

TRANSPORTATION COMMITTEE

July 15, 2005

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF JUNE 17, 2005

The meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal) at 9:04 a.m. See the attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Councilmember Jack Feller (North County Transit District [NCTD]) and a second by Mayor Art Madrid (East County), the Transportation Committee approved the minutes from the June 3, 2005, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chuck Lungerhausen, a member of the public, mentioned that on Monday, July 13, 2005, at an Americans with Disabilities Act (ADA) compliance inspection tour of the four new Green Line stations, the Grantville Station was impressive because of its elevated nature. However, Clive Richard mentioned that the Grantville and 70th Street Stations will not be accessible by pedestrians because of their remote locations. Mr. Lungerhausen thought that the San Diego State University (SDSU) Station will eventually be used for movie or television scenes, and that it should entice people to visit our area to see what is new. He stated his disappointment that there was only sufficient money for 11 low-floor trolley cars. He commented that there might be some boarding conflicts between able-bodied and wheelchair passengers on the new low-floor vehicles.

Councilmember Feller indicated that this was his last meeting representing the City of Oceanside as well as NCTD at SANDAG. Oceanside Mayor Jim Wood will be replacing him on the SANDAG and NCTD Boards. He received permission from the NCTD Board to present it at today's meeting. He expressed his appreciation for the opportunity to work with the Transportation Committee and the relationships that were developed for the City of Oceanside and NCTD.

Chair Kellejian expressed his appreciation for Mr. Feller's input. He said that Councilmember Feller has been and will be the strongest proponent for Highway 76. He added that Councilmember Feller's vision of the future with regard to senior transit will be remembered. He said we need to do a better job in this area, and we will be following in the Councilmember's footsteps to ensure that this is a reality in the future.

Chair Kellejian welcomed Mayor Wood to the SANDAG Board.

Mayor Madrid commented that this region has benefited from Councilmember Feller's vision. He said that we are better served by being exposed to other colleagues, and he will miss Councilmember Feller.

Councilmember Phil Monroe (South County) noted that both he and Councilmember Feller were appointed to work on the senior transportation issue. Councilmember Feller has been a tremendous advocate for senior transportation availability and it was a distinct pleasure to work with him on this issue.

Councilmember Judy Ritter (North County Inland) said that Councilmember Feller has also been a great supporter of the Sprinter.

CONSENT ITEMS

3. AGREEMENT WITH CITY OF ENCINITAS FOR SAN ELIJO LAGOON STUDY (APPROVE)

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 (I-5) North Coast Corridor widening project.

4. PROPOSED FY 2006 TRANSIT AGENCY OPERATING BUDGETS (APPROVE)

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 NCTD and MTS, contingent upon approval by the respective Boards of NCTD and MTS.

5. FORMATION OF A FREIGHT WORKING GROUP TO PREPARE THE REGIONAL FREIGHT STRATEGY (APPROVE)

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.

Action: Upon a motion by Councilmember Bob Emery (Metropolitan Transit System [MTS]) and a second by Councilmember Ritter, the Transportation Committee approved Consent Items 3 through 5.

CHAIR'S REPORTS

6. COMPREHENSIVE OPERATIONAL ANALYSIS (COA) (INFORMATION)

Chair Kellejian stated that the Blue Ribbon Committee has not met since the last Transportation Committee meeting. The next Blue Ribbon Committee is set for July. He

introduced Dave Schumacher, Principal Transportation Planner, to provide a Technical Committee report.

Mr. Schumacher said that the Technical Committee has not met since the last Transportation Committee meeting. The next meeting in July will look into the development of the regional service concept, which is the heart of the COA.

Councilmember Monroe said that they will look at the definition of "lifeline" service. Councilmember Jerry Rindone (South County) added that unserved areas will also be included in the lifeline service.

Action: This item was presented for information.

