TRANSPORTATION COMMITTEE AGENDA

Friday, July 21, 2006
9 a.m. to 12 noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

• PUBLIC HEARING: 2006 CONGESTION MANAGEMENT PROGRAM UPDATE

• COMPREHENSIVE 2007 REGIONAL TRANSPORTATION PLAN: INITIAL TRANSIT SCENARIO CONCEPTS

• TransNet DASHBOARD AND WEB PAGES

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.
TRANSPORTATION COMMITTEE
Friday, July 21, 2006

ITEM #  RECOMMENDATION
+1. APPROVAL OF JULY 7, 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.

CONSENT ITEMS (3 through 5)

+3. 2007 REGIONAL TRANSPORTATION PLAN WHITE PAPER: PUBLIC SAFETY AND HOMELAND SECURITY (Rachel Kennedy) INFORMATION

A number of white papers are being developed for the 2007 Comprehensive Regional Transportation Plan (RTP). The Public Safety and Homeland Security white paper evaluates the impacts of Homeland Security directives on the regional transportation system, as well as looking at issues related to improving safety on the highway and transit system. The information in this paper will be used in the development of the 2007 RTP.

+4. CALIFORNIA STATEWIDE HIGH-SPEED PASSENGER RAIL SYSTEM QUARTERLY UPDATE (Linda Culp) INFORMATION

The California High-Speed Rail Authority (CHSRA) is the state agency responsible for planning, constructing, and operating a high-speed train system serving California’s major metropolitan areas. The proposed system stretches over 800 miles and would connect San Diego, Los Angeles, the Central Valley, San Francisco, and Sacramento using a state-of-the-art, electrified system capable of speeds in excess of 200 miles per hour. SANDAG continues to monitor the work for the CHSRA. This report is the regular quarterly update to the Transportation Committee.

+5. LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO (LOSSAN) RAIL CORRIDOR AGENCY BOARD MEETING REPORT (Linda Culp) INFORMATION

The LOSSAN Rail Corridor Agency seeks to increase ridership, revenue, capacity, reliability, and safety on the coastal rail line from San Diego to Los Angeles to San Luis Obispo. Known as Amtrak’s Pacific Surfliner corridor, it is the second busiest intercity passenger rail corridor nationwide and Amtrak’s fastest growing. This report summarizes the actions from the LOSSAN Board meeting on May 10, 2006.
6. INTRODUCTION OF SENATE PRESIDENT PRO TEM DON PERATA

The Chair will introduce California Senate President Pro Tem Don Perata, who will present remarks regarding the landmark package of infrastructure bond measures on the November 2006 statewide ballot. The statewide bond package, which totals more than $37 billion, includes Propositions 1A (Protection of Proposition 42 funds), 1B (Transportation, Air Quality, and Port Security), 1C (Housing and Emergency Shelter), 1D (K-12/University Facilities), and 1E (Flood Prevention).

REPORTS (7 through 11)

+7. PUBLIC HEARING: 2006 CONGESTION MANAGEMENT PROGRAM UPDATE (Mario Oropeza)

As required by state legislation, a public hearing to receive comments on the draft 2006 Congestion Management Program (CMP) has been scheduled for this meeting. Following consideration of testimony at the public hearing, the Transportation Committee is asked to approve the 2006 CMP update.

+8. ESTABLISHING A SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (Dan Levy)

In 1979, SANDAG created the Subcommittee for Accessible Transit (SCAT) in response to federal requirements and increased local interest in accessibility issues for seniors and persons with disabilities. SCAT advises SANDAG on matters related to senior and disabled transportation and acts as the state-mandated Social Services Transportation Advisory Council for the region. In addition, SANDAG delegated authority to SCAT to undertake the functions of the Local Review Committee for Section 5310 grant applications. Changes in state law indicate that SANDAG should restructure SCAT to better meet state mandates and guidelines. Therefore, it is recommended that the Transportation Committee recommend that the Board of Directors: (1) create a new Social Services Transportation Advisory Council (SSTAC) to replace SCAT; (2) approve the SSTAC membership structure as outlined in this report; (3) delegate to SSTAC responsibility for future membership appointments; (4) delegate to SSTAC the role of Local Review Committee and Appeals Committee for the Section 5310 grants applications; and (5) approve the proposed SSTAC Charter.
+9. COMPREHENSIVE 2007 REGIONAL TRANSPORTATION PLAN: INITIAL TRANSIT SCENARIO CONCEPTS (Dave Schumacher)  

On June 23, 2006, the Board of Directors accepted the recently completed Independent Transit Planning Review (ITPR) report for planning purposes for preparing the 2007 Regional Transportation Plan (RTP). The ITPR includes recommendations on possible strategies for improving the role of public transportation in addressing regional mobility needs. In response, a number of initial transit scenarios are being developed that will explore how best to maximize the effectiveness and efficiency of transit in the context of the overall RTP. The Transportation Committee is asked to comment on these proposed initial transit scenario concepts as they relate to the development of the 2007 RTP transit plan. The analysis of these concepts is scheduled for consideration by the Board in October.

+10. AMENDMENTS TO FY 2007 PROGRAM BUDGET AND OWP: NEW SAFETEA-LU FUNDING AND REORGANIZATION OF THE CONSOLIDATED TRANSPORTATION SERVICES AGENCY (Dan Levy)  

Amendments to the FY 2007 Overall Work Program (OWP) are required as a result of changes in the organizational structure of the Consolidated Transportation Services Agency (CTSA) and the availability of new funding from the Federal Transit Administration (FTA) through the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). The changes affect three programs that fall under the Transit Service Planning function. The Transportation Committee is asked to approve the following changes to the FY 2007 Program Budget and OWP: (1) eliminate OWP 30047, CTSA, as a result of the designation of FACT as the new CTSA for San Diego County; (2) increase OWP 30011, Senior Transportation, to $110,125 to provide oversight of the new CTSA; and (3) increase OWP 30023, Regional Short Range Transit Planning, to $502,054 to fund preparation of the Coordinated Public Transit Human Services Transportation Plan and competitive award process required by SAFETEA-LU. All changes are fully funded through new and existing resources.

