LOS E standard. However, to maintain consistency with the methodology used for all other similar segments (Computation Method), the results from the SANDAG analysis are reported. When Deficiency Plans are prepared for these segments a more thorough traffic analysis will be conducted.

Exhibit 2

CMP Transit Corridors Analysis Summary

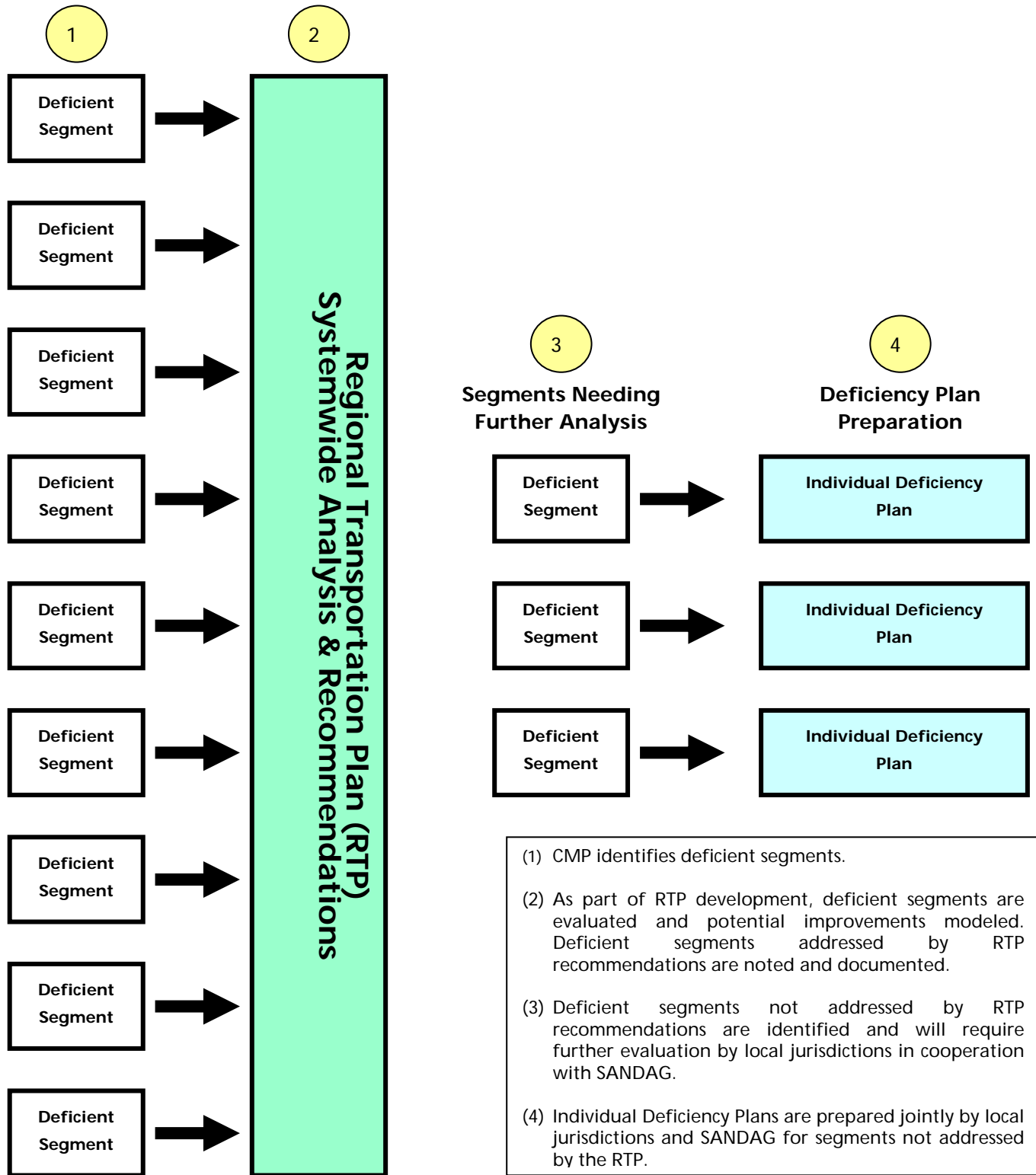
Route	Year of Data	One-Way Route Miles	Average Weekday Peak Period								Average Weekday Bus Speed (mph)
			Bus Trips				Ridership				
			AM		PM		AM		PM		
			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	
State Route 76 Transit Corridor	2001:	52.1	9	9	9	9	448	273	402	462	20.8
	2003:	52.1	13	12	9	10	286	417	472	467	16.5
	Change:	0.0	4	3	0	1	-162	144	70	5	-4.3
State Route 78 Transit Corridor	2001:	74.5	20	18	20	18	1,013	1,008	1,011	1,122	19.1
	2003:	77.4	27	27	28	29	1,072	1,120	1,153	985	17.8
	Change:	2.9	7	9	8	11	59	112	142	-137	-1.3
Interstate 5 North Transit Corridor	2001:	254.9	72	72	78	87	3,943	4,096	4,118	3,946	18.3
	2003:	254.2	72	70	65	78	3,318	4,429	4,384	3,321	19.2
	Change:	-0.7	0	-2	-13	-9	-625	333	266	-625	0.9
Interstate 15 North/State Route 163 Transit Corridor	2001:	343.8	63	112	109	66	3,310	3,724	3,512	2,995	21.3
	2003:	339.6	58	107	99	68	2,658	3,174	3,037	2,449	21.3
	Change:	-4.2	-5	-5	-10	2	-652	-550	-475	-546	0.0
State Route 52 Transit Corridor	2001:	63.2	9	12	12	10	383	335	445	449	19.5
	2003:	63.2	10	14	14	11	405	329	328	580	19.9
	Change:	0.0	1	2	2	1	22	-6	-117	131	0.3
Interstate 15 South Transit Corridor	2001:	83.0	21	34	34	22	1,026	1,179	1,171	1,161	16.0
	2003:	83.0	24	35	35	24	1,273	1,168	1,264	1,028	16.5
	Change:	0.0	3	1	1	2	247	-11	93	-133	0.5