REPORTS

7. 2004 CONGESTION MANAGEMENT PROGRAM (CMP) UPDATE (RECOMMEND)

Senior Planner Mario Oropeza reported that the CMP was established with the passage of Proposition 111 in 1990 to balance new funding with efforts to address congestion at its source. Local agencies designated SANDAG as the Congestion Management Agency for the San Diego region. He stated the three purposes of the CMP: (1) monitor regional transportation system performance, (2) integrate transportation and land use planning, and (3) develop a short-range program to better manage congestion. The performance of the CMP system is evaluated every two years against a level of service (LOS) standard. The standard for the San Diego region is LOS E. If a roadway does not meet the standard then a more thorough analysis (deficiency plan) is conducted. The CMP process looks at new development projects to see if they impact the road system and, if so, will develop plans to mitigate that impact. Mr. Oropeza mentioned that staff regularly monitors the CMP network and provide a variety of tools to mitigate congestion.

Mr. Oropeza described three changes in the CMP system since 2003: (1) an updated road LOS analysis, (2) a new transit corridor analysis, and (3) a change in the Deficiency Plan approach. The updated CMP traffic analysis is based on 2003 traffic data. The goal is to meet the LOS standard of E. He said that 55 road segments do not meet this standard and further evaluation is required. The CMP network consists of state highways, freeways, and arterials.

Councilmember Monroe asked how LOS E is defined. Mr. Oropeza replied that it is based upon a ratio of road capacity to actual use. The density range of passenger cars per mile is between 35 and 45. More than 80 percent of the CMP projects are planned for improvement through TransNet.

The new transit analysis will evaluate 11 transit corridors for analysis and would track the level of service provided as well as ridership and average vehicle speed. In the future, we would establish performance standards.

The new Deficiency Plan approach indicates that congestion is a systemwide issue, the Regional Transportation Plan (RTP) evaluates deficient segments, individual studies for congestion are not addressed by the RTP, and this is a joint SANDAG/local agency effort.

Mr. Oropeza said that the actions being requested are to hold a public hearing and provide recommendations to the SANDAG Board.

Mayor Madrid indicated that page 14 of the report describes the LOS designation. He asked if there is a way to quantify the total expense associated with upgrading each of those levels of service. Gary Gallegos, Executive Director, stated that part of the planning for an individual project is to solve the transportation need over a 20- or 30-year horizon. We keep checking on how the system is working.

Councilmember Monroe asked about the average speed of vehicles per hour per lane. Mr. Oropeza indicated that he would provide that information to the Councilmember.

Councilmember Feller noted that in Exhibit 1, page 9 of the agenda report, in the list of Deficient Roadway Segments, a Plaza Drive in Oceanside would not meet with the Plaza Drive in Carlsbad. He asked if this should be changed. Mr. Oropeza responded that when we do this Deficiency Plan we look beyond the segment to see what is contributing to the congestion.

Councilmember Ritter asked if the level of service is dependent on speed. Mr. Oropeza responded that speed does matter.

Councilmember Monroe stated that speed changes the level of service. On highways, the speed is generally at 65 miles per hour (mph). He is looking for something that relates to people's experience. Mr. Oropeza replied that for Level of Service E, the speed is 40-50 mph.

Pedro Orso-Delgado, Caltrans, District 11 Director, noted that the level of service cannot be determined on speed alone because the level of service on arterial streets is determined by how many cars are moving through the signaled intersections.

Chair Kellejian opened the public hearing at 9:37 a.m. He noted that a letter was received from Karen King, NCTD Executive Director.

Public Comment:

Robert Hoffman, representing SMART, said that he was appalled at the amount of congestion in the county. This shows that there is something wrong and the current philosophy to correct the problem is not working. He noted that a figure in the report stated that transit usage was at 700 passengers per hour. This compares with a freeway lane that can carry 2,800 passengers per hour. He asked why we are spending so much money on something that provides so little capacity. Mr. Hoffman also said that he didn't see the public hearing notice in the newspaper. Jack Limber, General Counsel, stated that public hearing notices are usually published in a number of newspapers including the San Diego Union-Tribune, the San Diego Daily Transcript, and in community newspapers.