+11. TransNet DASHBOARD AND WEB PAGES (Richard Chavez)  

Staff and consultants from PBS&J will present the TransNet Dashboard and Web pages. The dashboard is designed to provide up-to-date schedule, budget, and expenditure information for the TransNet Early Action Program. The TransNet Early Action Program includes improvements to the I-5, I-15, I-805, SR 52, SR 76, and Mid-Coast corridors. The Web pages will provide updated corridor information. The TransNet Dashboard and Web pages will be released to the public via the SANDAG-owned Web site: www.KeepSanDiegoMoving.com.

12. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for Friday, August 4, 2006, at 10 a.m. A portion of the August 4 meeting will be held jointly with the Regional Planning Committee.

13. ADJOURNMENT

+ next to an agenda item indicates an attachment
TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS
MEETING OF JULY 7, 2006

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

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Councilmember Jerome Stocks (North County Transit District [NCTD]) and a second by Supervisor Bill Horn, the Transportation Committee approved the minutes from the June 16, 2006, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chuck Lungerhausen, a member of the public, said he has started to send out “thank you” letters for the Multiple Sclerosis (MS) Walk donations. On the public transportation front, he read the Independent Transit Peer Review (ITPR) May 2006 Draft Final Report. He expressed his opinion that he didn’t think the University of California, San Diego (UCSD) will agree to have its campus served by bus rapid transit (BRT) rather than light rail transit (LRT). He takes the Green Line trolley twice a week and for disabled people the access with that vehicle is much better than anything else he has seen in the system.

Teresa Velazquez, a member of the public, said that she has routinely taken the Metropolitan Transit System (MTS) bus service, which has allowed her to return to complete her education at Southwestern College. On June 19, 2006, she had an incident on the bus for which she went to the emergency room. She did not have a fracture but did suffer an injury. At first, MTS/Laidlaw contacted her and wanted to talk with her. However, when she returned the call, she was told that testimony from other passengers had been received and the determination was that nothing happened. She has been suspended from using this service. She needs to go to physical therapy and cannot now use this transportation service. She asked for the Transportation Committee’s assistance in this matter. She said that if you do not show up or cancel three times, you are suspended from using this service. She felt this policy was wrong.

Chair Kellejian noted that MTS staff and Board members present today will talk to Ms. Velazquez, or we will pass along her phone number to them for resolution of this concern.
Clive Richard, a member of the public, supported the appointment of Councilmember Phil Monroe to the Designated Coordination Transportation Services Agency Board. He said he enjoyed going on the recent Sprinter tour. He said that he is not a fan of single-track operations; however, with a skilled staff, single-track systems do work. He wondered how our transportation system would handle a major disaster.

Don Stillwell, a member of the public, distributed a picture and described three flaws in the approved bus route changes as part of the MTS Comprehensive Operations Analysis (COA) for the Allied Gardens-Grantville-Navajo communities. The first flaw is the elimination of the current bus stop for the Route 14 bus at the Grantville Trolley Station, the second flaw is the creation of a bus terminal for the Route 13 bus on Crawford Street at Kaiser Hospital, and the third flaw is the 15-minute service for the Route 13 bus between the Grantville Trolley Station and Crawford Street. He thought that these flaws should be corrected immediately to prevent unnecessary delays and to provide safety for the youngest passengers, including school children.

**CHAIR’S REPORT (3)**

3. **APPOINTMENT OF CORONADO COUNCILMEMBER PHIL MONROE TO DESIGNATED COORDINATED TRANSPORTATION SERVICES AGENCY BOARD (INFORMATION)**

Chair Kellejian, said that 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.

Councilmember Bob Campbell (North County Inland) said that as a board member of FACT, he welcomed Councilmember Monroe to this body. He noted that Supervisor Horn helped to obtain grant funding.

Councilmember Monroe reminded Committee members that this item came about due to concerns of former Councilmember Jack Feller about transportation for seniors and the disabled, and SANDAG staff did a marvelous job of investigating the available services.

**REPORTS (4 through 9)**

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

Jose Nuncio, Senior Engineer, said that the changes to SANDAG’s “Use-it-or-Lose-It” policy are on page 4 of the agenda report (Attachment 1 to the agenda report). This policy 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. It was also to help ensure timely
delivery of Regional Arterial System (RAS) projects as committed by local project sponsors. A new paragraph is being proposed that replaces the previous obligation requirements with those of the Federal Highway Administration (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 priorities. Another change will 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. A third change is that certain provisions pertinent to previous programming cycles and which no longer apply to the remaining projects have been deleted. Mr. Nuncio indicated that the Cities/County Transportation Advisory Committee (CTAC) reviewed these proposed changes and recommended approval.

Mr. Nuncio also reviewed two schedule extension requests: one for the South Santa Fe Avenue (County of San Diego) project to complete the environmental document by 2007. The project was originally programmed with federal RSTP funds, but in an effort to accelerate the schedule, the County decided to avoid having to complete the lengthy federal National Environmental Protection Act (NEPA) clearance process. This request was approved as part of the 2002 Regional Transportation Improvement Program (RTIP). While the County has made significant progress in completing the California Environmental Quality Act (CEQA) requirement, significant cost increases have occurred over the past two to three years in right-of-way acquisition and construction. Since the County did not obtain the NEPA clearance, it is not eligible for federal funds for these cost increases. The County is now requesting to get back into the federal fold and will complete a federal environmental document. This will require additional time to the project.

Mr. Nuncio stated that the second project extension request is for the State Route (SR) 78/Nordahl Road Interchange project. This is a City of Escondido project that lies at the border of Escondido and San Marcos. Discussion with both cities was needed in terms of scope and timing for the project. This discussion has now taken place and an understanding between these two cities is in place. The City of Escondido is requesting a special extension to August 2007 to complete the environmental document. The CTAC has also recommended that these two extensions be granted.

Chair Kellejian indicated that there were no requests to speak on this item.

Councilmember Toni Atkins (City of San Diego) asked if municipalities are held to the funding restrictions on projects they engage in that do not use RSTP monies. Mr. Nuncio replied that this policy is only for projects that receive RSTP funds.

