TRANSPORTATION COMMITTEE
AGENDA

Friday, July 7, 2006
9 a.m. to 12 noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

• REGIONAL ARTERIAL SYSTEM USE-IT-OR-LOSE-IT

• STATE ROUTE 52 UPDATE

PLEASE TURN OFF CELL PHONES DURING THE MEETING

YOU CAN LISTEN TO THE TRANSPORTATION COMMITTEE MEETING BY VISITING OUR WEB SITE AT WWW.SANDAG.ORG

MISSION STATEMENT
The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, plans, engineers, and builds public transit, and provides information on a broad range of topics pertinent to the region’s quality of life.

San Diego Association of Governments · 401 B Street, Suite 800, San Diego, CA 92101-4231
(619) 699-1900 · Fax (619) 699-1905 · www.sandag.org
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.

This agenda and related staff reports can be accessed at www.sandag.org under meetings on SANDAG’s Web site. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form also available on the Web site. E-mail comments should be received no later than noon, two working days prior to the Transportation Committee meeting.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.

SANDAG offices are accessible by public transit. Phone 1-800-COMMUTE or see www.sdcommute.com for route information.
ITEM #                           RECOMMENDATION
+1. APPROVAL OF JUNE 16, 2006, MEETING MINUTES APPROVE

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

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.

CHAIR’S REPORT (3)

+3. APPOINTMENT OF CORONADO COUNCILMEMBER PHIL MONROE TO DESIGNATED COORDINATED TRANSPORTATION SERVICES AGENCY BOARD

On July 1, 2006, SANDAG will designate a nonprofit agency, Full Access & Coordinated Transportation (FACT), as the regional Coordinated Transportation Services Agency (CTSA) to coordinate specialized transportation services and resources in San Diego County. The contract with FACT specifies that SANDAG shall have one member of the Transportation Committee on the FACT Board of Directors. Coronado Councilmember Phil Monroe has agreed to represent the Transportation Committee on the FACT Board. A more detailed memorandum on this appointment is included in this agenda package.

REPORTS (4 through 9)

+4. REGIONAL ARTERIAL SYSTEM: USE-IT-OR-LOSE-IT POLICY AMENDMENTS AND PROJECT SCHEDULE EXTENSIONS (Jose A. Nuncio) APPROVE

At the February 24, 2006, Board of Directors meeting, it was recommended that the Regional Arterial System’s (RAS) Use-It-Or-Lose-It policy be reviewed by the Cities/County Transportation Advisory Committee (CTAC) and that recommendations be developed to help improve the status of the delivery of RAS projects. CTAC reviewed the existing policy as well as requests for schedule extensions on certain RAS projects. Pending action at its July 6, 2006, meeting, CTAC recommends that the Transportation Committee approve: (1) amendments to the “Use-It-or-Lose-It” Policy; and (2) schedule extensions for the South Santa Fe Avenue project in the County of San Diego and the State Route 78 (SR 78)/Nordahl Avenue project in the City of Escondido.
+5. **STATE ROUTE 52 CORRIDOR UPDATE** (Richard Chavez; Joel Haven, Caltrans)

Caltrans and SANDAG are jointly implementing projects on the State Route 52 (SR 52) Corridor as part of the TransNet Early Action Program, authorized by the SANDAG Board of Directors in January 2005. The Caltrans Corridor Director will present the status of the SR 52 corridor. The corridor consists of reversible high-occupancy vehicle (HOV)/managed lanes from Interstate 15 to SR 125, a new four-lane freeway from SR 125 to SR 67 in the city of Santee, and various operational improvements.

+6. **LOW-FLOOR PLATFORM BUDGET REVISION** (John Haggerty)

In order to provide low-floor service on the San Diego Trolley Green Line, platforms at 15 existing stations needed to be raised. The Transportation Committee is asked to approve an increase of $500,000 for this Light Rail Vehicle Station Platform Retrofit Project, raising the project cost from $11,469,000 to $11,969,000. The funding would come from the Metropolitan Transit System share of the original TransNet measure, which would reduce funds available for the Mid-Coast Corridor project.

+7. **BUDGET TRANSFER TO INSTALL FIBER OPTIC CABLE AND REMOTE ROUTE REQUEST CAPABILITY ON THE TRAIN LOCATION PROJECT** (Jay Sender)

The Transportation Committee is asked to approve a $373,550 increase in the Capital Improvement Program budget for the Train Location Project in order to install fiber optic cable and agency-owned radios on the San Diego Trolley Orange Line and to provide remote route request capability at Old Town and El Cajon. Project savings from the recently completed Tunnel Fleet Modification Project will provide $218,836 of this total, with the $154,714 balance provided from MTS Regional Miscellaneous Capital fund reserve.

+8. **BUDGET TRANSFER FOR IMPERIAL AVENUE DIVISION SHAKE-UP ROOM PROJECT AND TRANSIT FIRST NOW QUEUE JUMPER PROJECT** (Pete d’Ablaing)

SANDAG staff in concurrence with Metropolitan Transit System (MTS) staff has identified $60,000 of available funding for preliminary design for improvements to the San Diego Transit Corporation (SDTC) Imperial Avenue Division (IAD) Building No. 1, and $37,000 of available funding for a Transit First Now project to construct a queue jumper at First and Ash.
In June 2003, SANDAG adopted Board Policy No. 018: Regional Transit Service Planning and Implementation, which defines the transit service planning responsibilities of SANDAG and the two transit agencies, and amended the policy in September 2004 and March 2005. As required, a review of the policy has taken place and the Transportation Committee is asked to recommend that the SANDAG Board approve proposed revisions to Policy No. 018, that include: (1) clarification of the roles and responsibilities for preparation of service and operating plans for TransNet projects; (2) allocation of responsibilities for federal Title VI reporting; (3) deletion of references to regional fare setting which is now addressed in recently adopted Policy No. 019: Regional Fare Structure and Comprehensive Fare Ordinance; (4) inclusion of new planning requirements as a result of SAFETEA-LU; and (5) a requirement to conduct the next review of Policy No. 018 in fall 2007.

10. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for Friday, July 21, 2006, at 9 a.m.

11. ADJOURNMENT

+next to an agenda item indicates an attachment
TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS
Meeting of June 16, 2006

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

Chairman Kellejian asked that everyone stand and that Councilmember Rindone lead in saluting the flag.

1. APPROVAL OF JUNE 2, 2006, MEETING MINUTES

Action: Upon a motion by Mayor Holt Pfeiler (North County Inland) and a second by Councilmember Emery (Metropolitan Transit System), the Transportation Committee approved the minutes from the June 2, 2006, meeting. The motion passed unanimously.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chairman Kellejian congratulated SANDAG’s Executive Director Gary Gallegos, who was presented with the Pursuit of Excellence Award on June 15, 2006, at the Women’s Transportation Seminar (WTS) Annual Awards Banquet. He also noted that the Metropolitan Transit System (MTS) was presented with the Employer of the Year Award.

Don Stillwell, a San Diego resident, expressed his concern regarding safety of school children accessing the bus. He noted that the bus stops near and Crawford High School, especially Route #14, and the bus stops near and around Kaiser Hospital, especially Route #13, are not safe for the residents nor the school children. He urged the Board to do something about this problem before someone gets seriously hurt.

Paul Klein, a resident of San Marcos, noted that he is being sued by the North County Transit District (NCTD) in imminent domain court. His problem is that he was initially offered $2,000 for his property and now NCTD will pay the appraised value of $90,000. In his opinion, this was a clear abuse by the agency of the imminent domain process and how they operate. With the full funding grant agreement that NCTD has, it promised to follow the law and has not been doing so. NCTD should be following all of the federal rules but it is not. Homeowners and business owners should be compensated accordingly at the fair value market rate. NCTD could lose $145 million in federal funding for violating the law. This is a sad situation.
CONSENT ITEMS (3 through 5)

3. 2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP): AMENDMENT NO. 17 (APPROVE)

The 2004 Regional Transportation Improvement Program (RTIP), adopted by the Board in July 2004, is the five-year program of major transportation projects in the San Diego region covering the period from FY 2005 to FY 2009. During the course of the two-year RTIP cycle, SANDAG processes amendments on a quarterly basis or more frequently when an urgent matter arises. SANDAG has determined that one project, the Intermodal Transportation Management System, requires an urgent amendment in order to obligate the federal funds by this summer. The Transportation Committee is asked to adopt Resolution No. 2006-21, approving Amendment No. 17 to the 2004 RTIP.

4. METROPOLITAN TRANSIT SYSTEM FEDERAL TRANSIT ADMINISTRATION SECTION 5311 (F) GRANT APPLICATIONS (APPROVE)

MTS plans to submit two grant applications to Caltrans requesting funding for operations and capital support for rural services. The applications for funds under the Federal Transit Administration (FTA) Section 5311(f) Intercity Bus Program each request $200,000. One application requests operating revenues for service from rural communities into the San Diego urban area to provide access to shopping and medical services. The second application requests funding toward completion of the East County Bus Maintenance Facility which supports these rural services. The Transportation Committee is asked to adopt Resolution No. 2006-22, approving the application as required by Caltrans.

5. FALL 2006 NCTD SERVICE CHANGES (INFORMATION)

NCTD is proposing several changes for FY 2007 including a modest fare increase and the realignment of a number of bus routes to improve efficiency and increase revenues. On May 18, 2006, the NCTD Board held a public hearing and adopted the proposed service changes. In accordance with SANDAG Policy No. 018: Regional Transit Service Planning and Implementation, NCTD is responsible for implementing local and minor service changes in consultation with SANDAG. Regionally significant service changes require a SANDAG administrative review for consistency with regional plans and policies. NCTD’s proposed changes have been reviewed by SANDAG staff and meet the requirements of Policy No. 018. This report is provided to the Transportation Committee so that Committee members are aware of the proposed changes to the regional transit system.

Action: Upon a motion by Councilmember Emery (MTS) and a second by Chairman Horn (County of San Diego), the Transportation Committee approved Consent Items 3 through 5, including Resolutions No. 2006-21 and No. 2006-22.
6. PUBLIC HEARING: FINAL 2006 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RECOMMEND)

Chairman Kellejian mentioned that this item is a Public Hearing. Staff will be heard first, then he will take questions from the Transportation Committee members regarding the staff report. After the questions, there will be a public comment period and then he will close the Public Hearing and the Transportation Committee will take action.

Sookyung Kim, SANDAG’s Senior Financial Program Manager, noted that as the region’s Metropolitan Planning Organization (MPO), SANDAG is required by state and federal law to develop and adopt a Regional Transportation Improvement Program (RTIP) every two years. The 2006 RTIP is a $6.1 billion multi-year program of proposed major highway, arterial, transit, and nonmotorized projects, including the TransNet Program of Projects. As required by federal regulations, SANDAG conducted an air quality conformity analysis of all regionally significant capacity increasing projects in the 2006 RTIP. The analysis demonstrates that the 2006 RTIP meets the air quality conformity requirement.

At its May 19 meeting, the Transportation Committee accepted the draft 2006 RTIP for distribution and public comment, and scheduled a public hearing for today. As of today, staff has not received any significant public comments; however requests for clarifications related to the air quality document from FHWA and to the project listings and fiscal analysis in the RTIP document from Caltrans programming office have been received. These minor changes will be incorporated into the final document.

Chairman Kellejian opened the Public Hearing. There were no Transportation Committee member comments and there were no public speakers. He noted for the record that there was an e-mail presented by J.W. Stump regarding this item. Chairman Kellejian closed the Public Hearing.

Action: Upon a motion by Councilmember Madaffer (City of San Diego), and a second by Chairman Stocks (North County Transit District), the Transportation Committee held a public hearing for the 2006 RTIP including its air quality conformity analysis and the air quality re-determination of the 2030 Revenue Constrained Regional Transportation Plan (RTP): 2006 Update; directed staff to finalize the 2006 RTIP, including responding to any significant public comments received during the public hearing; and recommended to the SANDAG Board of Directors the adoption of the 2006 RTIP including its air quality conformity analysis and the air quality re-determination of the 2030 Revenue Constrained RTP: 2006 Update.

7. PUBLIC HEARING: MIRA MESA TRANSIT CENTER ENVIRONMENTAL DOCUMENT (RECOMMEND)

Chairman Kellejian mentioned that this item also is a Public Hearing. Staff will be heard first, then he will take questions from the Transportation Committee members regarding the staff report. After the questions, there will be a public comment period and then he will close the Public Hearing and the Transportation Committee will take action.
Barrow Emerson, SANDAG’s Senior Regional Planner, provided the Transportation Committee with an overview of the proposed Mira Mesa Transit Center. He provided an orientation to the location of the proposed transit center in the Mira Mesa area, on the north border of Miramar College, just west of I-15 and south of Mira Mesa Blvd. He showed the committee the proposed layout of the transit center, which includes 8 bus bays with passenger shelters and a communications and restroom facility for the MTS operators. The Transit Center concept has been developed as a cooperative effort between Miramar College, SANDAG and MTS. The facility is proposed to be leased by SANDAG from the Community College District on a long-term (99 years), nominal cost ($1 per year) basis. The final design will be developed during the next year and the facility is proposed to open in 2008. The transit center will serve as the key access point to the transit system in the Mira Mesa and Scripps Ranch communities and will be served by at least 5 bus routes. The benefits for transit patrons will be an improved waiting and transfer environment. In addition, the new transit center will allow more direct and convenient bus service for Miramar College students. Under its recently adopted Master Plan, the college will expand from its current student population of 8,000 to 25,000 at build-out. The other major beneficiary of the new transit center will be the transit operator, MTS, who will in some cases see reduced operating costs as well as have a safer and more efficient layover facility for drivers.