Exhibit 2 (Cont.)

CMP Transit Corridors Analysis Summary

Route	Year of Data	One-Way Route Miles	Average Weekday Peak Period								Average Weekday Bus Speed (mph)
			Bus Trips				Ridership				
			AM		PM		AM		PM		
			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	
Interstate 8 Transit Corridor	2001:	152.9	93	98	104	95	7,765	8,411	8,746	8,572	14.2
	2003:	154.1	85	93	88	88	6,636	8,168	8,544	8,315	14.2
	Change:	1.2	-8	-5	-16	-7	-1,129	-243	-202	-257	0.0
State Route 94 Transit Corridor	2001:	137.8	85	86	94	86	7,621	7,979	9,066	8,379	14.1
	2003:	137.7	87	85	91	91	6,631	7,682	8,390	8,302	13.7
	Change:	-0.1	2	-1	-3	5	-990	-297	-676	-77	-0.4
State Route 75 Transit Corridor	2001:	72.9	34	36	39	36	1,487	1,628	1,549	1,270	14.4
	2003:	73.0	33	36	38	37	1,387	1,361	1,418	1,600	14.2
	Change:	0.1	-1	0	-1	1	-100	-267	-131	330	-0.1
Interstate 5 South Transit Corridor	2001:	90.7	59	54	63	61	13,404	5,568	9,190	13,119	15.9
	2003:	94.8	57	58	59	63	12,103	5,692	7,788	13,464	16.5
	Change:	4.1	-2	4	-4	2	-1,301	124	-1,402	345	0.5
State Route 905 Transit Corridor	2001:	10.2	6	5	6	6	219	96	127	265	14.9
	2003:	14.2	6	6	6	6	293	331	190	349	17.1
	Change:	4.0	0	1	0	0	74	235	63	84	2.2
All CMP Transit Corridors	2001:	1,335.9	471	536	568	496	40,619	34,297	39,337	41,740	17.1
	2003:	1,343.3	472	543	532	505	36,062	33,871	36,968	40,860	17.0
	Change:	7.4	1	7	-36	9	-4,557	-426	-2,369	-880	-0.2

Exhibit 3
Revised Deficiency Plan Development Process



- (1) CMP identifies deficient segments.
- (2) As part of RTP development, deficient segments are evaluated and potential improvements modeled. Deficient segments addressed by RTP recommendations are noted and documented.
- (3) Deficient segments not addressed by RTP recommendations are identified and will require further evaluation by local jurisdictions in cooperation with SANDAG.
- (4) Individual Deficiency Plans are prepared jointly by local jurisdictions and SANDAG for segments not addressed by the RTP.