Councilmember Monroe cited several instances when circumstances beyond a city’s control caused project delays. He asked what happens to the funds if a city loses them due to delays. Mr. Nuncio said that the importance is not so much the loss of funding as it is the Obligational Authority (OA). This OA is good for one year, and if we lose it, we cannot obligate any of the funds. The FHWA is trying to encourage cities to submit invoices for federal funds that have been approved. What has been happening is that cities have been
receiving federal funds but have not been submitting invoices. He encouraged cities to submit invoices; otherwise funds may be lost.

Councilmember Monroe described a project where the Navy was willing to provide mitigation land; however, it was found that the Navy could not do that and the City had to find another mitigation site for that project. On another project, remains of an Indian burial ground were found. Some of the problems that delay projects are unforeseen. He didn’t want to lose the ability to be able to deal with these kinds of issues. Mr. Nuncio responded that the FHWA may understand delays due to unforeseen circumstances, but cities must still submit invoices.

**Action:** Upon a motion by Councilmember Atkins and a second by Mayor Lori Holt Pfeiler (North County Inland), the Transportation Committee approved the following: (1) amendments to the “Use-It-or-Lose-It Policy,” and (2) schedule extensions on two Regional Arterial System projects: South Santa Fe Avenue (County of San Diego) to December 2007 and SR 78/Nordahl Avenue (City of Escondido) to August 2007.

5. **STATE ROUTE 52 CORRIDOR UPDATE (INFORMATION)**

Chair Kellejian asked Santee Councilmember Jack Dale (East County) to introduce the staff for this item.

Councilmember Dale said that the SR 52 project was part of both the original TransNet and the TransNet Extension measures. This project is significant for East County. He introduced Joel Haven with Caltrans, District 11, to present this report.

Mr. Haven, Caltrans Corridor Project Director, noted that the original employee planned as Project Manager is no longer with Caltrans. As a result, Dan Martin with SANDAG has been appointed as the new Project Manager. This is a blending of Caltrans and SANDAG staff to help deliver on TransNet and the Early Action Projects.

Mr. Haven said that there are three types of projects in this corridor: operational improvements, a new freeway segment through the City of Santee, and high-occupancy-vehicle (HOV)/Managed Lanes projects. He reviewed various projects within this corridor including a median barrier project, a westbound-only auxiliary lane from where it ends near the SR 52 summit to the Santo Road off-ramp; eastbound and westbound auxiliary lanes, extending the westbound third lane to I-15 and extending the eastbound third lane from the SR 52 summit to Mast Boulevard; the new freeway segment from the end of SR 52 to SR 67; and HOV/Managed Lanes from I-805 to SR 125.

Mr. Haven said that there is a significant risk for the new freeway section, which needs a permit for an at-grade crossing at the eastbound SR 52 off-ramp to Cuyamaca Street. The Green Line operates along Cuyamaca Street, and a permit is needed to allow auto traffic to cross the trolley tracks. This is on critical status. We have support from SANDAG, MTS staff, and the City of Santee for this at-grade crossing. This matter will go to the MTS Board to upgrade the letter of no opposition to a letter of support.
Mr. Haven noted that the HOV/managed lanes project will cover an environmental phase from I-805 to SR 125. Completion is expected in 2008. However, we will have to cross the San Diego River, and there is some additional riparian habitat that we will have to mitigate. We will work with environmental staff and resource agencies on this matter.

Chair Kellejian said that part of this project is fulfilling the TransNet and the TransNet Extension obligation to the voters. He said there were several requests to speak on this item.

Jim Schmidt, a member of the public, said that he is impressed with the teamwork of Caltrans, District 11, and SANDAG staff. A third lane on SR 52 will make a huge impact to relieve traffic congestion. He stated that the reason East County freeways work better than North County freeways is because there is more capacity and people don’t take freeways for short rides. North County has lost parallel roads for short trips. This is a big issue.

Shannon Quigley, a member of Save Our Forests and Ranchlands (SOFAR), said that the widening of SR 52 was approved by the voters to relieve congestion. However, historical record shows that widening freeways creates congestion rather than relieving it. Major new developments along this corridor will add more congestion. This kind of project perpetuates rather than solves our problems. The ITPR stated in its report that there is no evidence that a region has successfully built itself out of congestion. Every dollar used for freeways takes away dollars from transit.

Councilmember Dave Druker (NCTD) asked what happens if the California Public Utilities Commission (CPUC) does not approve the at-grade crossing. Mr. Haven said that we would then have to go back and identify an alternative that is acceptable to the SANDAG Board and the region.

Pedro Orso-Delgado, Caltrans District 11 Director, added that we originally had proposed a bridge crossing Cuyamaca Street, however, to accomplish that would add $15 million to $18 million to the project cost. Another alternative is to tunnel, but this would cost more, as well. We have the support of everyone to make this at-grade crossing work. The CPUC said that as long as we are all united, we can make it happen.

Councilmember Druker asked if the HOV lanes on this project will connect with those on I-15 and I-805. Mr. Haven replied that we have no plan at this time to connect them to the I-15 Managed Lanes, but one of the reasons why we are going later with this piece is to look at this connectivity issue. He also is the corridor director for I-805, and it is his responsibility to make sure these systems work together.

Councilmember Monroe said that when we talk about Managed Lanes, we talk about moveable barriers. In Washington, D.C., they move the barriers electronically. On the Coronado Bridge, the barrier is moved by another method. He wondered if there is new technology for this process. Mr. Haven said that he is willing to look at any new technology that is available to make this process better and more cost-effective.
Councilmember Emery asked when the MTS Board will review the at-grade crossing to provide a letter of support. Mr. Haven responded that it will occur within the next month or two. He said that the CPUC review process take 9-12 months.

**Action:** This item was presented for information only.

**Combination of Report Items 6, 7, and 8, related to budget adjustments**

Chair Kellejian stated that we will combine reports 6, 7, and 8 into one staff report.

Jim Linthicum, Director of Engineering, reported that these items relate to budget revisions to capital projects that are now under SANDAG's authority. You are hearing these items because any item over $100,000 but under $500,000 must be approved by the Transportation Committee. The Executive Director can approve items up to $100,000, and the Board must approve items over $500,000.