Chairman Kellejian opened the Public Hearing. There were no Transportation Committee member comments.

Public Comment:

Ryan Murphy, from the San Diego Community College District Miramar College, stated that he was excited that there will be a transit center in the Mira Mesa area that will directly serve the College. This action will be beneficial to both the residents in the community and the college students.

Chairman Kellejian closed the Public Hearing.

Action: Upon a motion by Councilmember Madaffer and a second by Chairman Stocks, the Transportation Committee recommended that the SANDAG Board adopt the final MND for the project.

8. PROPOSED FY 2007 TRANSIT AGENCY OPERATING BUDGETS (APPROVE)

Renee Wasmund, SANDAG’s Director of Finance, noted that SANDAG is responsible for approving the transit agencies budgets for funding. Last month, NCTD and MTS submitted their budgets to the Transportation Committee. MTS approved its budget on June 8, 2006, and NCTD approved its budget yesterday.

Councilmember Emery (MTS) commented that this is the first time that MTS has approved a budget without having to utilize any of its proposed reserves.

Chairman Kellejian thanked both agencies for laying out the budgets to the Transportation Committee in a way that was easy to understand.
Councilmember Monroe (South County) noted that he was proud that MTS has a balanced budget. He expressed concern that the deficit is getting bigger regarding maintenance costs.

Councilmember Madaffer stated that it is impressive to see MTS and NCTD working together and stated that it is important to move this item forward.

Action: Upon a motion by Councilmember Madaffer and a second by Councilmember Stocks, the Transportation Committee voted to approve the NCTD and MTS Fiscal Year 2007 operating budgets for funding.

9. TRANSPORTATION PROJECT BUDGET SHORTFALLS (RECOMMEND)

Jose Nuncio, presented to the Transportation Committee several regional projects that require additional funding. In some cases, the additional funds required are associated with cost increases whereas other projects require funds to continue and expand their implementation beyond their previously approved program level. Staff highlighted the SPRINTER Cost increases, which range from $42 to $55 million, and are due to government approval delays, Hurricane Katrina, freight traffic requirement, higher construction management costs, CCOs for actual costs, FTA requirements, and off-site environmental mitigation. Staff pointed out that a combination of all these factors have attributed to the cost increases. Other project increases have resulted from increased cost of right-of-way, changes in design, unanticipated regulatory reviews, program implementation and expansion. There are funding for these projects which only goes through FY 2009. Staff noted that the Rideshare Program needs an extension to FY 2011. There is a $622 million budget shortfall through FY 2011. The current funding available through FY 2011 is $119.3M. This is within the RTIP time period. Staff indicated that a prioritized approach should be followed. That would include that projects under construction should receive funding first, followed by funding for previous commitments not yet programmed, then projects that are ready to go within 1 year should be considered and last to receive funding should be the new projects. Between now and November 2006, NCTD may need to access additional funding over and above what has already been allocated to them.

Mr. Nuncio outlined a proposal to fund the shortfall on the SPRINTER by using a combination of the proceeds from the Infrastructure Bonds scheduled to be placed in the November ballot and NCTD funds, including NCTD’s balance from the original TransNet measure in FY 2008. Mr. Nuncio further elaborated that the nearly $20 billion statewide bond contains $4 billion for Public Transportation projects that are anticipated to be distributed to the transit agencies in a manner similar to the State Transit Assistance program. NCTD would receive approximately $50 million to $60 million from this element of the bonds. If the voters reject the Infrastructure Bonds, however, a contingency plan is to redirect $34 million in CMAQ funds from the I-15 corridor as a loan to the SPRINTER project. The remainder of the shortfall would be made up with NCTD funds. The $34 million loan would be paid back to the TransNet Major Corridor program through a future regional adjustment of the 85/15 split for TransNet EAP/Non-TransNet EAP projects that the Board approved for RSTP, CMAQ, and STIP funds when it adopted the TransNet Plan of Finance in December 2005.
Chairman Horn questioned when the $34 million that is proposed to be redirected will be needed. Mr. Nuncio responded that it wouldn’t be needed until 2008.

Gary Gallegos, SANDAG’s Executive Director, stated that in 2008, funding would be redirected to provide monies for the I-15 and BRT projects in order to fund the projects until 2011.

Mr. Nuncio listed the projects that the Transportation Committee is being requested to fund. Those projects are SPRINTER, SR 125 Right of Way, SR 56 Right of Way, Rideshare, Bike Trails, ITS Operating Needs, and El Camino Real.

Mr. Gallegos stated that SANDAG staff would continue to work with the City of San Diego to keep the project on a development schedule but would bring that project back to request additional funding if needed. This is a way of managing cash.

Mr. Nuncio indicated that the current funding available is $119.3 million, less $41 million for the RSTP & CMAQ project, less $3.4 million for TCRP funding, leaving $74.7 million to cover the costs of some of the funding shortfall or to match the funds from the Infrastructure Bonds that are going to the voters in November. These funds are mainly TransNet funds and therefore, some of the capital and vehicle replacement project needs that are eligible for TransNet Major Corridor funds could qualify for these funds.

Mr. Gallegos added that SANDAG staff has been discussing with MTS and NCTD staff how the funding would be distributed if the infrastructure bonds pass. If more funding is received from the infrastructure bonds, that would reduce the need for borrowing funds. The key piece to this issue is to leverage the bonds with the funding that SANDAG already has.

Public Comment:

Kathy Keehan, with the San Diego Bicycle Coalition, spoke in favor of the three bike projects. They are important linkages for the County. She requested that the Transportation Committee support funding for these projects.

Paul Cline, a San Marcos resident, requested that the Transportation Committee oppose the increase in funding for the SPRINTER project. He noted that he is a public transportation supporter but the eminent domain issue with NCTD is out of control. Once that issue is resolved, it will be a black eye for the region. He expressed concerned regarding the increase in costs for the SPRINTER project. He mentioned that NCTD has approximately $114 million in the bank from a bond measure so NCTD isn’t hurting as bad as it projects.

Councilmember Emery indicated that he wanted to make three comments. First regarding the funding for the SPRINTER, cost increases are inevitable and will happen and nothing can be done about it. With a project of this magnitude, he mentioned that it is a reasonable request and staff has done a good job bringing options to the Transportation Committee if the bonds don’t pass. Secondly, in one of the revised handouts that the Committee has received regarding sources for funding it makes reference to TransNet funds that are earmarked to the agencies for operations. It states that the agencies can also use the funds
for capital expenditures. This Committee and the SANDAG Board have recognized that those funds will be managed by the transit agencies and will be used for the replacement of the CMAQ funding for MTS up through 2009 and the operation of the East Line. Third, he recapped on the comments made by Councilmember Monroe related to the capital needs of the transit districts. The Transportation Committee needs to look at the priority lists of capital needs because of the funding shortfall.

Councilmember Rindone noted that it is clear that the Transportation Committee is committed to operating both MTS and NCTD and their capital needs will move up on the priority list. The Green Line stations have been retrofitted but there can’t be a superior portion of the system in some areas but not others. There is also a need to continue to retrofit the full extension of the Blue Line. As major new projects are built, he asked if the SPRINTER cost increases are the top of the cost range or is it a best guess.

Karen King, NCTD Executive Director, stated that the SPRINTER cost increase is their best estimate. Construction is more than 50% complete and staff has uncovered the majority of the unknown factors regarding the project and has done a very thorough review. She indicated that the cost is closer to $55 million than it is to $47 million, based on the worse case scenario. She added that there are things that occur that are not always in NCTD’s control.

Sandor Shapery (SANDAG Stakeholders Working Group) commented that MTS and NCTD have some of the highest farebox recovery in the country. He questioned why there are extremely large numbers for the replacement and rehabilitation of the rail system.

Paul Jablonski (MTS) responded that there are several reasons why replacement numbers are high. The original numbers were based on a 10-year plan that was estimated last summer; the Blue Line is 20 years old; there are cracks in the tracks, aging in the catenary wire, and aging of the equipment overall. The priority to develop the system was to get it up and running in a timely manner. Now that the system has been developed there needs to be funding to maintain it. The system is basically wearing out.

Councilmember Madaffer (City of San Diego) noted that in looking at the original construction of the Green Line, the costs came close to $100 million a mile so these numbers are nothing new and added that the SPRINTER was part of the original TransNet measure. He noted that the City of San Diego will work closely with SANDAG to resolve the cost issues for SR 56.

Councilmember Madaffer made the motion to approve the staff recommendation. Councilmember Stocks seconded the motion.

Councilmember Stocks (NCTD) mentioned that the SPRINTER project has reached an interesting point. It is more than 50% complete but is only between 80-96% funded. There needs to be a way to identify funding to complete the project. He thanked all of the Transportation Committee members for their regional support, the MTS Board for its support, and the SANDAG staff for the creative process regarding the cash management solutions.
Chairman Kellejian stated that the SANDAG Board appreciated NCTD for taking them on the tour of the SPRINTER. It was very enlightening.

Mayor Madrid noted that the comments made by all relative to incurring to additional costs are relevant, however, there are a number of other factors that the region does have control over. It is critical to look at this issue from a business perspective. He was impressed with the SPRINTER tour, but was shocked and disappointed to see the condition of the bridge near Cal State San Marcos, which eventually needs to be double-tracked. The Committee should be making plans for that now instead of later. The consequences will be significant if the region continues to wait to work on projects in the future – costs will most definitely be higher.

Pedro Orso-Delgado (Caltrans) questioned if there are still pending right-of-way cases pending regarding SR 56.

Mr. Gallegos responded that there is one last case that needs to be resolved.

Chairman Mathis (MTS) pointed out that the MTS Board is a victim of circumstances. The Board knew that these issues would come up years ago. A lot of issues happened that were beyond its control, which has created a deferred situation which is now becoming a crisis.

Councilmember Druker (NCTD) pointed out that the overage on the SPRINTER is only 15% which is amazing compared to other projects. He noted that last week, the SANDAG Board should have been riding the SPRINTER, not touring the construction sites. Had the construction started in 2001, the project would have been completed. There was no way that federal funding would have been received for the project if they had requested that it had been double tracked. If the project doesn’t get completed, it’ll just sit and cost the region more in the long run.

Chairman Kellejian stated that during the implementation of the SPRINTER, there were requests that were made of the cities along that line that could not be met because NCTD had to keep the cost of the project down or the Federal Transit Administration (FTA) would not have awarded them the full funding grant agreement. There were some verbal commitments made regarding sound walls and NCTD should be taking a look at how the trolley operates in comparison to the SPRINTER project to see how to deal with the sound issue. He added that he was in support of this project.

Councilmember Dale (East County) stated that should the airport be relocated to Miramar, he it could require that I-15 be moved. He asked if the region would be put in a situation where it could be spending millions of dollars on the I-15/managed lanes and then tear it up and move it.

Chairman Kellejian commented that issue is not on the agenda therefore the Transportation Committee should not engage in that discussion now.

Mr. Gallegos indicated that the I-15 project is being built in three phases: from SR 56/Ted Williams Parkway north to Lake Hodges; Lake Hodges to the SR 78; and the retrofit the existing HOV lanes from SR 56 to SR 163. If I-15 needs to be moved, there may be time before this last segment is under construction to consider that. If not, the relocation
of the facility is an impact that should be addressed and mitigated in the airport project, which has to be approved by CEQA and NEPA.

Councilmember Atkins thanked the Transportation Committee for working with the City of San Diego on SR 56. Even though she felt that the project didn’t receive the amount of funding that it should have, she still appreciates the support. She stated that she would like to see capital needs for public transit move up on the priority list. Capital needs and maintenance always seem to fall to the bottom of the list and usually get what is left over. If that thought processes changes, that would be good for the region.

Action: Upon a motion by Councilmember Madaffer and a second by Councilmember Stocks, the Transportation Committee recommended approval to the Board of Directors of the programming actions shown in the staff report.

10. STATE ROUTE 125 GAP AND CONNECTOR PROJECT BUDGET ALTERNATIVES (RECOMMEND)

Marney Cox, SANDAG’s Chief Economist, commented that this report identifies two issues: (1) cost overruns on the SR 125 Gap and Connector project and (2) improvements to the I-805 that are included in Mobility 2030 that if made, may conflict with the current franchise agreement. The purpose of this report is to recommend a funding approach that would address both these issues. Mr. Cox provided the Committee with a brief background on past project budget decisions authorized by the Board. In the past, the Board has approved the California Transportation Ventures (CTV) requests to increase the project budget, however staff has three concerns over continuing with this trend: (1) continuing to pay the cost overruns does not provide an incentive for CTV and their contractor to find ways to control costs or increase productivity to offset cost overruns; (2) paying for cost overruns is not in line with the intent of a “design build” project; and (3) each time a budget increase is approved, the funds to pay for it must come from other transportation projects in the region. In addition to the budget issues, some of the planned transportation improvements that are included in Mobility 2030 conflict with the current franchise agreement. The franchise agreement contains a “noncompete” clause restricting the region’s ability to make capacity improvements in the franchise area that affect traffic levels on the toll road.