TRANSPORTATION COMMITTEE

June 17, 2005

AGENDA ITEM NO.: **8**

Action Requested: APPROVE

REGIONAL ARTERIAL SYSTEM – SCHEDULE EXTENSIONS
AND FUNDING REALLOCATION

File Number 1109100

Introduction

The Cities/County Transportation Advisory Committee has reviewed several projects over the past quarter and requests schedule extensions for four Regional Arterial System (RAS) projects: (1) El Cajon's Jamacha Road Widening, (2) Encinitas' Manchester Avenue/Interstate 5 Interchange, (3) Oceanside's Rancho del Oro/SR 78 Interchange, and (4) the County of San Diego's Bradley Avenue/SR 67 Interchange. In addition, to avoid losing Fiscal Year 2004/05 Obligational Authority (OA), a funding reallocation is proposed to shift funds from the City of San Diego's Clairemont Mesa Boulevard/SR 163 Interchange project to a *TransNet* Early Action Program project that can obligate the funds this fiscal year.

Recommendation

The Cities/County Transportation Advisory Committee (CTAC) recommends that the Transportation Committee approve schedule extensions for the completion of the environmental documents for the following projects: (1) a 24-month extension for the Jamacha Road Widening project; (2) a 19-month extension for the Manchester Avenue/Interstate 5 Interchange project; (3) a 10-month extension for the Rancho del Oro/SR 78 Interchange project; and (4) a 25-month extension for the Bradley Avenue/SR 67 Interchange project. The proposed extension schedules are summarized on Table 1 on page 4.

In addition, CTAC recommends that the Transportation Committee reallocate the \$5.238 million in RSTP funds currently programmed for the City of San Diego's Clairemont Mesa Boulevard/SR 163 Interchange project to a *TransNet* Early Action Program project that can obligate the funds this Fiscal Year 2004/05. CTAC, however, did not address the impacts of the funding loss to the project. Therefore, SANDAG staff requests the Committee approve one of the following options to restore funding for the project:

- Option 1: Allow the City of San Diego to compete for project funding the next time new RSTP funds are available for the Regional Arterial System. (New RSTP funding would be available no earlier than FY 2006/07.)
- Option 2: The City of San Diego would be first in line (with no competition) the next time new RSTP funds are available for the Regional Arterial System.
- Option 3: Take away existing funding from another Regional Arterial System project and reallocate it to the City of San Diego project.

Staff recommends approval of Option 1.

Discussion

The SANDAG RAS Program "Use-It-or-Lose-It Policy" states that RAS projects must be reviewed by CTAC when certain project development milestones fall behind schedule between 6 and 12 months. Further, the policy requires that project delays of 12 months or greater result in a mandatory recommendation to the Transportation Committee to take one of three possible actions: (1) reallocate funds, (2) determine certain projects ineligible to compete the following funding cycle, or (3) grant a schedule extension. In addition, the policy also states that funding reductions may be proposed in an effort to ensure that no funds will ultimately be taken away from the region due to state or federal "Use-It-or-Lose-It Policies." The following discussion includes four schedule extension recommendations and one funding reallocation recommendation.

Schedule Extensions

Jamacha Road Widening

The City of El Cajon and CTAC request approval of a schedule extension for the completion of the environmental document approval milestone for the El Cajon Jamacha Road Widening project. The schedule delay is attributable to an initial underestimate of the project complexities, including the number and scope of the technical studies required to complete the federal environmental document.

Given the difficulties the City of El Cajon has had in completing the federal environmental document, CTAC discussed with the city the possibility of having the project withdrawn from the program and the federal funds returned. The City of El Cajon contends that it needs the federal funds to complete the project, and given the time and resources already expended, it will continue to pursue approval of the federal environmental document. To complete the process, the city must prepare and submit a noise study to Caltrans and the Federal Highway Administration (FHWA) for review. Caltrans has committed to reviewing the submitted complete report in an expedited fashion to try to reduce the delay.

The schedule delay will cause completion of the environmental document to slip from December 2003 to December 2005, as shown in Table 1 below. The project sponsor has stated it is aware that if it requests an additional schedule extension beyond the extension date requested today, it may disqualify the project from competing for funding in the next funding cycle, in accordance with the SANDAG-approved "Use-It-or-Lose-It Policy." This project was programmed as a "PE-Only" project, and funding for the construction phase has not been identified. The RSTP funds programmed on this project total \$490,000. The scheduled extension applies only to the environmental document milestone.

Manchester Avenue/I-5 Interchange

The City of Encinitas and CTAC request approval of a schedule extension for the completion of the environmental document approval milestone for the Encinitas Manchester Avenue/I-5 Interchange project. The reasons for the schedule delay include the need to wait for the completion of the San Elijo Lagoon Enhancement Study that is currently being finalized by the U.S. Army Corps of Engineers (see Agenda Item no. 3). The findings of the study will help determine the scope of the widening and/or lengthening of the I-5 bridges and Manchester Avenue access ramps at the

San Elijo Lagoon. Agreement with the regulatory agencies on this refined scope will then be used to process the final environmental documentation on the Manchester Avenue Interchange project.