He noted that this is the first time engineering staff are addressing the Transportation Committee. He introduced John Haggerty, Design Engineer; Jay Sender, project manager over the train location project and the Systems Engineer; Peter d'Ablaing, project manager over bus facilities and the NCTD East Division bus maintenance facility.

Mr. Linthicum reported that Item No. 6 would transfer money into the Low-Floor Platform Retrofit project. The S70 light rail vehicles (LRVs) have a bridge plate that comes down to the platform. We had to raise the 15 existing Green Line platforms to accommodate this plate. We ran into two major problems: (1) a delay to the contract to retrofit the older vehicles, and (2) five of the 15 platforms had a crosswalk that exceeded Americans with Disabilities Act (ADA) standards. Action would increase the budget by 4 percent. The impact on the overall budget is that it will take $500,000 from existing TransNet funding and reduce the amount for the Mission Valley East and Mid-Coast Transit Corridor projects.

Mr. Linthicum said that Item No. 7 is related to the Centralized Train Control system that allows the San Diego Trolley, Inc. (SDTI), controllers to see and manage the system. The budget impact is to transfer $373,550 from the Tunnel Fleet Modification Project and MTS Miscellaneous Capital funds.

Mr. Linthicum stated that Item No. 8 is for Project-to-Project Budget Transfers. There was a savings in the Bus Paint Booth Project. This savings will be used to start the design for a new Driver’s facility ($60,000) and a queue jumper at First Avenue and Ash Street in downtown San Diego ($37,000).

Chair Kellejian noted that MTS staff concurs with these recommendations.

Councilmember Monroe asked if these items have been presented to the MTS Board. Chair Kellejian responded that no presentation had been made.

Councilmember Monroe expressed concern about the reduction of TransNet funding. He thought it would be a normal procedure for these types of actions to come from the MTS Board.
Sharon Cooney, MTS Director of Government Affairs and Community Relations, stated that capital programs are brought before the MTS Board in their entirety each year. Some of these are projects that are already in process.

Chair Kellejian noted that there will be a lot of these projects transferring from MTS to SANDAG, and Mr. Gallegos suggested they be discussed at this Committee meeting.

Councilmember Rindone concurred with Councilmember Monroe’s concern about these items not being reviewed by the MTS Board. He thought we might want to look at the procedures so these items come with an MTS Board recommendation. On Item No. 6, we talked about the purchase of new S70 light rail vehicles (LRVs). There was a lot of discussion about the need for a retrofit. These vehicles are superior to the U2s. We have to continue the retrofit project so the S70s are used throughout the system. When we purchased these newer vehicles, the intent was to continue the retrofit for the other two lines.

Supervisor Ron Roberts (County of San Diego) said that he did not recall discussing some of these items at MTS. He didn’t think these items should come before the Transportation Committee until the MTS Board has considered them. There are some basic questions that should be raised. Part of this proposal is to remove a maintenance bay and change it into a room for drivers. He thought they needed every inch of maintenance facility space. He also thought that the queue jumper needs to be looked at on a larger scale. He would like to see this in more detail. The items that have not been discussed by the MTS Board should go back to it before proceeding.

Chair Kellejian asked Mr. Linthicum to clarify that these are SANDAG projects. Mr. Linthicum agreed that is correct, and we have been working with MTS staff on these projects. Mr. Jablonski supports the recommended action for all of these projects.

Diane Eidam, Chief Deputy Executive Director, said that we will work with MTS staff to establish a process so it is assured to go through the MTS Board in the future.

Supervisor Roberts said that there are strong operational implications with these projects.

Chair Kellejian asked if all three items should be postponed.

Supervisor Roberts replied that he was supportive of moving forward with Item Nos. 6 and 7 but would like to continue Item No. 8.

Councilmember Emery stated that this is a procedural thing that needs to be resolved.

Mr. Harry Mathis, MTS Chair, agreed with the MTS Board members and the process. He had discussed these items with Mr. Jablonski before this meeting, and he was in support of all of them going forward. Action for Item No. 8 is under Mr. Jablonski’s authority, and he agreed with it proceeding.

6. **LOW-FLOOR PLATFORM BUDGET REVISION (APPROVE)**

   **Action:** Upon a motion by Councilmember Emery and a second by Councilmember Monroe, the Transportation Committee approved 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.

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

*Action*: Upon a motion by Councilmember Emery and a second by Councilmember Monroe, the Transportation Committee approved budget transfers into the Train Location Project, in an amount not to exceed $373,550. Project savings from the recently completed Tunnel Fleet Modification Project will provide $218,836 of this total with the balance ($154,714) provided from the MTS Regional Miscellaneous Capital fund reserve.

8. **BUDGET TRANSFER FOR IMPERIAL AVENUE DIVISION SHAKE-UP ROOM PROJECT AND TRANSIT FIRST NOW QUEUE JUMPER PROJECT (APPROVE)**

This item was continued.

9. **REVIEW OF BOARD POLICY NO. 018: REGIONAL TRANSIT SERVICE PLANNING AND IMPLEMENTATION (RECOMMEND)**

Dave Schumacher, Principal Planner, reported that Policy No. 018 was first adopted in June 2003 and has periodic reviews. The purpose of the policy is to define transit service planning responsibilities for SANDAG, MTS, and NCTD, and to develop a framework for the roles for vehicle marketing/branding. He noted that the roles and responsibilities have evolved over time. The amendments would clarify roles for regionally significant projects and services, specify responsibilities for federal reporting, delete references to the fare policy, and identify SANDAG as being responsible for specialized transportation requirements. We will work collaboratively together for a regional framework for marketing/branding. Since SANDAG develops most of the data, it is recommended that it take the lead for preparing the federal reports. SANDAG would also coordinate the preparation of a Coordinated Transportation Plan required by SAFETEA-LU to maximize the effect of the overall transportation system. Due to the recently adopted Fare Policy No. 029, we would delete language regarding fare policy in Policy No. 018.

Chair Kellejian noted that these actions will go to the August 4 SANDAG Board meeting.

Councilmember Emery stated that at the MTS Executive Committee, MTS staff was pleased with the cooperation and ability of SANDAG to recognize the roles of the operating agencies.