Staff has been working with CTV to estimate the effects of specific improvements to I-805, including auxiliary lanes, four managed lanes and two general purpose lanes, scheduled to be completed at various future dates. The staff recommendation is to pursue a funding approach that achieves four objectives: (1) use toll road revenue to pay for all cost overruns on the Gap & Connector project and compensate CTV for any toll revenue losses as a result of the capacity improvements to I-805(to determine cost overruns the initial contract amount of $100 million will be used); (2) extend tolling for up to ten years; (3) authorize Caltrans to negotiate with CTV to determine the number of additional years, subject to concurrence by SANDAG and affected local jurisdictions - if CTV and Caltrans cannot reach agreement, SANDAG and Caltrans reserve the right to toll the road to cover the cost overruns; and (4) amend the franchise agreement to allow for specific improvements to I-805 and other changes within the franchise area.

Moving this recommendation forward requires changes in the state legislation that governs the SR 125 toll road. At the request of CTV, Senator Ducheny has introduced legislation (SB 463) that would increase the life of the toll road by ten years, provided SANDAG,
Caltrans, and Chula Vista agree. If the Transportation Committee and the SANDAG Board agree, SANDAG staff would work with its regional partners to have the proposed additional points added to the Senator's current bill. Senator Ducheny is prepared to move the bill forward before the current session ends in September 2006.

Sandor Shapery (Stakeholders Working Group) stated that it appears that the majority of the cost overruns have not been justified. He asked if there has been any type of mediation on this issue.

Mr. Cox responded that staff is trying to figure out a way that whatever it costs to build the road should be taken from the revenue stream of the toll road.

Mr. Shapery asked has a third party been involved. Mr. Cox replied no.

Julie Wiley, SANDAG’s General Counsel, indicated that staff has not done any alternative dispute on this issue. They have only received information from CTV outlining the project costs overruns.

Chairman Horn (County of San Diego) stated that the negotiations and agreement should include Supervisor Cox.

Mr. Gallegos reminded the Transportation Committee that the original agreement is between CTV and Caltrans, SANDAG’s proposed amendment would provide the opportunity for affected jurisdictions to participate in the negotiations.

Public Comment:

Whitney Benzian from Councilmember Hueso’s office read a letter from the Councilmember expressing his concerns regarding the project.

Joe Ellis, representing the East Otay Mesa Property Owners Association, discussed his organization’s working relationship with CTV on this project. CTV has recently begun working with the Association to include the appropriate facilities in its planning process. There needs to be a commitment from CTV to participate in the building of the SR 905 and the SR 125.

Tom Story, with Sunroad Enterprises, spoke specifically in support of the staff recommendation. He suggested that the SR 905 and Lonestar interchanges be included in the project and mentioned that they can and should be part of future franchise agreements with CTV. They will help to facilitate employment growth in the South Bay Area.

Bob Bahen, President of Transcorp Development, expressed concern with CTV’s bill being carried by the Senator. He felt that East Otay Mesa can’t be developed without these two critical roads that will help mitigate the traffic. He requested that the Transportation Committee consider what’s going on because they’re dealing with the future of South County and it needs to be handled in a very careful way so employment can be created over the next 5 to 10 years.
Greg Hulsizer, Chief Executive Officer of CTV, commented that he is in full support of the staff recommendation. He felt that it is a good resolution to the project problems and he has been working with SANDAG staff to incorporate the I-805 improvements, the additional managed lanes and other necessary projects. He added that he is also in support of trying to help fund the projects that the representatives from East Otay Mesa have raised concerns about and is currently working on an assessment district for the Lonestar project.

Councilmember Madaffer thanked SANDAG staff for looking at all the angles on how to resolve this issue. This report allows the Transportation Committee the maximum amount of flexibility and the tools it needs to do what is right for the region.

Councilmember Madaffer made the motion to approve the staff recommendation. Councilmember Emery seconded the motion.

Councilmember Monroe asked why the Transportation Committee shouldn’t move forward now on this project and include all the proposed improvements. He felt that the motion should be amended to mention the interchanges at SR 905 and SR 125 and at Lonestar and SR 125, as well as other changes. From Councilmember Hueso’s letter and the public comments it appears that mentioning those projects by name was agreeable to all even though they are not individually listed in the agreement.

Mr. Gallegos stated that the I-805 improvements conflict with the noncompete clause and SANDAG would be asked to work on something that it can’t without paying for the impacts. Regarding the other improvements, the proposed amendment language was broadened to allow negotiations in terms of figuring out what the other improvements cost and how much time it would take to make the improvements happen. He recognized that those improvements are things that CTV is being asked to build which aren’t in its current agreement and will drive up the costs of the project. SANDAG needs to make sure that extending the tolls for 10 years provides the funding needed for all the projects. Also, the developers that are building the homes should be asked why they aren’t contributing to some of these improvements. Last, the legislation would allow the affected cities to concur with all the facts of the project before it moves forward.

Councilmember Madaffer indicated that he would not support an amendment because he doesn’t want to put anything in the motion today that may negotiate against SANDAG’s position later down the line. There won’t be any dispute for the need of these projects. The more important issue is who pays for the projects and how they are paid for.

Mr. Cox mentioned that the improvements should be done in a cost-effective manner, in whatever jurisdiction they fall.

Pedro Orso-Delgado added that Caltrans is in full support of the staff recommendation and would like to roll the additional costs associated with the project into the agreement. Regarding the upgrades to the interchanges, he would prefer look at the details and develop funding options to present to the Board.
Councilmember Rindone noted that the City of Chula Vista is in support of the staff recommendation. If nothing happens then they’ll try something different. He read comments from the City of Chula Vista into the record. Those comments are:

“To the extent that CTV at a later date pursues an additional Franchise extension beyond 2051 under Section 9.1(b) of the DFA, SANDAG and the City of Chula Vista will support CTV in its efforts to obtain legislation permitting extension of the Lease for an additional term sufficient to permit the recovery of a reasonable return on investment in the manner contemplated by the DFA.

CTV understands that the City of Chula Vista and SANDAG are interested in accelerating the construction and opening to traffic of SR 125 interchanges at Rock Mountain and Otay Valley Road. This will require amending the current Toll Road Agreement between the City of Chula Vista and CTV.

CTV and the City of Chula Vista will work in good faith to amend the existing Toll Road Agreement between the CTV and the City of Chula Vista to accelerate the design, construction, and operation of the Rock Mountain interchange to be operational by December 2008.

CTV and the City of Chula Vista will work in good faith to amend the existing Toll Road Agreement to provide for the design, construction, and opening for operation of the Otay Valley Road interchange by 2015.”

Mayor Madrid commented that the extension of the SR 125 toll road is a critical project to the region. He would like to see the developers contribute funding to this plan.

Action: Upon a motion by Councilmember Madaffer and a second by Councilmember Emery, the Transportation Committee voted to support Alternative 1 and directed staff to take this recommendation to the Board for approval. Alternative 1 authorizes staff to pursue a funding approach that would: (1) pay for cost overruns on the Gap and Connector portion of SR 125 and compensate the toll road operator for any revenue losses with toll revenue; (2) extend tolling for up to ten years; (3) authorize Caltrans to negotiate with CTV to determine the number of additional years, subject to concurrence by the SANDAG Board and affected local jurisdictions; and (4) amend the franchise agreement to allow for specific improvements to I-805 as well as other changes within the franchise area.

11. DRAFT 2006 CONGESTION MANAGEMENT PROGRAM (ACCEPT)

Mario Oropeza, SANDAG’s Senior Regional Planner, provided the Transportation Committee with background information on the Congestion Management Program (CMP) and summarized the changes in the draft 2006 update. The CMP was established with the passage of Proposition 111 in 1990, which created a new funding initiative to help balance the new funding with efforts to address congestion at its source. SANDAG is the designated Congestion Management Agency (CMA) for the San Diego region. There are six required CMP elements: roadway monitoring, multimodal performance measures, Transportation Demand Management (TDM), land use analysis, capital improvement program, and
deficiency plan requirements. The 2006 CMP update changes include an updated roadway Level of Service (LOS) analysis, an updated transit corridor analysis, and a new analysis of deficient roadways.

**Action:** Upon a motion by Mayor Holt Pfeiler (North County Inland) and a second by Councilmember Emery, the Transportation Committee voted to accept the Draft 2006 Congestion Management Program Update for public review and schedule a public hearing for its July 21, 2006, meeting.

12. FY 2007 TDA/TransNet BICYCLE AND PEDESTRIAN PROJECTS (RECOMMEND)

Chris Kluth, SANDAG’s Project Manager for the Bicycle and Pedestrian Working Group, presented the Transportation Committee with the draft Project Selection Criteria and the list of recommended bicycle and pedestrian projects for FY 2007. At its May 19, 2006, meeting, staff presented the Committee with the draft project selection criteria that had been developed by the bicycle and pedestrian working group. The Committee discussed the scoring and the relative weights assigned to the selection criteria, focusing on the issue of gap closure in a bicycle network. From a policy perspective there also was discussion about how to address the issue of funding large regional bicycle projects, such as the Bayshore Bikeway and Inland Coastal Rail Trails. As a follow-up, at the June 2, 2006, Transportation Committee meeting, staff presented an outline to address the gap closure and regional funding issues at a future meeting. After some discussion, the Committee decided that the originally recommended criteria should be used to rank projects submitted for the current FY 2007 funding cycle.

Staff provided the Committee with this year’s summary of call for projects. This year there is approximately $3.6 million in TDA/TransNet funding that is available for bicycle and pedestrian-related projects. SANDAG issued a call for projects in February and March 2006 we received 43 applications from 9 member agencies that totaled over $14.7 million. The project review and selection process included project presentations, a review panel, and project web page in order to make the process as transparent as possible. At the April and May 2006 meetings of the Bicycle and Pedestrian Working Group, scoring results were received and the Working Group made project recommendations to the Transportation Committee. There were 14 projects that were recommended for funding. Of the 14 recommended projects, 6 are capital improvement projects that total $2.36 million, and 5 projects were for bicycle and pedestrian master plans, safety and education programs, and bicycle parking projects totaling approximately $415,000. There are three projects from previous and/or multi-year commitments that total the balance of the $3.6 million available.

Next steps will be to return to the Transportation Committee in the fall to continue the discussion from the last two Working Group meetings and incorporate modifications into the project selection criteria to better address the issue of gap closure in the regional bicycle and pedestrian network. In addition, SANDAG recently received a Caltrans Community Based Transportation Planning Grant for $160,000 to produce a Regional Bicycle Master Plan. Through this plan, staff is looking forward to working with the Transportation Committee over the coming year to develop policy goals and objectives that will be used to help build the regional bikeway network and promote bicycling as a safe and viable transportation alternative.
Councilmember Monroe asked how staff is going to work on the revised criteria. Mr. Kluth responded that staff will take the Transportation Committee’s recommendation back to the Working Group, discuss the issue, and bring recommendations back to the Transportation Committee for approval.

Mr. Gallegos stated that staff will encourage the Working Group to present options for the Transportation Committee to consider.

Action: Upon a motion by Mayor Holt Pfeiler and a second by Supervisor Roberts, the Transportation Committee: (1) approved the current project application and evaluation criteria as they apply to the FY 2007 funding cycle for bicycle and pedestrian projects funded under the TDA and TransNet programs; and (2) recommended the list of bicycle and pedestrian projects to the Board of Directors for approval at its June 23, 2006, meeting.

13. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for 9 a.m. on Friday, July 7, 2006.

14. ADJOURNMENT

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

Attachment: Attendance Sheet
CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
JUNE 16, 2006

<table>
<thead>
<tr>
<th>GEOGRAPHICAL AREA/ORGANIZATION</th>
<th>JURISDICTION</th>
<th>NAME</th>
<th>MEMBER/ALTERNATE</th>
<th>ATTENDING</th>
<th>IN</th>
<th>OUT</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>North County Coastal</td>
<td>City of Solana Beach</td>
<td>Joe Kellejian (Chair)</td>
<td>Member</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>City of Del Mar</td>
<td>David Druker</td>
<td>Alternate</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>North County Inland</td>
<td>City of Escondido</td>
<td>Lori Holt Pfeiler</td>
<td>Member</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>City of Vista</td>
<td>Bob Campbell</td>
<td>Alternate</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>East County</td>
<td>City of Santee</td>
<td>Jack Dale</td>
<td>Member</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>City of La Mesa</td>
<td>Art Madrid</td>
<td>Alternate</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>South County</td>
<td>City of Coronado</td>
<td>Phil Monroe</td>
<td>Member</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>City of Chula Vista</td>
<td>Jerry Rindone</td>
<td>Alternate</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City of San Diego</td>
<td>----</td>
<td>Jim Madaffer</td>
<td>Member</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>----</td>
<td>Toni Atkins</td>
<td>Alternate</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>----</td>
<td>Jerry Sanders</td>
<td>Alternate</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>County of San Diego</td>
<td>----</td>
<td>Bill Horn</td>
<td>Member</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>----</td>
<td>Ron Roberts</td>
<td>Alternate</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>----</td>
<td>Greg Cox</td>
<td>Alternate</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metropolitan Transit</td>
<td>City of Poway</td>
<td>Bob Emery</td>
<td>Member</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Development Board</td>
<td>MTS</td>
<td>Harry Mathis</td>
<td>Alternate</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>North County Transit District</td>
<td>City of Encinitas</td>
<td>Jerome Stocks</td>
<td>Member</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>City of Carlsbad</td>
<td>Norine Sigafoose</td>
<td>Alternate</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>City of Solana Beach</td>
<td>Lesa Heebner</td>
<td>Alternate</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>San Diego County Regional</td>
<td>City of Lemon Grove</td>
<td>Mary Sessom</td>
<td>Member</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Airport Authority</td>
<td>Governor's Appointee</td>
<td>Xema Jacobson</td>
<td>Alternate</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ADVISORY/LIAISON</td>
<td>----</td>
<td>Pedro Orso-Delgado</td>
<td>Member</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Caltrans</td>
<td>----</td>
<td>Bill Figge</td>
<td>Alternate</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional Planning Stakeholders</td>
<td>----</td>
<td>Sandor Shapery</td>
<td>Member</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Working Group</td>
<td>----</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
This Item Relates to Agenda Item #3
Transportation Committee
July 7, 2006

TO: SANDAG Transportation Committee
FROM: Joe Kellejian, Chair
SUBJECT: Appointment of Coronado Councilmember Phil Monroe to Designated Coordinated Transportation Services Agency (CTSA) Board

In February, 2006, the Transportation Committee, Executive Committee, and the Board of Directors approved a report recommending that an outside agency be designated as a single Coordinated Transportation Services Agency (CTSA) for San Diego County. As a result, staff solicited proposals from local agencies wishing to assume the role of CTSA using the available funding from the Transportation Development Act (approximately $112,000 in FY 2007) for this purpose. Under state law, the CTSA coordinates specialized transportation services and resources to enhance transportation opportunities for seniors, persons with disabilities, and low-income residents.