Ms. King stated that SANDAG has come a long way in trying to coordinate land use planning and transportation. NCTD would like to encourage SANDAG to broaden that scope to include the local communities and their needs for greater coordination between land use and roadway planning, and incorporating opportunities for public transit to operate efficiently in those corridors, especially new development areas.

Action: Upon a motion by Supervisor Ron Roberts (County of San Diego) and a second by Councilmember Emery, the public hearing was closed.

Committee Member comments:

Councilmember Monroe stated that this is a great report; however, one of the maps lacks important information related to the number of hours a day that a particular level of congestion occurs. If a roadway is congested two hours a day, perhaps we could work with adjacent businesses to resolve this congestion. However, if it is more than that, then there are other strategies that have to be developed.

Councilmember Monroe expressed his appreciation for the time taken by the experts to discuss this issue with him and Councilmember Feller.

Chair Kellejian noted that the map reflects the peak hour level of service. He asked about the definition of peak hours. Mr. Oropeza said that staff picked the worse case scenario. Mr. Gallegos stated that staff will come back and show which portions of the day are being reflected on the map. He noted that the Early Action Projects are planned to improve those heavily congested areas.

Mayor Madrid mentioned that it would be helpful to have a glossary page defining commonly used acronyms.

Councilmember Feller stated that the level of service coincides with how transit works as well. There are times of the day when buses have a lot of people on them and at other times they have a lot of capacity. The freeway is unoccupied between 2 and 4 a.m.

In response to Mr. Hoffman's comment related to the public hearing notice, Eric Pahlke, Chief Deputy Executive Director, said that the San Diego Union-Tribune publication affidavit shows the public hearing was noticed on June 1, 2005.

Councilmember Rindone commented that this discussion about congestion management is important to develop policies for the business community as well. Some businesses adopt measures that are contrary to the use of public transit such as paying for parking. Mr. Gallegos agreed that he raised a good point; that's why there needs to be a close connection between land use and transit. Individual cities hold the key for requiring businesses to have congestion management policies in place. We are also using smart growth incentives as part of the Regional Comprehensive Plan (RCP).

Councilmember Rindone suggested holding regional workshops for local city officials on congestion management.

Action: Upon a motion by Councilmember Rindone and a second by Councilmember Emery, the Transportation Committee recommended 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
(APPROVE)

Mr. Gallegos reported that the City of San Diego, Caltrans, and SANDAG have been working on the development on the Clairemont Mesa Boulevard/State Route (SR) 163 interchange. The City has suggested that SANDAG give them until July 19, 2005, to resolve the funding shortfall. What is at risk is the possible loss of FY 2004/05 Obligational Authority for \$5.238 million in Regional Surface Transportation Program (RSTP) funds. Mr. Gallegos also stated that the Mayor of Oceanside is recommending that action on the Rancho del

Oro/SR 78 interchange extension be tabled for 60 days to give the City time to go back and discuss this project with the Oceanside City Council.

Jose Nuncio, Senior Engineer/Programming Manager stated that the City/County Transportation Advisory Committee (CTAC) has reviewed several projects over the past quarter and requests schedule extensions for three Regional Arterial System (RAS) projects.

El Cajon's Jamacha Road Widening – a 24-month schedule extension has been requested by the City of El Cajon due to an underestimate of project complexities related to the environmental document. Completion of the environmental document is now anticipated for December 2005.

Encinitas Manchester Avenue/I-5 Interchange – this project is in the environmental document phase and additional information is needed from the Army Corps of Engineers to complete this environmental document. The City of Encinitas is requesting a project schedule extension to December 2006.

County of San Diego's Bradley Avenue/SR 67 Interchange – The Federal Highway Administration (FHWA) questioned whether the project scope addressed congestion or shifted it to adjacent areas. In response, the County has increased the scope of the project to address this question, and additional environmental studies have been added. Project completion would be delayed to May 2007.