At this time, the completion of the U.S. Army Corps of Engineers lagoon study is anticipated by summer 2005. This will cause the environmental document completion by the City of Encinitas to slip from May 2005 to December 2006 as shown in Table 1. Since the delay was caused by circumstances beyond its control, and the project sponsor has shown due diligence to complete the environmental clearance requirements, a schedule extension is recommended for approval. This project was programmed as a "PE-Only" project, and funding for the construction phase has not been identified. The RSTP funds programmed on this project total \$2.125 million. The schedule extension applies only to the environmental document milestone.

Rancho del Oro/SR 78 Interchange

The City of Oceanside and CTAC request approval of a schedule extension for the completion of the environmental document approval milestone for the Oceanside Rancho del Oro/SR 78 Interchange project. The reasons for the schedule delay include a lengthy process to obtain approval for the Need and Purpose of the project from FHWA. Since then, however, the City of Encinitas has conducted public scoping meetings to discuss the multitude of alternatives developed and is now proceeding towards completion of the federal environmental document. Work on the visual study, the last technical study to be completed, is now progressing. The city anticipates submitting the draft Environmental Impact Report/Environmental Impact Study (EIR/EIS) to Caltrans in July 2005. Approval of the final EIR/EIS is being delayed from November 2005 to September 2006 as shown in Table 1. This project was programmed as a "PE-Only" project, with \$2 million in RSTP funds programmed. Of the total \$30 million cost for the construction phase, an additional \$3.75 million in federal demonstration funding has been identified. The schedule extension applies only to the environmental document milestone.

Bradley Avenue/SR 67 Interchange

The County of San Diego and CTAC request approval of a schedule extension for the completion of the environmental document approval milestone for the County of San Diego Bradley Avenue/SR 67 Interchange project. The schedule delay is due to a change in scope required to meet FHWA's "logical termini" criterion. Upon review of the traffic studies for the project under the original scope, FHWA determined that to widen Bradley Avenue east of SR 67 only as far as Graves Avenue would not meet its criterion of a logical termini, since a significant portion of the traffic would continue easterly on Bradley Avenue all the way to Mollison Avenue on a two-lane facility. This would cause a bottleneck at the Graves Avenue intersection for traffic heading east on Bradley Avenue as they merge from a four-lane facility down to a two-lane facility.

The County of San Diego is now including in the project's scope the widening of Bradley Avenue to four lanes from Graves Avenue to Mollison Avenue. FHWA concurs that this change in scope meets its logical termini criterion. This change in scope will need to be incorporated in the environmental document process, with additional technical studies required to cover the widening from Graves Avenue to Mollison Avenue. These additional studies will cause the schedule of completion of the environmental document to slip from April 2005 to May 2007 as shown in Table 1.

Because the delay was caused by circumstances beyond its control, and the project sponsor has shown due diligence to complete the environmental clearance requirements, a schedule extension is recommended for approval. This project was programmed as a “PE-Only” project, and funding for the construction phase has not been identified. The RSTP funds programmed on this project total \$750,000. The schedule extension applies only to the environmental document milestone.

Table 1 – Schedule Extensions

Project (Sponsor)	Baseline Environmental Document	Revised Environmental Document	Baseline Construction Contract Award	Revised Construction Contract Award
Jamacha Road Widening (El Cajon)	Dec 2003	Dec 2005	N/A	N/A
Manchester Avenue/ Interstate 5 Interchange (Encinitas)	May 2005	Dec 2006	N/A	N/A
Rancho del Oro/SR 78 Interchange (Oceanside)	Nov 2005	Sep 2006	N/A	N/A
Bradley Avenue/SR 67 Interchange (County of San Diego)	Apr 2005	May 2007	N/A	N/A

Funding Reallocation: Clairemont Mesa Boulevard/SR 163 Interchange

There are \$5.238 million in RSTP funds at risk of not being obligated on time in FY 2004/05 on the City of San Diego’s Clairemont Mesa Boulevard/SR 163 Interchange project. The design of this project has been completed and could potentially be prepared for advertisement. Recent increases in the construction cost estimate, however, have generated a shortfall of approximately \$2.7 million. Unless the city is able to resolve the funding shortfall issue by June 17, the region will need to re-program the \$5.238 million in RSTP funds to another project that is able to obligate them in FY 2004/05.