Full Access & Coordinated Transportation (FACT), a nonprofit organization, has been designated as the regional CTSA beginning July 1, 2006. The terms of the designation and the contract between SANDAG and FACT permit SANDAG to have one member of the Transportation Committee on the FACT Board of Directors. The inclusion of a Transportation Committee member on the FACT Board will provide a direct opportunity for policy input and communication between the CTSA and Transportation Committee. I have asked Coronado Councilmember Phil Monroe to represent the Transportation Committee on the FACT Board of Directors.

I want to thank Phil Monroe for assuming this new role on behalf of SANDAG and the Transportation Committee.
REGIONAL ARTERIAL SYSTEM: USE-IT-OR-LOSE-IT POLICY AMENDMENTS AND PROJECT SCHEDULE EXTENSIONS

Introduction

At its July 6, 2006, meeting, the Cities/Counties Transportation Advisory Committee (CTAC) is scheduled to discuss amendments to the Regional Arterial System (RAS) “Use-It-or-Lose-It” policy to make it more consistent with Federal Highway Administration (FHWA) policy as well as to reflect the fact that most Regional Surface Transportation Program (RSTP) funds have been obligated. CTAC also will be discussing schedule extensions on two RAS projects. Although it is anticipated that CTAC will recommend approval of these items to the Transportation Committee as drafted herein, any CTAC changes that deviate from this report will be highlighted by staff verbally at the Transportation Committee’s July 7, 2006, meeting.

Discussion

Use-It-or-Lose-It Policy

The RAS Program “Use-It-or-Lose-It” policy (last revised July 11, 2002), was established with the intent of ensuring that federal Regional Surface Transportation Program (RSTP) funds were obligated by project sponsors on a timely basis and to help preclude the loss of these federal funds from the region. The policy was also adopted to help ensure timely delivery of RAS projects as committed by local project sponsors. Most of the projects have now obligated their funding, with the remaining projects expected to do so by the end of the federal fiscal year. Modifications to the policy are being proposed to remove some of the burdens on the project sponsors that have met the “Use-It-or-Lose-It” obligation requirements. In the event that future programming cycles identify funds for the RAS program, existing language that fosters a timely obligation of funds will remain. Additional safeguards as discussed below are being proposed to help manage the RSTP funds and preclude their loss from the region.
Summary of Changes

A new Paragraph 1 has been added to the policy (Attachment 1). The new paragraph replaces the previous obligation requirements with those of FHWA and Caltrans that require project sponsors to either expend their obligated funds or to return them to the region. Any de-obligated funds resulting from the member agencies’ failure to take active steps regarding FHWA or Caltrans inactive project status policies will revert to the region for programming based on SANDAG Board of Directors priorities. These active steps include submitting an invoice or a close-out report. This change is to reflect the fact that most of the funds have been obligated or will be by the end of the current federal fiscal year and the “lose it” part of the policy will no longer be applicable.

In Paragraph 3, certain provisions pertinent to previous programming cycles and which no longer apply to the remaining projects have been deleted.

Schedule Extensions

The RAS Program Use-It-or-Lose-It Policy, revised July 11, 2002, states that RAS projects must be reviewed by the CTAC when certain project development milestones fall behind schedule between six and twelve months. Further, the policy states that a project with a delay of twelve months or greater will result in one of three mandatory recommendations to the Transportation Committee to: (1) reallocate funds; (2) determine certain projects ineligible to compete in the following funding cycle; or (3) grant a schedule extension. CTAC has reviewed a number of projects over the past quarter and is expected to make the following recommendations.

South Santa Fe Avenue

The County of San Diego has requested a schedule extension for the South Santa Fe Avenue project. This project originally was programmed with federal RSTP funding, but in an effort to accelerate the schedule, in December 2003 the County of San Diego requested SANDAG to exchange its federal funds for local funds to avoid having to complete the lengthy federal National Environmental Protection Act (NEPA) environmental clearance process. This request was approved as part of Amendment No. 16 of the 2002 Regional Transportation Improvement Program (RTIP). While the County of San Diego has made progress by completing the requirements of the California Environmental Quality Act (CEQA), significant cost increases over the past two to three years in right-of-way acquisition and construction have made the funding of this project with only local funds an unviable proposition. CTAC recommends approving the schedule extension request for this project due to the unusual steep rise in construction material costs over the past few years that have resulted in the County of San Diego being unable to proceed under its plan to implement this project without federal funds. The County of San Diego, in an attempt to position itself to receive future federal funds, will now complete the NEPA environmental process. This effort will require completing technical studies and submitting the studies plus the NEPA environmental document to the FHWA for review and approval. While the County of San Diego will utilize findings from previously initiated technical studies, some of these may need to be re-evaluated for changes in law and field conditions.

The Transportation Committee approved an initial schedule extension for the South Santa Fe Avenue project in March 2003. This is the County’s second extension request for the South Santa Fe Avenue project. This project is currently programmed with a combination of TransNet State Route
(SR) 78 Corridor, TransNet Highway, TransNet Local Streets and Roads, and other local funds, for a total of approximately $23.7 million. The current cost estimate is approximately $75 million. This project also is listed in the SR 78 Corridor TransNet program, which was established soon after the original TransNet measure came into effect in the late 1980s. It is the last project to be implemented from this TransNet program. Given the steep cost increases in the estimates coupled with the lack of funds to complete the project, CTAC recommended to the County of San Diego that it consider phasing the implementation of the project to get some improvements completed.

The completion of the federal NEPA environmental document will cause the schedule to be delayed for approximately 18 months, with completion expected December 2007.

SR 78/Nordahl Road Interchange

The City of Escondido has requested a schedule extension for the completion of this project. The cause of the delay was a disagreement between the City of Escondido and the City of San Marcos on the scope and timing of this interim project and of the project that would implement the ultimate improvements at this interchange. After lengthy discussions, both cities have come to an understanding on these scope and timing issues, particularly as it relates to implementation of this interim project that is funded with regional funds. It should be noted that the project in question is the interim project which will widen the structure on the Nordahl Road bridge over SR 78. The ultimate project, which will include improvements at the intersection of Mission Road, will be implemented at a later date. The City of Escondido now requests that a schedule extension be granted for completion of this project. The $300,000 in RSTP funds programmed for this project was already obligated for the Preliminary Engineering phase.

<table>
<thead>
<tr>
<th>Table 1 - Schedule Extensions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project (Sponsor)</td>
</tr>
<tr>
<td>--------------------</td>
</tr>
<tr>
<td>South Santa Fe Avenue (County of San Diego)</td>
</tr>
<tr>
<td>SR 78/Nordahl Rd. Interchange (Escondido)</td>
</tr>
</tbody>
</table>

AREN Wasmund
Director of Finance

Attachment: 1. Proposed Amendments to Use-It-or-Lose-It Policy

Key Staff Contact: José A. Nuncio, (619) 699-1908, jnu@sandag.org
REGIONAL ARTERIAL SYSTEM PROGRAM
Use-It-or-Lose-It Policy
Transportation Committee Approved Revised: July 17, 2002

1. Member agencies that have obligated their Regional Surface Transportation Program funds are exempt from the requirements of paragraphs 3 through 5 of this policy. Any remaining unexpended funds at project completion or funds that are de-obligated for failing to comply with Federal Highway Administration or Caltrans requirements for inactive projects will revert to the region for allocation according to Board of Directors funding priorities. Recipients of funds in future funding cycles subsequent to July 1, 2006, if any, will be required to comply with this policy.

2. Member agencies sponsoring Regional Arterial System projects agree to submit quarterly progress reports. The progress reports will include information on accomplishments this quarter, anticipated progress next quarter, pending issues and recommended resolutions, schedule and reasons for schedule delay (if any), budget, and an updated project cost estimate.

23. Member agencies sponsoring Regional Arterial System projects agree to adhere to the project schedule for three milestones including (1) the award of a consultant contract for preliminary engineering, (2) environmental clearance, and (3) the award of a contract for project construction as submitted in the member agency’s original proposal, with adjustments made as defined in 2.c below.

a. A reported delay of more than six months and less than twelve months for a project milestone results in a mandatory review by the Cities/County Transportation Advisory Committee (CTAC). A reported delay of one-year or greater for a project milestone results in a mandatory recommendation from CTAC to the SANDAG Transportation Committee to either (1) reallocate any unobligated funds to the next highest project(s) on the most current Regional Arterial System project priority list approved by SANDAG on May 24, 2002 or (2) for projects funded in 2001 for preliminary engineering (i.e., “Preliminary Engineering Only” projects) determine the project ineligible to compete for regional funding during the next funding cycle or to (3) grant a schedule extension subject to the conditions outlined in 23.b below. A reported delay for projects funded during the 2002 State Transportation Improvement Program (STIP) cycle (i.e., “Ready to Go” projects) of greater than six months requires a mandatory recommendation by CTAC for (1) or (3) as stated above.

b. Schedule extensions may be recommended by CTAC if diligent progress towards meeting project milestones can be demonstrated by the project sponsor. Schedule extensions shall not be recommended by CTAC if the funding can not be obligated in the funding cycle in which the funds were initially programmed. Projects receiving a schedule extension from the Transportation Committee will be reviewed by CTAC on a quarterly basis. Projects with a reported delay beyond the extension date may receive one additional recommended schedule extension by CTAC if (1) federal or state policy changes occur that can be shown to directly affect the project schedule, (2) a lawsuit is filed against the project, (3) unwarranted and lengthy state/federal agency review times are documented, or (4) there are unusual circumstances that can be shown to be completely outside of the control of the project sponsor.

c. Schedule adjustments will be made for “Preliminary Engineering Only” projects to account for the delay time between the date the local agency’s original proposal was submitted and the time funds were available for expenditure (e.g., the current “Preliminary Engineering Only” project proposals were submitted in October 2000, but funds were made available for expenditure in August 2001.)
Therefore, a ten month extension will be assigned. Schedule adjustments also will be made for any project if schedule delays are directly related to delay in availability of regional funding for the current project phase.

34. To reduce the risk of losing Obligational Authority from the region, the project sponsors will be required to commit to obligating their funds before the beginning of the fiscal year in which the funds are programmed on a timely basis or risk losing them from the project if the funds are not in fact obligated in the year in which they are programmed. If a project sponsor is uncertain about its ability to obligate their RSTP funds in a timely manner, it has the flexibility of requesting a schedule extension, based on the conditions already outlined under Section 3.b of this policy. Pending approval of the schedule extension by the Transportation Committee, these funds could be reprogrammed through an amendment of the Regional Transportation Improvement Program in a subsequent year. Once the fiscal year in which the RSTP funds are programmed has begun, any funds not obligated for a specific project will be lost from the project and set aside for other Regional Arterial System projects that have completed their federal environmental document and are ready to move on to the next phase of work. No reprogramming of funds will be allowed on any project once the fiscal year in which they are programmed has begun.

5. SANDAG will employ the following procedures if there is imminent danger of losing funding due to state or federal use-it-or-lose-it policies. SANDAG staff will present a recommendation to CTAC for discussion and recommendation and then to the Transportation Committee. The staff recommendation will include funding reductions/additions to the Regional Arterial System, Highway, Roadway Maintenance, Traffic Demand Management, and other eligible transportation programs. The recommendation will be project specific and based upon a comparison of the project/program priority and delivery records. The recommendation will be made in an effort to ensure that no funds will ultimately be taken away from the region.
STATE ROUTE 52 CORRIDOR UPDATE

Introduction

Caltrans and SANDAG are jointly implementing projects on the State Route (SR) 52 Corridor as part of the TransNet Early Action Program. SR 52 Corridor projects include operational improvements, freeway extension, and freeway widening to accommodate high-occupancy vehicle (HOV)/Managed Lanes improvements.

Discussion

SR 52 Corridor improvements extend ten miles from Interstate 15 (I-15) in the City of San Diego to SR 67 in the City of Santee. A map of the SR 52 Corridor is shown in Attachment 1. Improvements are separated into the following three categories:

- **Operational Improvements** – The segment of SR 52 between I-15 and the Mast Boulevard interchange in the City of Santee experiences severe congestion in both the morning and evening commute periods. SR 52 has two through lanes in each direction and a third lane for truck-climbing purposes in the steep uphill stretches. The third westbound lane will be extended to Santo Road, with construction beginning October 2006 and ending March 2007. The third westbound lane will be further extended to I-15, and the third eastbound lane will be extended to Mast Boulevard, with construction beginning in July 2007 and ending in April 2008. In addition, a safety median barrier will be installed in October 2006 just west of Mast Boulevard. The total cost for these improvements is $52 million (2005 dollars). A $1 million contribution from Barratt Homes will be used towards funding these improvements.