*Action*: Upon a motion by Mayor Pfeiler and a second by Councilmember Emery, the Transportation Committee recommended that the SANDAG Board of Directors approve proposed revisions to Policy No. 018, Regional Transit Service Planning and Implementation, 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 are 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 the fall of 2007.

Chair Kellejian stated that Mr. Gallegos is on vacation, but he received a call from him and was told that State Senate Pro Tem Don Perata has agreed to come to the July 21 Transportation Committee meeting and give us information about the infrastructure bond.

Councilmember Monroe said that MTS has adopted the Comprehensive Operational Analysis (COA) and a number of changes have been made throughout the region. He has asked Mr. Jablonski, MTS Chief Executive Officer, to figure out how things are going today, compare it to what was expected, and then review this information in 6-9 months. The reality is that they want to look at the data and see if it has worked the way they expected.

Councilmember Rindone asked about the scheduling of the August 4 Transportation Committee meeting and a potential conflict with a special SANDAG Board meeting that morning. Ms. Eidam clarified that we have moved the July 28 SANDAG Board meeting date to August 4 to avoid a conflict with the League of California Cities meeting. There will be an Executive Committee meeting from 8:00-9:00 a.m., a SANDAG Board meeting from 9:00-10:30 a.m., a Transportation Committee meeting from 10:30-11:30 a.m., a joint Transportation/Regional Planning Committee meeting from 11:30 a.m.-12:30 p.m., and a Regional Planning Committee meeting immediately following the joint meeting.

10. UPCOMING MEETINGS

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

11. ADJOURNMENT

Chair Kellejian adjourned the meeting at 10:25 a.m.

Attachment: Attendance Sheet
<table>
<thead>
<tr>
<th>GEOGRAPHICAL AREA/ORGANIZATION</th>
<th>JURISDICTION</th>
<th>NAME</th>
<th>MEMBER/ALTERNATE</th>
<th>ATTENDING</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>
</tr>
<tr>
<td></td>
<td>City of Del Mar</td>
<td>David Druker</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td>North County Inland</td>
<td>City of Escondido</td>
<td>Lori Holt Pfeiler</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>City of Vista</td>
<td>Bob Campbell</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td>East County</td>
<td>City of Santee</td>
<td>Jack Dale</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>City of La Mesa</td>
<td>Art Madrid</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>South County</td>
<td>City of Coronado</td>
<td>Phil Monroe</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>City of Chula Vista</td>
<td>Jerry Rindone</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td>City of San Diego</td>
<td></td>
<td>Jim Madaffer</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Toni Atkins</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Jerry Sanders</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>County of San Diego</td>
<td></td>
<td>Bill Horn</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Ron Roberts</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Greg Cox</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>Metropolitan Transit System</td>
<td>City of Poway</td>
<td>Bob Emery</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>MTS</td>
<td>Harry Mathis</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td>North County Transit District</td>
<td>City of Encinitas</td>
<td>Jerome Stocks</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>City of Carlsbad</td>
<td>Norine Sigafoose</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>City of Solana Beach</td>
<td>Lesa Heebner</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td>San Diego County Regional</td>
<td>City of Lemon Grove</td>
<td>Mary Sessom</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td>Authority</td>
<td>Governor's Appointee</td>
<td>Xema Jacobson</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td>ADVISORY/LIAISON Caltrans</td>
<td></td>
<td>Pedro Orso-Delgado</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bill Figge</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td>Regional Planning Stakeholders</td>
<td></td>
<td>Sandor Shapery</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td>Working Group</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
2007 REGIONAL TRANSPORTATION PLAN WHITE PAPER:
PUBLIC SAFETY AND HOMELAND SECURITY

Introduction

SANDAG has identified several key components to be developed for the 2007 Comprehensive Regional Transportation Plan (RTP). For each of these areas, staff is preparing a white paper to stimulate discussion and gather input from SANDAG’s policy advisory committees and working groups. The white papers highlight several of the unique inputs and analyses that will enhance the development of the RTP. The Public Safety and Homeland Security white paper focuses on the existing plans and organizations in place to deal with the safety and security of the transportation system and highlights areas that warrant further analysis or action.

Discussion

SANDAG is currently updating the RTP. SANDAG’s last full update of the RTP, MOBILITY 2030, was adopted in March 2003. A technical update was completed in February 2006 to meet federal air quality conformity requirements and will serve as the foundation for the 2007 Comprehensive RTP. The 2007 RTP will incorporate a new regional growth forecast, strategic initiatives from the Regional Comprehensive Plan, the Independent Transit Planning Review, goods movement, and several other white papers on topics not previously covered in the RTP, including public safety and homeland security. The information included in this white paper will be incorporated as a section within the 2007 Comprehensive RTP.

In August 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law. This transportation reauthorization bill calls for a new emphasis to be placed on the safety and security of the transportation system and requires for that information to be included in the RTP.

There are a wealth of issues that could be discussed within the realm of transportation safety and security. But on a regional planning scale, SANDAG staff has identified three key areas of concern: (1) the ability to plan for and react to natural disasters; (2) the capability to respond effectively to man-made events; and (3) the interoperability of various public safety communication systems. The goal of this white paper is to document existing plans and organizations that provide for the safety and security of the regional transportation network and to identify additional areas of improvement which can be explored in the 2007 RTP or other policy planning efforts.

The Public Safety and Homeland Security white paper identified that the following items should be examined further when developing the 2007 RTP or other safety and security efforts:
• Transit Emergency Operations Plans: Transit operators, local jurisdictions, and safety agencies should work together to develop plans to evacuate transit-dependent populations in the event of natural or man-made disaster.

• SANDAG should continue its work via the Public Safety Committee to enhance and improve interoperability and communications between local, state, and federal public safety agencies and to find opportunities to leverage and most effectively utilize transportation and public safety resources in support of this effort.

• Enhancements to existing communications centers and options for a centralized communications center should continue to be explored.

• Recommendations from the Interstate 15 (I-15) Traffic Incident Management Plan should be implemented in a timely manner to ensure that the I-15 Managed Lanes are utilized with maximum efficiency under emergency situations.