If these funds are not obligated, the region risks losing the \$5.238 million in FY 2004/05 Obligational Authority (OA). At this time, it is proposed that the funds be reallocated from the City of San Diego project as shown on Table 2 and programmed on the I-5/North Coast Managed Lanes *TransNet* Early Action Program project that is in a position to obligate the funds before the federal fiscal year obligation period ends. The *TransNet* funds currently programmed on the EAP project would be adjusted to reflect this federal funds programming change to maintain an equivalent programming level. The City of San Diego will need to identify a funding strategy for its interchange project and have the funds amended into the Regional Transportation Improvement Program (RTIP) before the project can proceed to construction.

Table 2 – Funding Reallocation

Project (Sponsor)	Current RSTP Program Amount (\$000's)	Proposed Programming Action (\$000's)	RSTP Program Amount after Programming Action (\$000's)
Clairemont Mesa Blvd./ SR 163 Interchange (San Diego)	\$5,238	-\$5,238	\$0
<i>I-5/North Coast TransNet</i> Early Action Program Project	\$0	+\$5,238	\$5,238

In addition to the reallocation of funds, the Transportation Committee is asked to approve one of three options to restore funds to the City of San Diego:

- Option 1: Allow the City of San Diego to compete for project funding the next time new RSTP funds are available for the Regional Arterial System. (New RSTP funding would be available no earlier than FY 2006/07.)
- Option 2: The City of San Diego would be first in line (with no competition) the next time new RSTP funds are available for the Regional Arterial System.
- Option 3: Take away existing funding from another Regional Arterial System project and reallocate it to this project.

Given that the city does not yet have a fully funded project, Option 1 appears to be the most prudent for the region. By bridging the budget gap with other non-regional funds, the city would demonstrate its commitment to the project and compete well under Option 1 for future Regional Arterial System funds. Options 2 and 3 are not recommended, because committing or programming regional funds on the project would only tie up these funds without resolving the issue that caused the reallocation in the first place, potentially putting these funds at risk again in a future fiscal year.

Following Transportation Committee action on the Clairemont Mesa Boulevard/SR 163 Interchange project, the approved programming actions would be included in the next quarterly RTIP amendment currently scheduled for Transportation Committee approval on July 15, 2005.

RENEE WASMUND
Director of Finance

Key Staff Contact: José A. Nuncio; 619-699-1908; jnu@sandag.org

June 15, 2005

The Honorable Joe Kellejian
Chairman, Transportation Committee
San Diego Association of Governments (SANDAG)
401 B Street, Suite 800
San Diego, CA 92101

Dear Chairman Kellejian:

The North County Transit District (NCTD) appreciates the opportunity to review the Draft Congestion Management Program (CMP) update. Our staff has worked closely with SANDAG and the Metropolitan Transit System (MTS) to develop multi-modal performance measures that are included in the draft program update focusing on transit service monitoring. We agree with the overall approach, but there are some points (in bold italics) that we would like the Committee to consider as it reviews this program update:

- Weekday travel speeds for buses on regional corridors are getting worse.

Currently, there is no new funding for operating additional local transit services. With TransNet, funding is focused on improving regional transit services. NCTD's ability to respond to our communities transportation needs by providing more frequent service or new service to new areas is currently tied to finding operating efficiencies.

While we have been able to do that to date, the likelihood of significant efficiencies in the future is limited. Any savings that NCTD is able to identify is more likely to be used in maintaining schedules as bus travel speeds continue to fall, rather than adding more service. As regional arterials become more congested, strategies such as transit priority will be needed to ensure that the region's investment in operating local transit services can be sustained.

SANDAG should develop a regional approach, as needed, for transit priority strategies so that they are integrated into new road improvements.

- Suburban land use patterns in North County make it more challenging to provide service within one quarter mile of population
- Ridership in two out of the three North County CMP corridors grew between 2001 and 2003.

Honorable Joe Kellejian
June 15, 2005
Page Two

Land use patterns in North County are suburban and are becoming more so in developing areas of San Diego County such as Carmel Valley, southern Carlsbad and southern San Marcos. These areas do not currently have bus service. The District's ability to add new service is tied to new funding or by withdrawing service from other areas.

Through re-structuring, NCTD has focused more service on areas with the most people and jobs, and the strategy of "reinforcing success" has ensured that the District has increased ridership on major corridors.

SANDAG should develop a regional policy for implementing and paying for new service as part of the Short-Range Transit Plan process.

- Voluntary trip reduction guidelines are proposed by SANDAG for local agencies to implement transportation demand management (TDM) programs at their discretion.