- **New Freeway Segment** – This project will construct the final three-mile section of the SR 52 freeway. It will be extended from where it now ends at SR 125, east to the junction with SR 67. The design includes two general-purpose through lanes in each direction, plus a third auxiliary lane in each direction between interchanges. Local interchanges will be constructed at Fanita Drive, Cuyamaca Street, and Magnolia Avenue. Construction will be administered under three contracts, with the first beginning work in late 2007. All three contracts will be completed, and the facility is scheduled to be open to traffic in late 2010. The total cost of these improvements is $427 million (2005 dollars).

- **HOV/Managed Lanes** – Caltrans is developing the environmental document for the SR 52 HOV/Managed Lanes between I-805 and SR 125. The segment between I-15 and SR 125 is contained in the TransNet Early Action Program and is budgeted in the TransNet Plan of Finance. This segment would be widened to provide three general-purpose lanes in each
direction, and two reversible managed lanes. The reversible managed lanes would operate westbound during the morning commute, and eastbound during the evening commute. A major environmental challenge for the project will be the construction of an additional bridge in the median across the San Diego River. Approval of the environmental document is planned for late 2008. Construction would begin in early 2010 and would be completed in late 2012. The total cost of this segment is $158 million (2005 dollars).

This report constitutes the first of regular reports on the status of the SR 52 Corridor projects to the Transportation Committee.

JACK BODA
Director, Mobility Management and Project Implementation

Key Staff Contact: Joel Haven, (619) 220-7377, Joel_Haven@dot.ca.gov

Attachment: 1. Map of SR 52 Corridor
LOW-FLOOR PLATFORM BUDGET REVISION

Introduction

In order to provide low-floor service on the San Diego Trolley Green Line using new S70 light rail vehicles (LRVs), the platforms at 15 existing trolley stations needed to be raised by 2 inches. This project was critical to the opening of the Green Line in July 2005, and construction was expedited in the face of several challenges such as scope changes and project delays. Staff recommends increasing the project budget by $500,000 in anticipation of final costs for completion of the work on this project. Funding for the project is primarily from TransNet. Staff recommends funding the $500,000 in final costs from remaining TransNet funds from the original TransNet measure reserved for the rail transit projects including the Mission Valley East light rail transit (LRT) project and Mid-Coast Corridor project. In accordance with SANDAG Board Policy No. 001: Operations Policy, the Transportation Committee has the authority to approve these transactions up to $500,000.

The Metropolitan Transit System (MTS) Chief Executive Officer (CEO) is aware of the need for the proposed budget increase and concurs with funding the $500,000 from TransNet.

Recommendation

The Transportation Committee is asked to approve an increase of $500,000 for the LRV Station Platform Retrofit Project raising the project cost from $11,469,000 to $11,969,000. The funding would come from the MTS share of the original TransNet measure, which would reduce funds available for the Mid-Coast LRT Project.

Discussion

The MTS Green Line was successfully opened in July 2005 with completion of the Mission Valley East LRT Project. The Green Line introduced low-floor LRV service to the MTS trolley system. With the establishment of the Green Line operating plan in 2004, 15 existing trolley stations were identified for retrofit to raise the platforms in order to provide low-floor service outside the limits of the Mission Valley East LRT Project. To accomplish this, the MTS Board created the Low-Floor Vehicle Platform Retrofit Project that transferred to SANDAG during implementation of the Senate Bill 1703 consolidation. Most of the project budget is from TransNet funds.

The platform retrofit construction is complete except for punch list items and warranty work still being completed by the construction contractor. We also are closing out change orders. These change orders clearly indicate the cost of the work will exceed the existing budget.

Two circumstances are responsible for the majority of the budget overrun. The first was contractor delay from January to March 2005 resulting from schedule problems on another project, the U2 LRV Retrofit Project. Until the entire fleet of U-2 vehicles was retrofitted, the contractor’s work modifying the platforms was severely limited. The delays cost the project approximately $225,000 in extended field office and remobilization costs.
The second circumstance was discovered during construction that five existing stations had platform cross slopes that exceeded the Americans with Disabilities Act (ADA) limit of 2 percent. This required the contractor to place a layer of special leveling concrete on each platform prior to installing the 2 inch pavers used to raise the platforms. Because the stations had to remain in-service during the placement of the leveling concrete, construction had to be phased, causing greater cost. The cost of this work was approximately $300,000. The delay and extra work also added cost for construction management and project administration.

The schedule delay and platform leveling are significant impacts to the project budget that were not anticipated in the construction contingency. Some of the $525,000 in additional costs would be absorbed within the existing budget. To close out the project, staff recommends an additional $500,000 be added to augment the Low-Floor Station Platform Retrofit Project. The impact of this action would reduce the amount available for other TransNet-eligible rail projects including the Mid-Coast Corridor project.

An additional budget increase may be required to resolve a problem with the pavers at the Qualcomm Stadium Station. At this time, staff considers the problem to be a warranty issue that the contractor must correct at its expense; however, the contractor is contending the design was at fault. Staff will bring this matter back to the Transportation Committee for budget action if the resolution results in a financial impact.

JACK BODA
Director of Mobility Management and Project Implementation

Key Staff Contact: John Haggerty, (619) 699-6937, jhag@sandag.org
BUDGET TRANSFER TO INSTALL FIBER OPTIC CABLE AND REMOTE ROUTE REQUEST CAPABILITY ON THE TRAIN LOCATION PROJECT  

Introduction

SANDAG staff in concurrence with Metropolitan Transit System (MTS) staff has identified a need for $373,550 of additional funding to install fiber optic cable and agency-owned radios on the San Diego Trolley Orange Line and to provide remote route request capability at Old Town and El Cajon as part of SANDAG’s Train Location Project (CIP 1140300) (Attachment 1). In accordance with SANDAG Board Policy No. 001: Operations Policy, the Transportation Committee has the authority to approve these transactions up to $500,000.

Discussion

SANDAG’s Train Location Project, allows San Diego Trolley controllers to view the location of any train from their computer monitor at the Operations Control Center. The present train location system covers the area from downtown San Diego to the Baltimore Junction (where the Orange Line and Green Line meet) via Mission Valley. With the addition of the newly established Green Line and its interfaces with the Blue Line in Old Town and the Orange Line in La Mesa, this work has become critical to maintaining on-time train performance.

The original project scope included the use of Verizon Wireless to transmit data from the field. Due to security concerns raised by MTS about using a telecommunication service provider to transmit operationally sensitive data, it was decided to transmit this data over SANDAG-owned fiber optic cable. Approximately 6,200 feet of aerial fiber optic cable is needed to connect four signal cases to nearby passenger stations for this purpose and will cost $163,908. The fifth and last signal case will use an agency-owned radio system at a cost of $45,583.

MTS also wants to add remote route request capability at the El Cajon Transit Center to support special event service. As it is today, train operators must exit the vehicle to request a return route back to Qualcomm Stadium or downtown San Diego. The cost of providing remote route request capability at the El Cajon Transit Center is $32,199.

The train location contract with Herzog Contracting Corporation will need to be extended two months to complete this change order work, at a cost of $33,495 for extended overhead,
administration, and construction management. In addition, last October, $98,365 was transferred from this project in order to install remote route request to ease the conflict between Blue and Green Line trains at Old Town. This work was not originally anticipated but became urgent after the opening of the Green Line. It is proposed that this amount be returned to the Train Location Project so work as originally scoped may be completed.

We propose obtaining the required $373,550 from two sources. First, transfer $218,836 from the Tunnel Fleet Modification Project (CIP 1140400). Work has been completed, and this is the total remaining available budget on this project. Second, MTS will provide $154,714 from its Regional Miscellaneous Capital funds. The additional work for the Train Location Project and the budget transfers necessary to fund them have been approved by the MTS Chief Executive Officer.

JACK BODA
Director of Mobility Management and Project Implementation

Attachment: 1. Cost Breakdown of the Budget Transfer for the Train Location Project

Key Staff Contact: Jay Sender, (619) 699-6920, jse@sandag.org
COST BREAKDOWN OF THE BUDGET TRANSFER
FOR THE TRAIN LOCATION PROJECT

**Proposed Increases**

- Deficit (Old Town Turnback) $98,365
- Fiber Optic Cable Installation $163,908
- El Cajon Turnback $32,199
- Additional Project Cost (admin, flagging, CM, extended OH) $33,495
- Wireless Radio $45,583

  **Total Increase** $373,550

**Proposed Transfers**

- Tunnel Fleet Modification Project (CIP 1140400) $218,836
- MTS Regional Miscellaneous Capital fund reserve $154,714

  **Total Transfer** $373,550
BUDGET TRANSFER FOR IMPERIAL AVENUE DIVISION
SHAKE-UP ROOM PROJECT AND TRANSIT FIRST NOW
QUEUE JUMPER PROJECT

File Numbers 1100200, 1102200, 1109900

Introduction

SANDAG staff in concurrence with Metropolitan Transit System (MTS) staff has identified $60,000 of available funding for preliminary design for improvements to the San Diego Transit Corporation (SDTC) Imperial Avenue Division (IAD) Building No. 1, and $37,000 of available funding for a Transit First Now project to construct a queue jumper at First Avenue and Ash Street in downtown San Diego. In accordance with SANDAG Board Policy No. 001: Operations Policy, the Transportation Committee has the authority to approve budget changes up to $500,000. The budget transfers requested total $297,000 from the completed Kearny Mesa Division (KMD) Drop Table project, including $200,000 previously approved by the Transportation Committee.

Discussion

SANDAG is responsible for implementing construction capital improvements to SDTC's IAD and KMD bus facilities. SDTC and MTS have requested the transfer of funds between approved Capital Improvement Program (CIP) project budgets to fund other CIP projects at the KMD and IAD Facilities that are currently underfunded. Another CIP project, called the KMD Drop Table project, has been completed. Staff recommends, through this action, to transfer surplus funds from the KMD Drop Table project budget to others as described herein.

The SANDAG Transportation Committee previously approved the transfer of $200,000 of surplus funds to the IAD Steam Rack Project to provide proper cleaning and maintenance to the buses. The Steam Rack project has since been completed and is currently in operation.

MTS and SDTC have requested transferring $60,000 in funding into the Shake-Up Room Project to develop conceptual plans and estimates for building improvements at IAD, Building No. 1. The conceptual plans will evaluate remodeling several of the bus bays within the building that get little use for maintenance, into a bus driver locker room and assembly area. Funding for design and construction of these improvements would be included as a future phase through the CIP budgeting process. The $60,000 restores funding to the Shake-Up Room Project budget, which had been reduced to zero to fund other higher priority projects in FY 2006.
MTS and SDTC also have approved transferring $37,000 into the Transit First Now Project to implement construction of a bus queue jumper at First Avenue and Ash Street in Downtown San Diego. MTS and SANDAG staff recommend funding the queue jumper project as an important transit priority improvement for local and regional bus operations.

The recommended actions to transfer available funds from the completed KMD Drop Table project into other projects as summarized below:

- transfer $200,000 to construct the IAD Steam Rack Project (previously approved)
- transfer $60,000 to the Shake-Up Room Project
- transfer $37,000 to the Transit First Now Project

These transfers would reduce the KMD Drop Table Budget to $723,000 with an available balance of $168,000.

JACK BODA
Director of Mobility Management and Implementation

Key Staff Contact: Peter d’Ablaing, (619) 699-1906, pda@sandag.org
San Diego Association of Governments

TRANSPORTATION COMMITTEE

July 7, 2006

AGENDA ITEM NO.: 9

Action Requested: RECOMMEND

REVIEW OF BOARD POLICY NO. 018: REGIONAL TRANSIT
SERVICE PLANNING AND IMPLEMENTATION

File Number 3002300

Introduction

In June 2003, SANDAG adopted Board Policy No. 018: Regional Transit Service Planning and Implementation, which defines the transit service planning responsibilities of SANDAG, the Metropolitan Transit System (MTS), and North County Transit District (NCTD), and outlines a framework for transit service planning. Policy No. 018 was first drafted in response to the consolidation of the transit planning functions of MTS, NCTD, and SANDAG. The Policy was subsequently amended in September 2004 and March 2005 as regional transit planning responsibilities and processes were refined, and changes in transit planning staffing among the agencies were finalized. The Policy includes a provision that requires a review of the Policy in spring 2006. In collaboration with the transit agencies, staff has conducted the review, and this report makes recommendations for revisions to the policy that have been agreed upon by all three agencies.

Discussion

The proposed revisions to Policy No. 018 will clarify aspects of the existing Policy and further define the roles and responsibilities of SANDAG and the transit agencies related to regionally significant transit projects and services identified in the Regional Comprehensive Plan, Regional Transportation Plan, Regional Short Range Transit Plan, and TransNet Ordinance. In addition, revisions are proposed to clarify responsibilities for federal data reporting, delete references in this policy to regional fare responsibilities (since SANDAG has subsequently adopted a separate regional fare policy), and address new federal statutes and regulations related to specialized transportation services.