Mr. Nuncio stated that related to the City of San Diego's Clairemont Mesa Boulevard/SR 163 interchange, about \$5.238 million in FY 2004/05 must be used this fiscal year or the Obligational Authority will be lost from the region. Action would approve a Regional Transportation Improvement Project (RTIP) amendment to shift funds to a *TransNet* Early Action Project (the I-5/North Coast Managed Lanes). 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 would allow the City to compete for project funding in a future cycle (earliest opportunity is FY 2007 funds), Option 2 would place the City first in line to receive new RSTP funds available for the RAS, or Option 3 would remove existing funds from another RAS project and reallocate it to this project. Mr. Nuncio stated that staff recommends Option 1.

Chair Kellejian stated that the options for the Clairemont Mesa Boulevard/SR 163 Interchange project would come back to the Transportation Committee for consideration if the City does not meet the funding deadline.

Chair Kellejian noted an error in the fourth line, second paragraph, on page 3 of the agenda report; it should say the City of Oceanside rather than the City of Encinitas.

Mr. Gallegos clarified that if the funding issue for the Clairemont Mesa Boulevard/SR 163 Interchange is resolved by July 19, this matter would not come back to the Transportation Committee. He also noted that the City of Oceanside needs 30 to 60 days to resolve the Rancho del Oro project.

Councilmember Jim Madaffer (City of San Diego) expressed the City's appreciation for participating in the Clairemont Mesa Boulevard/SR 163 Interchange project with SANDAG. This project is on the precipice of going to bid; it is designed, and the environmental work is done. He felt confident that the City will have everything in place before the deadline. He

asked Patti Boekamp, the City's Director of Engineering and Capital Projects, to provide more specific information.

Ms. Boekamp explained that the City received an updated cost estimate for this project from Caltrans that showed an increase of \$2.7 million. The City has worked out the funding gap with Lenar Development, and City staff will take the cooperative agreement to the San Diego City Council for action as soon as they can. The City very much appreciates the schedule extension.

Action: Upon a motion by Councilmember Madaffer and a second by Supervisor Roberts, the Transportation Committee approved granting schedule extensions to the Jamacha Road Widening project, the Manchester/I-5 Interchange project, and the Bradley Avenue/SR 67 Interchange project that are being developed by the Cities of El Cajon, Encinitas, and the County of San Diego, respectively; approved an amendment to the 2004 RTIP to reallocate \$5.238 million in RSTP funds from the City of San Diego's Clairemont Mesa Boulevard/SR 163 interchange project. This RTIP amendment will be carried out if the City of San Diego does not execute a Caltrans cooperative agreement for construction on this project by July 19, 2005. If the City of San Diego cannot comply by that date, the RTIP amendment would be implemented and a reallocation of funds to the I-5/North Coast Managed Lanes project would occur. The Committee also agreed to give the City of Oceanside 60 days to resolve the situation related to the Rancho del Oro/SR 78 Interchange project.

9. UPCOMING MEETINGS

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

10. ADJOURNMENT

Chair Kellejian adjourned the meeting at 10:11 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
JUNE 17, 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	No	
North County Inland	City of Poway	Mickey Cafagna	Member	No	
	City of Vista	Judy Ritter	Alternate	Yes	
East County	City of Santee	Jack Dale	Member	Yes	
	City of La Mesa	Art Madrid	Alternate	Yes	
South County	City of Chula Vista	Jerry Rindone	Member	Yes	
	City of Coronado	Phil Monroe	Alternate	Yes	
City of San Diego	----	Jim Madaffer	Member	Yes	
	----	Scott Peters	Alternate	No	
		Dick Murphy	Alternate	No	
County of San Diego	----	Ron Roberts	Member	Yes	
	----	Pam Slater-Price	Alternate	No	
	----	Dianne Jacob	Alternate	No	
Metropolitan Transit Development Board	City of Poway	Bob Emery	Member	Yes	
	MTDB	Leon Williams	Alternate	Yes	
North County Transit Development Board	City of Oceanside	Jack Feller	Member	Yes	
	City of Vista	Judy Ritter	Alternate	No	See above
	City of Escondido	Ed Gallo	Alternate	No	
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	No	
Regional Planning Stakeholders Working Group	—	Sandor Shapery	Member	Yes	