The main concern that has been expressed with voluntary guidelines is that there are no incentives for local agencies to develop TDM programs or to reduce trip impacts at peak congestion times because of the need to have sufficient roadway capacity. Another concern is that local agencies will not implement TDM requirements if their neighbors do not.

NCTD recommends that SANDAG have a "Plan B" for the next Regional Transportation Plan and CMP update.

This could take the form of more clearly linking this program with regional funding in the same way SANDAG is implementing its distribution of smart growth funds tied to meet regional transportation and land use objectives.

Thank you for the opportunity to comment and provide feedback.

Sincerely,

Karen H. King
Executive Director

cc: NCTD Board of Directors

TRANSPORTATION COMMITTEE

June 17, 2005

AGENDA ITEM NO.: **8****Action Requested: APPROVE**REGIONAL ARTERIAL SYSTEM – SCHEDULE EXTENSIONS
AND FUNDING REALLOCATION

File Number 1109100

Introduction

The Cities/County Transportation Advisory Committee has reviewed several projects over the past quarter and requests schedule extensions for four Regional Arterial System (RAS) projects: (1) El Cajon's Jamacha Road Widening, (2) Encinitas' Manchester Avenue/Interstate 5 Interchange, (3) Oceanside's Rancho del Oro/SR 78 Interchange, and (4) the County of San Diego's Bradley Avenue/SR 67 Interchange. In addition, to avoid losing Fiscal Year 2004/05 Obligational Authority (OA), a funding reallocation is proposed to shift funds from the City of San Diego's Clairemont Mesa Boulevard/SR 163 Interchange project to a *TransNet* Early Action Program project that can obligate the funds this fiscal year.

Recommendation

The Cities/County Transportation Advisory Committee (CTAC) recommends that the Transportation Committee approve schedule extensions for the completion of the environmental documents for the following projects: (1) a 24-month extension for the Jamacha Road Widening project; (2) a 19-month extension for the Manchester Avenue/Interstate 5 Interchange project; (3) a 10-month extension for the Rancho del Oro/SR 78 Interchange project; and (4) a 25-month extension for the Bradley Avenue/SR 67 Interchange project. The proposed extension schedules are summarized on Table 1 on page 4.

In addition, CTAC recommends that the Transportation Committee reallocate the \$5.238 million in RSTP funds currently programmed for the City of San Diego's Clairemont Mesa Boulevard/SR 163 Interchange project to a *TransNet* Early Action Program project that can obligate the funds this Fiscal Year 2004/05. Approval by the Transportation Committee of this reallocation constitutes an authorization to amend the 2004 Regional Transportation Improvement Program (RTIP). In an attempt to give the City of San Diego more time to resolve the funding shortfall of the project, and reflecting recent positive developments, the amendment to the 2004 RTIP will be placed on hold until July 15, 2005, pending execution of a Caltrans cooperative agreement by the City of San Diego for the construction of this project. If the city fails to execute the cooperative agreement by this date, then SANDAG will process the RTIP amendment to reallocate the funds thereby precluding the loss of obligational authority from the region.

CTAC, however, did not address the impacts of the funding loss to the project. Therefore, SANDAG staff requests the Committee approve one of the following options to restore funding for the project if the above-mentioned reallocation occurs:

- Option 1: Allow the City of San Diego to compete for project funding the next time new RSTP funds are available for the Regional Arterial System. (New RSTP funding would be available no earlier than FY 2006/07.)
- Option 2: The City of San Diego would be first in line (with no competition) the next time new RSTP funds are available for the Regional Arterial System.
- Option 3: Take away existing funding from another Regional Arterial System project and reallocate it to the City of San Diego project.

Staff recommends approval of Option 1.

Discussion

The SANDAG RAS Program "Use-It-or-Lose-It Policy" states that RAS projects must be reviewed by CTAC when certain project development milestones fall behind schedule between 6 and 12 months. Further, the policy requires that project delays of 12 months or greater result in a mandatory recommendation to the Transportation Committee to take one of three possible actions: (1) reallocate funds, (2) determine certain projects ineligible to compete the following funding cycle, or (3) grant a schedule extension. In addition, the policy also states that funding reductions may be proposed in an effort to ensure that no funds will ultimately be taken away from the region due to state or federal "Use-It-or-Lose-It Policies." The following discussion includes four schedule extension recommendations and one funding reallocation recommendation.

Schedule Extensions

Jamacha Road Widening

The City of El Cajon and CTAC request approval of a schedule extension for the completion of the environmental document approval milestone for the El Cajon Jamacha Road Widening project. The schedule delay is attributable to an initial underestimate of the project complexities, including the number and scope of the technical studies required to complete the federal environmental document.