Recommendation

The Transportation Committee is asked to recommend that the SANDAG Board of Directors approve proposed revisions to Policy No. 018: Regional Transit Service Planning and Implementation (Attachment 1), including:

1. clarification of the roles and responsibilities related to service and infrastructure planning, and vehicle procurement for regionally significant transit projects and services identified in the Regional Comprehensive Plan, Regional Transportation Plan, Regional Short Range Transit Plan, and TransNet Ordinance;

2. specify responsibilities for federal Title VI reporting;

3. delete references to regional fare setting which is now addressed in recently adopted Policy No. 019: Regional Fare Structure and Comprehensive Fare Ordinance;

4. identify SANDAG as responsible for new specialized transportation service planning requirements included in SAFETEA-LU; and

5. conduct the next review of Policy No. 018 in fall 2007.
Clarification of Roles and Responsibilities for Regionally Significant Projects and Services

Regional Service Planning

Policy No. 018 currently states (Section 1.1.4) that SANDAG is responsible for developing proposals for “service adjustments with regional significance in response to changes in regional travel demand, to address regional service gaps and deficiencies, and to implement plans and programs identified in long-range Regional Transportation and Regional Comprehensive Plans and the Regional Short Range Transit Plan.”

Since the original Policy was initially drafted, the voters of the region approved the TransNet Extension which provides for SANDAG to develop and fund specific improvements, such as the Mid-Coast Light Rail Transit project and new Bus Rapid Transit (BRT) services on major corridors. In accordance with SANDAG’s responsibilities for implementing TransNet, Policy No. 018 should be updated to specify that it is SANDAG’s responsibility, with active participation from the transit agencies, to develop the service and operating plans for the regional transit services identified for funding through the RTP and TransNet Ordinance (Sections 1.1.4 and 1.2.14).

Transit Infrastructure and Facility Planning

New language is proposed to specify that SANDAG is responsible, with active participation from the transit agencies, for planning, locating, and designing the transit infrastructure and facilities (stations, priority treatments, supporting facilities, etc.) for regionally significant transit projects and services identified in the RTP, RCP, RSRTP and TransNet Ordinance (Sections 1.1.5 and 1.2.15).

Vehicle Specifications and Procurement

New language is proposed to identify the transit agencies as the collaborative lead, with participation from SANDAG, for development of transit vehicle specifications and procurement for regionally significant projects and services identified in the RTP, RCP, RSRTP, and the TransNet Ordinance. This division of roles takes advantage of the transit agencies’ technical knowledge and expertise in vehicle procurement, while ensuring that the desired vehicle features and amenities that are part of the regional transit vision for corridor services and that TransNet projects and services are considered in the development of the vehicle specifications (Sections 1.1.13 and 1.2.16).

Marketing and Branding

New language is proposed (Section 1.2.6) that clarifies that each transit agency is responsible for marketing and branding transit services in its area of jurisdiction. Looking to the future, the policy also includes language (Sections 1.1.14 and 1.2.6) that SANDAG and the transit agencies will collaborate to develop a branding framework, compatible with the transit agencies’ individual branding programs, that can incorporate regionally significant projects and services identified in the RTP, RCP, RSRTP and the TransNet Ordinance. The transit agencies and SANDAG will undertake a study to develop a mutually agreed upon branding framework for the region.
Clarification of Responsibilities for Federal Data Reporting

Environmental Justice and Title VI Reporting

The current policy does not identify which agency would prepare the federally mandated Environment Justice or Title VI reports for the regional transit system. Both Metropolitan Planning Organizations (MPOs) and transit agencies are required to prepare these reports every three years or whenever major service changes are implemented. The Title VI reports certify to the federal government that transit services and resources are being allocated equitably throughout the region and that low income and specific underprivileged groups are not being unduly withheld transit services and resources. Since much of the data required for the triennial reports is provided by SANDAG, the most efficient approach is to consolidate this reporting function at SANDAG. The transit operators would continue to provide operational data to SANDAG to complete the triennial reports. Language has been added to the policy concerning the triennial Title VI reporting (Section 1.1.11).

However, some transit system changes that are the responsibility of the transit operators also may trigger the need to prepare more specific Title VI reports more frequently than every three years. An analysis of Title VI impacts should be provided to the federal government as part of every change to the transit system that affects over 25 percent of the transit agency’s service hours, and responsibility for producing these interim reports would remain with the transit operators (new Section 1.2.13). SANDAG will be available to provide assistance to operators in conducting these types of Title VI analyses as provided in the current policy (Section 1.1.10).

Deletion of Reference to Regional Fare Policy Issues

In October 2004, SANDAG approved Policy No. 029: Regional Fare Policy and Comprehensive Fare Ordinance, as envisioned when Policy No. 018 was originally adopted in 2003. As a result, it is proposed to delete references to roles and responsibilities for fare setting and fare structures in Policy No. 018 as these roles and responsibilities are now covered in adopted Policy No. 029 (former Section 1.1.10).

Address Federal Statutes and Regulations Related to Specialized Transportation Services

The reauthorization of the surface transportation legislation passed Congress in August 2005. The new legislation, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), includes new funding opportunities for coordinated public and human services transportation. It also creates the need for additional planning at the regional level. Specifically, SAFETEA-LU requires preparation of a Coordinated Transportation Plan for the region to qualify for these new funding sources. The Coordinated Transportation Plan would lay out how the region will coordinate public transit and Americans with Disabilities Act (ADA), health and human services, and jobs/access transportation to maximize efficiency and effectiveness of the region’s transportation resources. In addition, a regional competitive process must be managed to determine how local funding is allocated. These regional transportation planning functions should be the responsibility of SANDAG as the agency responsible for coordinating specialized transportation in the region, and new language is proposed to define this responsibility (new Section 1.1.12).
Next Policy No. 018 Review

The next review of Policy No. 018 is recommended to take place in fall 2007. Such timing would allow the review to incorporate the results of the FY 2006-2010 Regional Short Range Transit Plan and subsequent updates. In addition, it will allow time to gain experience with the Coordination Planning requirement of SAFETEA-LU. Revisions to Section 3 are proposed to reflect the next policy review in fall 2007.

BOB LEITER
Director of Land Use and Transportation Planning

Attachment: 1. Proposed Amended SANDAG Policy No. 018: Regional Transit Service Planning and Implementation

Key Staff Contact: Toni Bates, (619) 699-6950, tba@sandag.org
This policy specifies the transit service planning and transit development project planning responsibilities of SANDAG (the consolidated agency) and the transit agencies (Metropolitan Transit System and North San Diego County Transit Development Board), and outlines a framework for transit service planning and roles and responsibilities for project development planning. Figure 1.1 includes a flow chart, based on the framework that documents the processes for transit service planning and implementation, for new services and adjustments to existing services. Figure 1.2 identifies the lead and support (active participant) agency responsibilities for both long and short-range transit service planning and development project planning.

This policy will allow the transit system to quickly and efficiently respond to changes in travel demand and operating/fiscal environment, while ensuring that the system is adjusted and developed consistent with longer range regional transportation and land use goals as incorporated into the Regional Comprehensive Plan (RCP), the Regional Transportation Plan (RTP), and the Regional Short Range Transit Plan (RSRTP). As a result, transit service changes that relate directly to implementation of regional policies, goals, and objectives (service changes with regional significance) are generally those that:

- Service regional travel demand corridors that cross transit agency jurisdictional boundaries;
- Significantly affect passenger trip making (as defined by the guidelines contained in the RSRTP; for example, would be found to potentially have a detrimental impact on geographic connections, timed transfers, and the frequency/service span consistency of such services); and
- Require additional regional operating funds above the overall transit agency-adopted budget and projected budget capacity; and,
- Affect the policies, projects and facilities included in the RTP, RCP and TransNet Ordinance.

1. Agency Responsibilities - SANDAG and transit agency responsibilities are described below and further specified in Figure 1.2. There is an inherent overlap of responsibilities between SANDAG and the transit agencies in conducting transit service planning and development project planning, as exhibited in Figure 1.2. Therefore, all transit service planning responsibilities should be conducted, whenever possible, within coordination and consultation between SANDAG and the transit agencies.

1.1 SANDAG Responsibilities - carried out in collaboration with the transit agencies:

1.1.1 Preparation of long-range transit plans as part of the Regional Transportation Plan (RTP).
1.1.2 Prepare, on an Annual basis, the preparation of a five-year RSRTP that:
(1) establishes the goals and objectives for short-range transit services;
(2) defines the existing transit system; (3) sets the framework for a transit operations performance monitoring program as required by the Transportation Development Act; (3) evaluates existing services and programs; (4) identifies service gaps and deficiencies; (5) evaluates existing services and programs. Establishes parameters for short-range (0-5 years) new and revised service development, as well as regionally significant and all other service adjustments; (6) defines a methodology for evaluating proposals for new and revised service; (7) identifies and prioritizes regional and subarea transit planning studies; and (8) evaluates and prioritizes new and revised services for implementation, including the adoption of an annual Regional Service Implementation Plan. SANDAG will initially maintain the existing service concepts upon which the service is based in order to preserve and improve mobility. FY 2003 budgeted revenue hours/miles will be considered as minimum levels of service for each Transit agency and will assume net service levels to be added upon completion of the Oceanside to Escondido and Mission Valley East rail projects. If future funding shortfalls occur, necessitating cutbacks in service, then there will be a regionwide process of examination of service levels, protecting a “lifeline” system of services.

1.1.3 Conduct regional and subarea planning studies as prioritized in the RSRTP, RTP (Regional Transportation Plan), and RCP (Regional Comprehensive Plan).

1.1.4 Develop proposals and service plans for new services or for service adjustments with regional significance, with active participation from the transit agencies, in response to changes in regional travel demand, to address regional service gaps and deficiencies, and to implement plans and programs identified in long-range Regional Transportation RTP, Regional Comprehensive Plans RCP, and the RSRTP, and the TransNet Ordinance.

1.1.5 Plan, locate and design transit infrastructure and facilities (stations, priority treatments, supporting facilities, etc.) for regionally significant transit projects and services identified in the RTP, RCP, RSRTP and the TransNet Ordinance, with active participation from the transit agencies.

1.1.56 Develop proposals for new and revised services to be included in the Regional Service Implementation Plan.

1.1.67 Ensure that all new and revised services and service adjustments of regional significance are consistent with the goals and objectives of the RSRTP.

1.1.78 Coordinate with transit agencies to provide community outreach and conduct market research.

1.1.89 Conduct regional performance monitoring to provide input into the RSRTP and other short-range transit studies. The regional performance monitoring
will be based on the type of service and type of service area. Any net service reduction in a specific transit agency area resulting from the service evaluation process that takes that transit agency below its FY 03 service level (pursuant to Section 1.1.2) will be reprogrammed to that transit agency service area for other improvements up to the FY 03 base level of service.

1.1.9 Provide technical assistance to transit operators for local route planning.

1.1.10 Develop a Regional Fare Policy that incorporates a uniform fare structure, a transfer policy, and agreement for revenue sharing of regional tickets, tokens, and passes, while also allowing the consolidated agency to adopt specialized fare procedures for travel within each operator’s service area. Additionally, adopt the Comprehensive Fare Ordinance setting forth all fares for all operators, including their special fares.

1.1.11 Prepare Environmental Justice or Title VI reports as required by federal regulations covering requirements for Metropolitan Planning Organizations (MPOs) and transit agencies at least once every three years or when a new federal census is available.

1.1.12 Develop and update, as required, with input from the transit agencies, the Coordinated Transportation Plan for San Diego County as required by SAFETEA-LU legislation. SANDAG also will manage the competitive process for granting Federal Transit Administration funds available as a result of production of a Coordinated Transportation Plan.

1.1.13 Participate in development of transit vehicle specifications for vehicles acquired for regionally significant projects and services that are funded through projects identified in the RTP and the TransNet Ordinance.

1.1.14 Collaborate with the transit agencies on a branding framework, compatible with the transit agencies’ individual branding programs, that incorporates regionally significant projects and services identified in the RTP, RCP, RSRTP and the TransNet Ordinance. The transit agencies and SANDAG will undertake a study to develop a mutually agreed upon branding framework for the region.

1.2 Transit Agency Responsibilities – carried out in collaboration with SANDAG:

1.2.1 Develop service and schedule adjustments to ensure system optimization and to respond to immediate operational issues (e.g., detours, overcrowding, on-time performance, and minor out-of-direction routing changes).

1.2.2 Conduct local transit studies and analyses within the transit agency’s service area in response to changes in local travel demand, to address service gaps and deficiencies, to develop service reductions/efficiencies, to address operating budget deficits, and to address goals and implement plans developed in the RSRTP.
1.2.3 Develop proposals for new and revised services to be included in the Regional Service Implementation Plan.

1.2.4 Develop proposals to reallocate unproductive resources to implement unfunded services identified as high priority in the Regional Service Implementation Plan or consistent with the RSRTP.

1.2.5 Develop a public input process and hold required public hearings for service changes. The transit agencies should ensure that the public input process for public hearings on service changes would be conducted in a manner to facilitate public input from the affected area.

1.2.6 Develop marketing and branding programs for the transit services within its jurisdiction and collaborate with SANDAG on a compatible branding framework that incorporates regionally significant projects and services identified in the RTP, RCP, RSRTP and the TransNet Ordinance. The transit agencies and SANDAG will undertake a study to develop a mutually agreed upon branding framework for the region.

1.2.7 Coordinate with SANDAG to provide community outreach and conduct market research, in coordination with SANDAG.

1.2.8 Develop operating plans for special event transit service and service contingencies.

1.2.9 Monitor existing operations and services to provide input into service analyses and short-range transit studies.

1.2.10 Conduct bus stop location planning.

1.2.11 Implement service implementation, including scheduling, run-cutting, operations, contract services, service management, and labor contract administration.