• There should be further coordination of emergency planning and implementation among various local, state, and federal agencies to allow for effective responses and eliminate duplication of efforts.

This paper also identified the continued challenge of balancing security and the efficient movement of people and goods through the San Diego-Baja California Ports of Entry. SANDAG will further examine this issue in the Cross-Border Transportation white paper.

To ensure that the most important areas of focus have been included in this white paper, SANDAG staff solicited input the Stakeholders Working Group at its April 18, 2006, meeting and the Public Safety Committee at its June 16, 2006, meeting. Comments received were incorporated into the white paper (Attachment 1) as appropriate. This white paper will be used in developing the Draft 2007 RTP, which is expected to be released for public comment in May/June 2007.

BOB LEITER
Director, Land Use and Transportation Planning


Key Staff Contact: Rachel Kennedy, (619) 699-1929, rke@sandag.org
PUBLIC SAFETY AND HOMELAND SECURITY WHITE PAPER

Introduction

In light of heightened public concern regarding terrorist attacks and natural disasters, enhancing the safety and security of our transportation system is one focus of the 2007 Regional Transportation Plan (RTP). There are a wealth of issues that could be discussed within the realm of transportation safety and security. But on a regional planning scale, three key areas of concern have been identified: the ability to plan for and react to natural disasters, the capability to respond effectively to man-made events, and the interoperability of various public safety communication systems.

Objectives for 2007 RTP

In August 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law. This transportation reauthorization bill calls for a new emphasis to be placed on the safety and security of the transportation system and requires this information be included in the RTP. This white paper identifies the current measures in existence or under development to deal with safety and security of the transportation network and highlights areas that warrant further analysis or action. The information included in this white paper will be incorporated within the 2007 Comprehensive RTP.

Background

Several natural disasters and acts of terrorism have brought the safety and security of our transportation system to the forefront. The terrorist attacks of September 11, 2001, and on the public transit systems in Madrid and London have heightened awareness of the vulnerability of our transportation system. Natural disasters also have caused loss of life and property. Hurricane Katrina served as an important wake-up call to regional agencies on the need to have evacuation plans for persons who do not drive or own private automobiles. And Hurricane Rita highlighted the need to have plans in place to utilize the existing transportation infrastructure to its maximum potential during evacuations. On a local level, the 2003 San Diego region wild fires demonstrated a need for improved communications for emergency personnel and the importance of establishing evacuation plans.

On August 10, 2005, President George W. Bush signed the SAFETEA-LU, which authorizes the federal surface transportation programs for the five-year federal fiscal year period 2005-2009. The bill calls for an increased emphasis to be placed on the safety and security of the transportation system and for each of these elements to be accounted for as stand-alone planning factors.

The San Diego region contains an extensive transportation network that includes regional rail (COASTER), light rail, highways, ports, local and express bus service, local roads, and bicycle and pedestrian infrastructure. San Diego County is served by three major interregional freeways; the Interstate 5 (I-5) and Interstate 15 (I-15) provide north-south access throughout the region and to Orange County and Mexico, while Interstate 8 provides east-west access to Imperial County. Interstate 15 (I-15) contains two reversible managed lanes, which are used on a daily basis to provide additional traffic flow in the peak-period direction. The managed lanes also can be used for additional traffic flow or emergency vehicles in the case of an incident or disaster.
Current Conditions

The San Diego region currently has a number of existing organizations, plans, and infrastructure in place to provide for the safety and security of the regional transportation system. The following sections outline the current and pending efforts of specific organizations to plan for and respond to large-scale natural or man-made disasters and improve public safety communications systems.

Existing Plans and Programs

Unified San Diego County Emergency Services Organization

The Unified San Diego County Emergency Services Organization is composed of the 18 incorporated cities within the region and the County of San Diego. The Unified Organization provides for a single Operational Area for the coordination of disaster activities relating to mitigation, preparedness, response, and recovery. The Unified Disaster Council (UDC) is the governing body of the Unified Organization. The County of San Diego Office of Emergency Services (OES) serves as staff to the UDC and is a liaison between the incorporated cities, the State Office of Emergency Services, and the Federal Emergency Management Agency (FEMA), as well as nongovernmental agencies such as the American Red Cross.

The OES coordinates the overall county response to disasters and is responsible for: alerting and notifying appropriate agencies, coordinating agency responses, ensuring resources are available and mobilized in times of disaster, developing plans and procedures for response to and recovery from disasters, and providing preparedness materials to the public. The OES directs the Operational Area Emergency Operations Center (EOC) and coordinates the efforts of county departments, cities, special districts, and other agencies within the county, as well as with the state and federal agencies.¹

City of San Diego Office of Homeland Security

The San Diego Office of Homeland Security (SD-OHS) was established in January 2003 as part of the restructuring of the San Diego Fire-Rescue Department and is under the direction of the Deputy Chief Operating Officer for Public Safety/Homeland Security. The SD-OHS oversees the City of San Diego’s preparation for major disasters through the coordination of disaster planning efforts; training of City employees; integration of emergency plans; facilitating information flow to the public and business communities; and interfacing with county, state, and federal jurisdictions.² The SD-OHS also has been successful in securing and managing grants from federal and state agencies related to homeland security.

The SD-OHS maintains the City’s Emergency Operations Center (EOC) in a “ready-to-activate” status and manages the EOC during responses to multidepartment and citywide emergencies, providing for coordinated response activities and a fully integrated City response.³ The SD-OHS also is responsible for the development and maintenance of a number of emergency operations documents, including the Emergency Operations Plan and EOC Activation Guide.

SANDAG Public Safety Committee

The SANDAG Public Safety Committee (PSC) advises the SANDAG Board of Directors on major policy-level matters related to public safety. Composed of 14 voting members, including six elected officials; local, state, and federal public safety representatives; and regional transit agencies, the group strives to improve the quality of life in the region by promoting public safety and justice through collaboration, information sharing, effective technology, and objective monitoring and assessment. The PSC provides a unique forum for local officials and public safety professionals to collaborate on issues such as crime prevention, communications, and mapping.