Given the difficulties the City of El Cajon has had in completing the federal environmental document, CTAC discussed with the city the possibility of having the project withdrawn from the program and the federal funds returned. The City of El Cajon contends that it needs the federal funds to complete the project, and given the time and resources already expended, it will continue to pursue approval of the federal environmental document. To complete the process, the city must prepare and submit a noise study to Caltrans and the Federal Highway Administration (FHWA) for review. Caltrans has committed to reviewing the submitted complete report in an expedited fashion to try to reduce the delay.

The schedule delay will cause completion of the environmental document to slip from December 2003 to December 2005, as shown in Table 1 below. The project sponsor has stated it is aware that if it requests an additional schedule extension beyond the extension date requested today, it may disqualify the project from competing for funding in the next funding cycle, in accordance with the SANDAG-approved "Use-It-or-Lose-It Policy." This project was programmed as a "PE-Only" project, and funding for the construction phase has not been identified. The RSTP funds

programmed on this project total \$490,000. The scheduled extension applies only to the environmental document milestone.

Manchester Avenue/I-5 Interchange

The City of Encinitas and CTAC request approval of a schedule extension for the completion of the environmental document approval milestone for the Encinitas Manchester Avenue/I-5 Interchange project. The reasons for the schedule delay include the need to wait for the completion of the San Elijo Lagoon Enhancement Study that is currently being finalized by the U.S. Army Corps of Engineers (see Agenda Item no. 3). The findings of the study will help determine the scope of the widening and/or lengthening of the I-5 bridges and Manchester Avenue access ramps at the San Elijo Lagoon. Agreement with the regulatory agencies on this refined scope will then be used to process the final environmental documentation on the Manchester Avenue Interchange project.

At this time, the completion of the U.S. Army Corps of Engineers lagoon study is anticipated by summer 2005. This will cause the environmental document completion by the City of Encinitas to slip from May 2005 to December 2006 as shown in Table 1. Since the delay was caused by circumstances beyond its control, and the project sponsor has shown due diligence to complete the environmental clearance requirements, a schedule extension is recommended for approval. This project was programmed as a "PE-Only" project, and funding for the construction phase has not been identified. The RSTP funds programmed on this project total \$2.125 million. The schedule extension applies only to the environmental document milestone.

Rancho del Oro/SR 78 Interchange

The City of Oceanside and CTAC request approval of a schedule extension for the completion of the environmental document approval milestone for the Oceanside Rancho del Oro/SR 78 Interchange project. The reasons for the schedule delay include a lengthy process to obtain approval for the Need and Purpose of the project from FHWA. Since then, however, the City of Encinitas has conducted public scoping meetings to discuss the multitude of alternatives developed and is now proceeding towards completion of the federal environmental document. Work on the visual study, the last technical study to be completed, is now progressing. The city anticipates submitting the draft Environmental Impact Report/Environmental Impact Study (EIR/EIS) to Caltrans in July 2005. Approval of the final EIR/EIS is being delayed from November 2005 to September 2006 as shown in Table 1. This project was programmed as a "PE-Only" project, with \$2 million in RSTP funds programmed. Of the total \$30 million cost for the construction phase, an additional \$3.75 million in federal demonstration funding has been identified. The schedule extension applies only to the environmental document milestone.

Bradley Avenue/SR 67 Interchange

The County of San Diego and CTAC request approval of a schedule extension for the completion of the environmental document approval milestone for the County of San Diego Bradley Avenue/SR 67 Interchange project. The schedule delay is due to a change in scope required to meet FHWA's "logical termini" criterion. Upon review of the traffic studies for the project under the original scope, FHWA determined that to widen Bradley Avenue east of SR 67 only as far as Graves Avenue would not meet its criterion of a logical termini, since a significant portion of the traffic would continue easterly on Bradley Avenue all the way to Mollison Avenue on a two-lane facility. This

would cause a bottleneck at the Graves Avenue intersection for traffic heading east on Bradley Avenue as they merge from a four-lane facility down to a two-lane facility.

The County of San Diego is now including in the project’s scope the widening of Bradley Avenue to four lanes from Graves Avenue to Mollison Avenue. FHWA concurs that this change in scope meets its logical termini criterion. This change in scope will need to be incorporated in the environmental document process, with additional technical studies required to cover the widening from Graves Avenue to Mollison Avenue. These additional studies will cause the schedule of completion of the environmental document to slip from April 2005 to May 2007 as shown in Table 1.