1.2.12 Provide input on long- and short-range transit plans, and regional performance monitoring.

1.2.13 Prepare interim Environmental Justice or Title VI reports for transit system changes that affect over 25% of the transit service hours as required by federal regulations for transit agencies, and provide the reports to SANDAG and the federal government.

1.2.14 Actively participate in the development of service plans for service adjustments with regional significance, in response to changes in regional travel demand, to address regional service gaps and deficiencies and to implement plans and programs identified in RTP, RCP, RSRTP, and the TransNet Ordinance.
1.2.15 Actively participate in the planning, location and design of transit infrastructure and facilities (stations, priority treatments, supporting facilities, etc.) for regionally significant transit projects and services identified in the RTP, RCP, RSRTP and the TransNet Ordinance.

1.2.16 Develop transit vehicle specifications, with active participation from SANDAG, for vehicles for all service types, including local bus, shuttles, bus rapid transit, rail and others.

2. **Transit Service Planning Framework** - This framework allows the transit system to quickly and efficiently respond to changes in travel demand and operating/fiscal environment, while ensuring that the system is adjusted and developed consistent with longer range regional transportation and land use goals.

**Step 1: Guidance**

A RSRTP, consistent with SANDAG’s Regional Transportation Plan (RTP) and Regional Comprehensive Plan (RCP), will be drafted annually by SANDAG, in consultation with active participation from the transit agencies. The RSRTP will establish goals and objectives and provide guidance for service planning during the upcoming year and will balance the immediate needs of optimizing the transit system in response to operational and financial constraints, with the mid- and long-range system development goals established in the long-range plans.

**Step 2: Develop Service Adjustments**

Throughout the year, transit agency and SANDAG staff develop proposals, in accordance with the RSRTP, to adjust existing services and develop new services. These service adjustments help to optimize existing services, reflect changes to the operating and fiscal environment, respond to customer comments and requests, and begin to implement and support services envisioned in the long-range plans. Service adjustments can be a result of such things as schedule analysis, trip and route level evaluation, and subregional and regional transit studies. Service adjustments with regional significance should be developed as collaborative efforts between SANDAG and transit agency staff.

**Step 3: Evaluation and Approval**

Prior to approval for implementation, all service adjustments should be:

- Consistent with the RSRTP;
- Presented for public hearing in the impacted service area if required by SANDAG, appropriate transit agency, or by Federal Transit Administration (FTA) policies and regulations; and
- Fully funded either through a reallocation of resources or as part of the budget process.
Service adjustments with regional significance should be endorsed by the appropriate transit agency and determined to be consistent with regional policies, goals and objectives by SANDAG prior to public hearing and implementation, while local and minor service adjustments may be approved for implementation by the transit agencies after advising SANDAG of the proposed changes.

Step 4: Implementation

As a general practice, service changes should be implemented during a regularly scheduled service change date (scheduled for winter, fall, and summer). Implementation should be preceded by community outreach, a marketing campaign, and public notices, as appropriate. Service implementation is the responsibility of the transit agencies.

Step 5: Monitoring

Performance monitoring will be conducted on an ongoing basis to evaluate new and existing services and service adjustments. SANDAG will monitor the transit system performance on a systemwide and transit agency level on an annual and quarterly basis. Transit agencies will monitor their operations performance on an annual, quarterly, and monthly basis, as appropriate. Performance measures will evaluate productivity, cost-effectiveness, and quality of service. Performance results will be used as a basis for developing the RSRTTP, and other planning studies and analysis.

3. Policy Review – This policy was reviewed and revised by SANDAG, in collaboration with the transit agencies in March 2005–May 2006. It shall be reviewed again by SANDAG, in collaboration with the transit agencies, after one year, in spring 2006–in fall 2007.

Attachments: Figure 1.1 – Regional Transit Service Planning and Implementation Process
Figure 1.2 – Roles and Responsibilities for Service Planning Activities

Adopted June 2003
Amended September 2004
Amended March 2005
Amended August 2006
**Delete and Replace with New Figure 1.2**

**FIGURE 1.2**

**ROLES AND RESPONSIBILITIES FOR SERVICE PLANNING ACTIVITIES**

**Step 1: Establish Policy Framework**
- SANDAG
- Transit Agencies

**Step 2: Develop Service Proposals & Plan**
- SANDAG
- Transit Agencies

**Step 3: Develop Budgets**
- SANDAG
- Transit Agencies

**Step 4: Implement Service**
- Transit Agencies
- SANDAG

---

**Figure 1.1**

**Regional Transit Service Planning and Implementation Process**

**Regional Short Range Transit Plan**
- Service Planning Framework & Guidelines
  - Goals and Objectives
  - Needs and Deficiencies
  - Parameters and Performance Standards
  - Regional Consistency Checklist

**Service Proposals**
- New and Revised

**RSRTP Adoption**
- Consistency & Priority Determination
- Plan & Program Public Hearing

**Transit Operating Budget Development**

**SANDAG Approves Transit Agency Budgets for Funding**
- Budget Public Hearing

**Administrative Review of Service Consistency or Finding of Overriding Considerations**
(Refer to Transportation Committee, if necessary)

**Public Hearings**
- At Transit Agencies

**Administrative Re-Review of Service Consistency or Finding of Overriding Considerations**
- If public hearing results in a new service proposal
  (Refer to Transportation Committee, if necessary)

**Implement Service**
- Driver assignments
- Bus stop preparation
- Timetable printing

**Service Changes Occur Three Times a Year:**
- Feb-Aug/Sep
- Nov-May/Jun
- May-Jan/Feb
## FIGURE 1.2 (Revised)

### ROLES AND RESPONSIBILITIES FOR TRANSIT PLANNING AND IMPLEMENTATION ACTIVITIES

<table>
<thead>
<tr>
<th>ROLE AND RESPONSIBILITIES</th>
<th>TRANSIT AGENCY</th>
<th>SANDAG</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Operations</td>
<td>Marketing</td>
</tr>
<tr>
<td><strong>POLICY AND GUIDANCE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional Transportation Plan (RTP)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Short Range Transit Plan (SRTP)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>LONG-RANGE SERVICE DEVELOPMENT</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Subarea Studies</td>
<td>Lead</td>
<td></td>
</tr>
<tr>
<td><strong>MD-RANGE SERVICE DEVELOPMENT</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BRT/Rail System Development (Service Plan)*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transit Centers (Station Location/Facility Design)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transit First Now! (traffic engineering, traffic operations)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional Branding Framework</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>SHORT RANGE SERVICE RESTRUCTURING</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Feeder Bus Studies/BRT Supporting Networks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Subarea Studies (e.g. Downtown, NB/PB/LJ, Univ. Ave)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Systemwide Service Optimization (e.g. COA)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>COMMUNITY OUTREACH</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Service Change Public Hearings</td>
<td>Lead</td>
<td></td>
</tr>
<tr>
<td>Developer Plan Review - land use, regional plan conformity</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Developer Plan Review - community liaison</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Market Research</td>
<td>Lead</td>
<td></td>
</tr>
<tr>
<td>Transit Liaison to Communities</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Respond to Community Service Requests</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Respond to Operational Issues</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Marketing/Branding Jurisdiction Services</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>PERFORMANCE MONITORING</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annual Route Monitoring</td>
<td>Lead</td>
<td></td>
</tr>
<tr>
<td>New Service Proposal Evaluation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Performance Improvement Program</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Quarterly Operations Evaluation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operational Data Collection</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Assistance to Transit Operators (ATO) Data Collection</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Monthly Operations Reporting</td>
<td></td>
<td></td>
</tr>
<tr>
<td>National Transit Database (NTD) Reporting</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ROUTE SPECIFIC ADJUSTMENTS</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus Stop Location Planning</td>
<td>Lead</td>
<td></td>
</tr>
<tr>
<td>Trip Level Schedule Adjustments</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minor Route Changes</td>
<td>Lead</td>
<td></td>
</tr>
<tr>
<td>Service Reductions - Minor</td>
<td>Lead</td>
<td></td>
</tr>
<tr>
<td>Service Reductions - Regionally Significant</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>OPERATIONS AND MAINTENANCE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Scheduling</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Runcutting</td>
<td>Lead</td>
<td></td>
</tr>
<tr>
<td>Driver Bids</td>
<td>Lead</td>
<td></td>
</tr>
<tr>
<td>Ensure Implementation of Service Plans</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Service Provision</td>
<td>Lead</td>
<td></td>
</tr>
<tr>
<td>Vehicle Specification/Procurement</td>
<td>Lead</td>
<td></td>
</tr>
</tbody>
</table>

* Includes Mid-Coast LRT/BRT, Super Loop, I-15 BRT, South Bay BRT, El Cajon Blvd BRT, Escondido Blvd. BRT, South Bay to Sorrento Mesa BRT
Revised July 2006

- Primary or Lead Function
- Active Participation and Support
## FIGURE 1.2
### ROLES AND RESPONSIBILITIES FOR SERVICE PLANNING AND IMPLEMENTATION ACTIVITIES

<table>
<thead>
<tr>
<th>TRANSIT AGENCY</th>
<th>SANDAG</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>POLICY AND GUIDANCE</strong></td>
<td></td>
</tr>
<tr>
<td>Regional Transportation Plan (RTP)</td>
<td>Operations Planning</td>
</tr>
<tr>
<td>Short Range Transit Plan (SRTP)</td>
<td>Service Planning</td>
</tr>
<tr>
<td><strong>LONG-RANGE SERVICE DEVELOPMENT</strong></td>
<td>Development Planning</td>
</tr>
<tr>
<td>Subarea Studies</td>
<td>Long Range Planning</td>
</tr>
<tr>
<td><strong>MID-RANGE SERVICE DEVELOPMENT</strong></td>
<td></td>
</tr>
<tr>
<td>BRT/Rail System Development*</td>
<td>Lead</td>
</tr>
<tr>
<td>Transit Centers</td>
<td>Lead</td>
</tr>
<tr>
<td>Transit First Now! (traffic engineering, traffic operations)</td>
<td>Lead</td>
</tr>
<tr>
<td><strong>SHORT RANGE SERVICE RESTRUCTURING</strong></td>
<td></td>
</tr>
<tr>
<td>Feeder Bus Studies/BRT Supporting Networks**</td>
<td>Lead</td>
</tr>
<tr>
<td>Subarea Studies (e.g. Downtown, NB/PB/LJ, Univ. Ave)</td>
<td>Lead</td>
</tr>
<tr>
<td>Systemwide Service Optimization (e.g. COA)</td>
<td>Lead</td>
</tr>
<tr>
<td><strong>COMMUNITY OUTREACH</strong></td>
<td></td>
</tr>
<tr>
<td>Public Hearings</td>
<td>Lead</td>
</tr>
<tr>
<td>Developer Plan Review - land use, regional plan conformity</td>
<td>Lead</td>
</tr>
<tr>
<td>Developer Plan Review - community liaison</td>
<td>Lead</td>
</tr>
<tr>
<td>Market Research</td>
<td>Shared</td>
</tr>
<tr>
<td>Transit Liaison to Communities</td>
<td>Shared</td>
</tr>
<tr>
<td>Respond to Community Service Requests</td>
<td>Lead</td>
</tr>
<tr>
<td>Respond to Operational Issues</td>
<td>Lead</td>
</tr>
<tr>
<td><strong>PERFORMANCE MONITORING</strong></td>
<td></td>
</tr>
<tr>
<td>Annual Route Monitoring</td>
<td>Lead</td>
</tr>
<tr>
<td>New and Enhanced Service Proposal Evaluation</td>
<td>Lead</td>
</tr>
<tr>
<td>Performance Improvement Prgrm (Qtrly/Annual Evaluation)</td>
<td>Lead</td>
</tr>
<tr>
<td>Quarterly Operations Evaluation</td>
<td>Lead</td>
</tr>
<tr>
<td>Operational Data Collection</td>
<td>Lead</td>
</tr>
<tr>
<td>Assistance to Transit Operators (ATO) Data Collection</td>
<td>Lead</td>
</tr>
<tr>
<td>Monthly Operations Reporting</td>
<td>Lead</td>
</tr>
<tr>
<td>National Transit Database (NTD) Reporting</td>
<td>Lead</td>
</tr>
<tr>
<td><strong>ROUTE SPECIFIC ADJUSTMENTS</strong></td>
<td></td>
</tr>
<tr>
<td>Bus Stop Location Planning</td>
<td>Lead</td>
</tr>
<tr>
<td>Trip Level Schedule Adjustments</td>
<td>Lead</td>
</tr>
<tr>
<td>Minor Route Changes</td>
<td>Lead</td>
</tr>
<tr>
<td>Service Reductions - Minor</td>
<td>Lead</td>
</tr>
<tr>
<td>Service Reductions with Regional Significance</td>
<td>Lead</td>
</tr>
<tr>
<td><strong>OPERATIONS AND MAINTENANCE</strong></td>
<td></td>
</tr>
<tr>
<td>Runcutting/Scheduling</td>
<td>Lead</td>
</tr>
<tr>
<td>Driver Bids</td>
<td>Lead</td>
</tr>
<tr>
<td>Ensure Implementation of Service Plans</td>
<td>Lead</td>
</tr>
<tr>
<td>Service Provision</td>
<td>Lead</td>
</tr>
</tbody>
</table>

* Includes Mid-Coast, Super Loop, Showcase, I-15, Escondido Blvd/Bear Valley Pkwy, and Otay Mesa to Downtown

**Includes supporting networks for BRT/Rail projects listed above

*Primary or Lead Function

*Support Function*
Good morning Chair Kellejian, board members, staff, and other fellow citizens. Chuck Lungerhausen of 5308 Monroe Ave. #124 which is in the SDSU neighborhood of San Diego. 92115 Phone 619-546-5610.