The Chiefs'/Sheriff’s Management Committee promotes regional collaboration in the acquisition, maintenance, and sharing of public safety information and technology. This Committee, which reports to the SANDAG PSC, approves and implements the ARJIS and Criminal Justice Research annual work program and budget. It establishes and recommends public safety policies that relate to ARJIS and Criminal Justice Research.

The PSC also is the governing Board for the Automated Regional Justice Information System (ARJIS), which supports 71 justice agencies representing local, state, and federal government within San Diego and Imperial Counties. Chartered with supporting a regional Web-based secure network that contains a variety of information to support law enforcement activities, ARJIS is used daily by 11,000 officers, investigators, and analysts. Other efforts conducted by ARJIS include the crime mapping system and deploying law enforcement information into the field via hand-held wireless devices.

United States Department of Defense

The United States Department of Defense (DOD) has a large presence in the San Diego Region. The San Diego County Office of Emergency Services (OES) has a military liaison and informal working relationships with the Navy, Marines, and Coast Guard and is currently in the process of setting up an informal working group that will include these entities. OES currently coordinates with the Marines on emergency management plans in relation to the San Onofre nuclear power plant, participates in emergency drills and trainings with the Navy regarding nuclear submarine incidents, and coordinates with the U.S. Coast Guard on maritime security and oil spills.

In the case of a large-scale emergency, the DOD is authorized to provide resources when response and recovery requirements are beyond the capabilities of civil authorities (as determined by FEMA or another lead federal emergency response agency) and these efforts do not interfere with its primary mission or ability to respond to operational contingencies. Requests for Defense Support to Civilian Authorities (DSCA) are made thru the local, county, and state authorities as a Request for Assistance to the Federal Coordinating Official in the appropriate Lead Federal Agency and is normally accompanied by, or submitted after a request from the State Governor for a natural disaster declaration from the President. The Defense Coordinating Officer coordinates the DOD resources to be provided. The California National Guard (CNG) may be activated as part of the DSCA and can provide law enforcement support, crisis management and consequence management services. Activation of the National Guard for local support during emergencies is done by the Governor via the California Office of Emergency Services.
Public Transit Agencies

Hurricane Katrina demonstrated the importance of having plans to evacuate persons without access to private vehicles. San Diego has an extensive transit system comprised of regional rail (COASTER), light rail (trolley), and a local and regional bus system. The COASTER and buses in North County San Diego are operated by the North County Transit District (NCTD). The Metropolitan Transit System (MTS) operates the San Diego Trolley and buses in central and southern San Diego County.

Both NCTD and MTS have emergency preparedness/evacuation plans to evacuate passengers from transit vehicles and stations. Currently neither MTS nor NCTD has official written emergency operations plans to evacuate residents via transit in the case of large-scale emergency or disaster, such as an earthquake or act of terrorism. Officials from NCTD have been working with North County jurisdictions to develop emergency operating plans. MTS has been collaborating on a limited basis with cities in San Diego County who are in the process of creating or updating their municipal evacuation plans. MTS plans to take a more active role in evacuation planning in the near future.

The region has not fully defined the role that transit operators should play in the evacuation of residents in the event of a large-scale disaster. Plans to transport transit-dependent populations in the case of a disaster that requires mass evacuations need to be developed. One of the challenges noted by transit providers and emergency preparedness experts is maintaining sufficient staff to operate the transit system in an evacuation situation. Transit operators recognize that transit drivers also have needs to evacuate their own families during these times. Making transit operators “essential personnel” for certain types of disasters and allowing drivers to evacuate their families with other passengers are two ideas that have been explored.4

U.S. Customs and Border Protection

More than 60 million people and 730,000 trucks cross through the San Diego-Baja California ports of entry (POEs) in the northbound direction each year.5 As neighbors and key trade partners, assuring safe and time-efficient travel is critical to the economies of both California and Baja California. Since September 11, 2001, there has been a greater emphasis on border security to prevent the entrance of terrorists and smuggling of weapons. Due to increased security at the border, delays to cross into the U.S. (the San Diego region) have been growing and have become more unpredictable.

Housed in the Department of Homeland Security, the U.S. Customs and Border Protection (CPB) contains all frontline personnel and law enforcement functions at the nation’s borders. The CPB has many systems in place to prevent the entrance of potentially dangerous persons and materials, including Project Shield America, which is focused on keeping nuclear components out of the hands of adversaries.6

Many physical, technology, and policy systems are in place to ensure the safety and security of the border region. The San Diego-Mexico border currently contains a 14-mile fence, as well as Border Patrol and Customs officials at the San Ysidro, Otay Mesa, and Tecate Ports of Entry (POE). Border

---

4 Victoria Transport Policy Institute, Lessons from Katrina- What a Major Disaster Can Teach Transportation Planners, September 2005.
5 SANDAG, Economic Impacts of Wait Times at the San Diego-Baja California Border, January 2006.
Patrol agents patrol the border on foot, horseback, and in vehicles and aircraft suitable for the terrain and patrol area.\(^7\)

**Border Master Plan**

In order to better facilitate the movement of people and goods through the San Diego-Baja California POEs, Caltrans District 11 has initiated the development of a Border Master Plan. The Border Master Plan will establish a process to institutionalize dialogue among local, state, and federal stakeholders in the United States and Mexico to understand their processes to identify land POEs and connecting transportation infrastructure needs.

The Master Plan’s ultimate objective is to develop criteria that can be used in future studies to prioritize improvements to existing or new POEs within a bi-state framework. The Master Plan will consider short-term, mid-term and long term needs and help to foster consistency among individual agency planning processes to create a unified process for periodic plan updates.