Because the delay was caused by circumstances beyond its control, and the project sponsor has shown due diligence to complete the environmental clearance requirements, a schedule extension is recommended for approval. This project was programmed as a “PE-Only” project, and funding for the construction phase has not been identified. The RSTP funds programmed on this project total \$750,000. The schedule extension applies only to the environmental document milestone.

Table 1 – Schedule Extensions

Project (Sponsor)	Baseline Environmental Document	Revised Environmental Document	Baseline Construction Contract Award	Revised Construction Contract Award
Jamacha Road Widening (El Cajon)	Dec 2003	Dec 2005	N/A	N/A
Manchester Avenue/ Interstate 5 Interchange (Encinitas)	May 2005	Dec 2006	N/A	N/A
Rancho del Oro/SR 78 Interchange (Oceanside)	Nov 2005	Sep 2006	N/A	N/A
Bradley Avenue/SR 67 Interchange (County of San Diego)	Apr 2005	May 2007	N/A	N/A

Funding Reallocation: Clairemont Mesa Boulevard/SR 163 Interchange

There are \$5.238 million in RSTP funds at risk of ~~being lost to the region not being obligated on time~~ in FY 2004/05, ~~on the City of San Diego’s Clairemont Mesa Boulevard/SR 163 Interchange project.~~ The design of ~~the City of San Diego’s Clairemont Mesa Boulevard/SR 163 Interchange project, this project~~ has been completed and could potentially be prepared for advertisement. Recent increases in the construction cost estimate, however, have generated a shortfall of approximately \$2.2 to \$2.7 million. ~~Federal regulations require that a project receiving federal funds must demonstrate that a project is fully funded for construction.~~ ~~Unless~~ ~~if~~ the city is unable to resolve the funding shortfall issue by June 17, ~~execute a Caltrans cooperative agreement by July 15, 2005 for construction of this project demonstrating that the project is fully funded,~~ ~~then~~ the region

will ~~need to~~ re-program the \$5.238 million in RSTP funds to another project that is able to obligate them in FY 2004/05 through an amendment to the 2004 RTIP.

If these funds are not obligated, the region risks losing ~~the~~ \$5.238 million in FY 2004/05 Obligational Authority (OA). At this time, it is proposed that ~~the a contingent RTIP amendment be approved to reallocate the funds~~ funds be reallocated from the City of San Diego project as shown on Table 2 and programmed on the I-5/North Coast Managed Lanes *TransNet* Early Action Program project that is in a position to obligate the funds before the federal fiscal year obligation period ends. The *TransNet* funds currently programmed on the EAP project would be adjusted to reflect ~~these~~ federal funds ~~programming change~~ to maintain an equivalent programming level. In the event the City of San Diego executes a Caltrans cooperative agreement for construction of this project by July 15, 2005, no amendment will be processed and the funds would remain in the City of San Diego project. ~~will need to identify a funding strategy for its interchange project and have the funds amended into the Regional Transportation Improvement Program (RTIP) before the project can proceed to construction.~~

Table 2 - Funding Reallocation

Project (Sponsor)	Current RSTP Program Amount (\$000's)	Proposed Programming Action (\$000's)	RSTP Program Amount after Programming Action (\$000's)
Clairemont Mesa Blvd./ SR 163 Interchange (San Diego)	\$5,238	-\$5,238	\$0
<i>I-5/North Coast TransNet</i> Early Action Program Project	\$0	+\$5,238	\$5,238

In addition to the reallocation of funds and in the event the funds are reallocated from the project, the Transportation Committee is asked to approve one of three options to restore funds to the City of San Diego:

- Option 1: Allow the City of San Diego to compete for project funding the next time new RSTP funds are available for the Regional Arterial System. (New RSTP funding would be available no earlier than FY 2006/07.)
- Option 2: The City of San Diego would be first in line (with no competition) the next time new RSTP funds are available for the Regional Arterial System.
- Option 3: Take away existing funding from another Regional Arterial System project and reallocate it to this project.

Given that the city does not ~~yet~~ have a fully funded project at this time, Option 1 appears to be the most prudent for the region. By bridging the budget gap with other non-regional funds, the city would demonstrate its commitment to the project and compete well under Option 1 for future Regional Arterial System funds. Options 2 and 3 are not recommended, because committing or programming regional funds on the project would only tie up these funds without resolving the issue that caused the reallocation in the first place, potentially putting these funds at risk again in a future fiscal year.

~~Following Transportation Committee action on the Clairemont Mesa Boulevard/SR 163 Interchange project, the approved programming actions would be included in the next quarterly RTIP amendment currently scheduled for Transportation Committee approval on July 15, 2005.~~

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