Recently have started to read the Independent Transit Planning Review Services May 2006 Draft Final Report. From my point of view so far I do not imagine that the University of California at San Diego would now agree to have their campus served by Bus Rapid Transit rather than the futuristic looking S70 Trolley that is now serving San Diego State University. Yet that is one of the ideas put forward in this report.

Just thought you should know.....................

Thank you for listening and the opportunity to speak.
July 2, 2006 FLAWS IN APPROVED BUS ROUTES

There are 3 major flaws in the APPROVED bus routes that are scheduled for operation in the ALLIED GARDENS-GRANTVILLE-NAVAJO communities in September 2006. These flaws must be corrected IMMEDIATELY to prevent unnecessary delays and to provide SAFETY for our youngest passengers, including our school children.

PLEASE REFER TO THE EXPANDED VIEW OF THE ROUTE MAP.

The FIRST FLAW is the ELIMINATION of the CURRENT bus stop for the route 14 bus at GRANTVILLE Trolley Station.

The SECOND FLAW is the CREATION of a BUS TERMINAL for the route 13 bus on CRAWFORD Street at KAISER HOSPITAL.

The THIRD FLAW is 15 MINUTE SERVICE for the route 13 bus between GRANTVILLE Trolley and CRAWFORD Street.

Look closely at Route 14 on the map. From MISSION VALLEY to SDSU, this is the identical route used for Route 13 from 1997, when the BLUE LINE Trolley was opened to MISSION SAN DIEGO, until July 10, 2005, when the GREEN LINE opened to SANTEE. For those 8 YEARS, the #13 bus EASTBOUND was SCHEDULED to leave 4 MINUTES BEFORE the trolley arrived on every other trolley trip. A 15 minute trolley was serving a 30 minute bus.

The LARGE RED CIRCLE indicates the FIRST FLAW and notes that MTS REFUSES TO ROUTE THE 14 BUS INTO GRANTVILLE. MTS intends to FORCE bus riders to use the MISSION SAN DIEGO bus stop, instead. The SECOND FLAW is the creation of a BUS TERMINAL for the NORTH-SOUTH bound bus on a two lane residential street, CRAWFORD, at KAISER HOSPITAL. This, coupled with the THIRD FLAW, 15 MINUTE SERVICE for the ROUTE 13 bus, will create one of the most dangerous situations that could occur on any bus route. Within a 30 minute period, there could be as many as FOUR buses at this APPROVED terminal. This would include two #13 buses, a WESTBOUND #14 bus, and a school bus (school buses use CRAWFORD as a stop).

Now add to this the congestion of both regular and EMERGENCY vehicles entering and exiting KAISER HOSPITAL parking area from ZION Avenue with only the word STOP painted on the pavement for traffic control and ARCHWOOD Street slightly NORTHWEST on the other side of ZION Avenue and you have a tremendous amount of potential danger for bus passengers at the ZION Avenue bus stop which is only a few feet from these lanes.

In order to get the full impact of this situation, let me remind you that for 9 YEARS there has been ONLY 2 buses per HOUR serving the KAISER HOSPITAL bus stops and these were #13 buses.

Upon riding the CURRENT #13 bus route for several mornings before the end of the school year, I confirmed there are about 30 riders on the bus at 7:15 a.m. when it continues up ZION AVENUE after making its stop at the ZION AVENUE BUS STOP at KAISER HOSPITAL. Among these riders are up to 20 school children, many of whom go to FOSTER ELEMENTARY and LEWIS MIDDLE SCHOOL whose locations have been added to the map as a RED-CIRCLED F and L.

I have also added a RED-CIRCLED T to indicate the APPROVED BUS TERMINAL on CRAWFORD STREET, a two-lane RESIDENTIAL street where the driver will PARK HIS BUS to take his break at the END OF THE ROUTE.

Is it beginning to sink in? During the school year there have been about 30 passengers on this #13 bus that have continued up ZION AVENUE, including about 20 school children. On THIS school day in September, when the approved routes begin, there will again be about 30 passengers who will be FORCED TO TRANSFER to the #14 BUS with up to a 30 MINUTE DELAY, because no one told them in advance about the BUS TERMINAL or that the bus serving ALLIED GARDENS will now be the #14 BUS, and because MTS REFUSES TO MAINTAIN THE #14 BUS STOP CURRENTLY BEING USED AT GRANTVILLE TROLLEY STATION.

I drew the map as a TEACHING AID for the school children and the schools as well as the community councils so they could petition to RETURN THE #14 BUS STOP AT GRANTVILLE TO THE APPROVED MAP and to RETURN THE #13 BUS TERMINAL TO GRANTVILLE on the APPROVED MAP before they are printed with schedules.

I also challenge the number of riders claimed for the #13 bus at GRANTVILLE. The number of riders that arrive at KAISER is so much smaller that it should not be a 15 minute frequency bus at KAISER. Will you explain how you arrived at this 350 passenger figure?

An area served by 2 buses per hour for 9 years is now APPROVED for 6 buses per hour. This is a waste of resources. Route the #14 bus to Grantville, move the #13 bus terminal to Grantville, reduce the #13 buses to KAISER to 2 per hour, and with the two #14 buses per hour to KAISER you will double the current capacity and save two ROUND TRIPS per hour for the #13 bus. This will also give trolley riders, including school children, a connection to their destinations on ZION Avenue and WARING road and eliminate any transfers at KAISER.

Don Stillwell, 6308 Rancho Mission Road #173, San Diego, CA 92108 (619) 282-7760
Budget Revisions

Transportation Committee
July 7, 2006

• SANDAG Policy Transportation Committee approves budget changes over $100,000 cumulative

• Three actions today

• Project Managers available for questions
Item 6 -- Low Floor Platform Retrofit

Retrofit 15 Green Line Trolley Station with 2 inch pavers

S70 Low Floor Vehicle Access Ramp

Project Budget Actions

Item #6 Low Floor Platform Retrofit, 4% Budget Increase

Approved Budget: $11,469,000
Proposed Budget: $11,969,000
Change: $500,000
Cause: Contractor delays & unknown conditions
Impact: Reduces available TransNet transit funding
Item 7 – Train Location

Proposed Budget Actions

Item #7 – Train Location Budget Increase

- Approved Budget: $1,090,000
- Proposed Budget: $1,463,550
- Change: $373,550
- Cause: Additional work to improve security and functionality
- Impact: Use remaining funds from Tunnel Fleet Mods Project plus MTS Misc Capital
Item 7 – Train Location

Additional funds are needed for:
- Old Town turnback: $98,365
- El Cajon turnback: $32,199
- Fiber optic cable: $163,908
- CM, flagging, OH: $33,495
- Wireless radio: $45,583
- Total: $373,550

Item 8 – Project Budget Actions

Bus Paint Booth
- $97,000

Driver Facility
+ $60,000

Queue Jumper
+ $37,000
Project Budget Actions

Item #8  Project to Project Budget Transfers

<table>
<thead>
<tr>
<th>Project</th>
<th>Decrease</th>
<th>Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drop Table (proposed):</td>
<td>$97,000</td>
<td></td>
</tr>
<tr>
<td>Drop Table (previous):</td>
<td></td>
<td>$200,000</td>
</tr>
<tr>
<td>Shake Up (Driver) Room:</td>
<td></td>
<td>$60,000</td>
</tr>
<tr>
<td>Queue Jumper:</td>
<td></td>
<td>$37,000</td>
</tr>
</tbody>
</table>

Cause: Use project savings to fund priority projects
Impact: No budget impact to overall capital project program

Recommendations

• Item 6: Transfer $500,000 from TransNet to Low Floor Platform Retrofit
• Item 7: Transfer $373,550 from Tunnel Fleet Modifications and MTS Misc Capital to Train Location
• Item 8: Transfer $97,000 from KMD Drop Table to IAD Shake Up (driver) Room ($60,000) and 1st & Ash Queue Jumper ($37,000)
Project Budget Actions

Low Floor Platform  
+ $500,000

Driver Facility  
+ $60,000

Queue Jumper  
+ $37,000

Bus Paint Booth  
- $97,000

Budget Revisions

Transportation Committee  
July 7, 2006
Review of Board Policy No. 018

Regional Transit Service Planning and Implementation

Policy No. 018

- Defines transit planning responsibilities of SANDAG, MTS, NCTD
- First adopted June 2003
- Requires periodic review
Policy No. 018 - Proposed Revisions

Regionally Significant Projects and Services:

- Clarifies roles for Planning & Infrastructure/Facilities
- Adds new text on roles for Vehicles & Marketing/Branding

Policy No. 018
Proposed Revisions

- Federal Reporting
- Specialized Transportation
- Fare Policy
Next Policy No. 018 Review

• Fall 2007
  – Incorporate Regional Short Range Transit Plan results
  – Gain experience with SAFETEA-LU requirements

Policy No. 018 Review - Recommendation

Recommend that the SANDAG Board of Directors approve proposed revisions to Policy 18 to:

• Clarify roles for regionally significant projects and services
• Specify responsibilities for federal reporting
• Delete reference to fare policy
• Identify SANDAG as responsible for specialized transportation requirements
• Conduct next review in Fall 2007
State Route 52 Corridor
Project Update

Transportation Committee Presentation
July 7, 2006

State Route 52 Corridor

• Operational Improvements
• New Freeway Segment
• HOV / Managed Lanes
Median Barrier Project

- Install Temporary Concrete Median Barrier
- Planned for October 2006
- Investigating methods to install summer 2006

Westbound Only Auxiliary Lane

- Extends westbound third lane from where it now ends near the summit to the Santo Road off-ramp
Westbound Only Auxiliary Lane

- Project schedule
  - Construction starts October 2006
  - Open to traffic March 2007

- Project cost - $8.1 million
Eastbound and Westbound Auxiliary Lane

• Extends westbound third lane to I-15
• Extends the eastbound third lane from the summit to Mast Boulevard
Eastbound and Westbound Auxiliary Lane

- Project schedule
  - Environmental Document approved December 2006
  - Construction starts July 2007
  - Open to traffic April 2008
- Project cost - $43.2 million

<table>
<thead>
<tr>
<th>Year</th>
<th>WB Aux Lane</th>
<th>EB and WB Aux Lane</th>
<th>Median Barrier Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2007</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2009</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2010</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2011</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2012</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2013</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
New Freeway Segment

- Mission Gorge Road
- City of Santee
- State Route 125
- Current end of SR-52
- State Route 67

New Freeway Segment

- State Route 67
- Cuyamaca Street
- Prospect Avenue
New Freeway Segment

- Three design/construction projects
- SR-125 to Cuyamaca (4)
- SR-67 Interchange (5A)
- Cuyamaca to SR-67 (5B)

<table>
<thead>
<tr>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SR-125 to Cuyamaca (4)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SR-67 Interchange (5A)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cuyamaca to SR-67 (5B)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
New Freeway Segment

- Environmental Status
  - Original EIS approved in 1989

- Right of Way Status
  - All Unit 4 properties have been acquired
  - Approximately half of the Unit 5A and 5B properties are in Caltrans possession
New Freeway Segment

- Significant Schedule Risks

At-Grade Crossing

MTS Green Line

HOV/ Managed Lanes

- The environmental phase will cover the full 10.9 mile segment identified in the TransNet extension (I-805 to SR-125)
- Planned approval December 2008
HOV/ Managed Lanes

State Route 52

Begin Studies

Interstate 805

HOV/ Managed Lanes

Kearny Mesa

Convoy Street
HOV/ Managed Lanes

Tierrasanta

Santo Road

HOV/ Managed Lanes

Spring Canyon Bridge

Oak Canyon Bridge
HOV/ Managed Lanes

City of Santee

Mast Blvd

HOV/ Managed Lanes

State Route 125

End Studies
HOV/ Managed Lanes

• Significant Schedule Risks

San Diego River Bridges

HOV/ Managed Lanes

• Segment 1: I-15 to SR-125
  - Early Action Plan (EAP) Project
  - Begin construction early 2010
  - Open to traffic late 2012
HOV/ Managed Lanes
• Adds one general purpose lane in each direction, and two reversible managed lanes
HOV/ Managed Lanes

- Segment 2: I-805 to I-15
  - Covers the remainder of the TransNet project limits
  - Design and construction schedule has not been established

Within Segment 2, would add one HOV lane in each direction
## Construction Summary

### Operational Improvements

<table>
<thead>
<tr>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>WB Aux Lane</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
</tr>
<tr>
<td>EB and WB Aux Lane</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
</tr>
<tr>
<td>Median Barrier Project</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
</tr>
</tbody>
</table>

### New Freeway Segment

<table>
<thead>
<tr>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR-125 to Cuyamaca</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
</tr>
<tr>
<td>SR-67 Interchange</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
</tr>
<tr>
<td>Cuyamaca to SR-67</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
</tr>
</tbody>
</table>

### HOV / Managed Lanes

<table>
<thead>
<tr>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-15 to SR-125</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
</tr>
<tr>
<td>I-805 to I-15</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
<td>![X]</td>
</tr>
</tbody>
</table>

Schedule not yet established

### State Route 52 Corridor