**San Diego Unified Port District**

The United States Coast Guard and San Diego Harbor Police provide security for the Port of San Diego. In order to protect the public a number of moving and fixed security zones have been established for ships operating within the Port of San Diego. No vessel is allowed within 100 yards of a U.S. naval vessel or cruise ship, unless authorized by the Capitan of the Port of San Diego, or his designated representative. A one-mile security zone has also established around the San Onofre nuclear generating stations.\(^8\)

The Coast Guard has created a pilot-armed escort program, the Sea Marshals program, in the Ports of San Francisco, Los Angeles, and San Diego. This program is designed to reduce the threat of using a commercial vessel as a terrorist instrument. The Sea Marshal concept employs preventive measures to neutralize tactics that could be employed by terrorists attempting to gain control of a large commercial carrier. The Sea Marshals armed escort provides security for the pilot, master, and the bridge navigation team on board a vessel during its transit in U.S. navigable waters.\(^9\)

**Transportation Management Center (TMC)**

The San Diego Transportation Management Center (TMC) integrates Caltrans Traffic Operations, Caltrans Maintenance, and California Highway Patrol (CHP) communications in a unified, co-located communication and command center. The TMC provides the communications, surveillance, and computer infrastructure necessary for coordinated transportation management on state highways during normal commute periods, as well as for special events and major incidents. Additionally, in an emergency, the TMC becomes a command center for directing relief throughout the region. The TMC is designed with the latest technologies to survive earthquakes, power outages, and communications disruptions. With secure communications and focused, prepared responses, the TMC becomes a valuable asset for the survival and recovery of the San Diego region. The TMC encompasses a large number of safety operations from fielding calls from freeway “call boxes” to

---


CHP Dispatch using Computer Aided Dispatch (CAD) to assign Officers and Freeway Service Patrol trucks. The TMC also controls and operates the reversible I-15 HOV Express Lanes, Highway Advisory Radio (HAR), and Changeable Message Signs (CMS)\(^\text{10}\).

The CMS are controlled through the Caltrans District 11 Advanced Transportation Management System (ATMS) and currently are used to post information on significant accidents, Amber alerts, and/or safety campaign messages. There are approximately 29 CMS in the region, including three currently under construction. An additional 12 signs, managed by the contracted toll operator’s system, are used specifically to provide status and toll information for the I-15 Managed Lanes. SANDAG currently is working with Caltrans to enhance their ATMS to allow for automatic calculation and posting of travel time estimates in alignment with SANDAG’s 511 Traveler Information Service. The long-term vision includes utilizing the signs as a key dissemination tool to create informed system users, promote mode choice, and provide for more efficient system usage.

Reverse 911 Telephone Alert System

In August 2005, the County of San Diego contracted to install a new Reverse 911 system. The system allows county and city officials to call residents’ land-line telephones to inform them of disasters in their neighborhoods, including warnings to evacuate. The system, which is housed in the Sheriff’s Communications Center, can send out 264 warning calls per minute, for a total of 15,840 calls per hour. The system does require functioning power and phone lines\(^\text{11}\). The system is available to residents in the unincorporated communities and the nine local cities that contract with the San Diego Sheriff’s Department for law enforcement\(^\text{12}\).

San Diego County Multi-Jurisdictional Hazard Mitigation Plan

The Multi-Jurisdictional Hazard Mitigation Plan for San Diego County was published by the San Diego County Office of Emergency Services (OES) and the Unified Disaster Council (UDC) in March 2004\(^\text{13}\). The document, which satisfies Federal Emergency Management Agency (FEMA) and California Office of Emergency Services and Security (COESS) requirements, was developed in collaboration with the 18 incorporated cities in the region and identifies potential natural and man-made disasters, as well as the existing mitigation plans in place to deal with these occurrences. The plan serves many purposes; it strives to enhance public awareness and understanding, create a decision tool for management, promote compliance with state and federal program requirements, and enhance local policies for hazard mitigation capabilities.

Pending Plans and Programs

I-15 Traffic Incident Management Plan (TIM)

SANDAG, in partnership with Caltrans, will be developing a Traffic Incident Management (TIM) Plan for the I-15 Managed Lanes that will prescribe the level of incident/emergency response, agencies involved, and the appropriate actions to be taken. The TIM plan will discuss incident detection, notification, dispatch, control, and monitoring activities. The plan also will establish emergency notification procedures to convey information to Caltrans, SANDAG, transit operators (MTS, NCTD), emergency responders (CHP, freeway service patrol, (local police and fire, ambulance, etc.) and the


\(^{12}\) Conaughton, Gig. “County Buys Reverse 911 System.” North County Times, August 11, 2005.

\(^{13}\) County of San Diego. Multi-Jurisdictional Hazard Mitigation Plan San Diego County, CA, March 2004.
plans for utilization of the regional advanced traveler information system (511) and changeable message signs (CMS) also will be included. The TIM Plan will discuss what circumstances, if any, are appropriate to open the I-15 managed lanes to general purpose/mixed-flow traffic, e.g., during a major incident that shuts down all main lanes of traffic in one direction.

The development and implementation of the emergency response plan will enable the transportation agencies, I-15 Managed Lane operators, and other emergency responders to have a coordinated and efficient mechanism to deploy assets to resolve freeway incidents and emergencies. The development of the TIM will commence in April 2006, with a final plan anticipated in September 2006.

**Regional Needs Assessment and Interoperability Plan**

The SANDAG Public Safety Committee (PSC) contracted with a consultant to conduct a regional public safety needs assessment to help establish short- and long-term goals to enhance regional safety and benefit member jurisdictions and public safety agencies. A final report was released in July 2005. The needs assessment focused on four priority efforts: communications and interoperability, creation of a regional information center, technology acquisition and maintenance, and training. Interoperability allows agencies with different communications systems to interact with each other. Stakeholders from the public safety community identified communications and interoperability as the key area of needed reform.

In most agencies, communications and interoperability issues are focused around radio communications. However, this topic also can include issues such as wireless and traditional data networking and information sharing. One of the key challenges facing public safety professionals in times of emergency is the inability to communicate with other local, state, or federal agencies that do not utilize the same radio technology. Interoperability would provide a system whereby safety officials in different agencies could communicate with each other via radio, wireless, or other forms of information sharing.

Currently, most agencies in the county use the Regional Communications System (RCS) for their radio communications service. While users are able to communicate with other agencies in the county on the RCS system, they are not able to communicate with the San Diego Police Department (SDPD). The SDPD and Sheriff’s Department currently are working together to implement a patching capability between their respective radio systems that will allow for connections to be established in the event of a critical incident. There also is concern that local agencies cannot communicate with state, federal, and other non-local agencies.

As a follow-up to the Regional Needs Assessment, in July 2005 the PSC approved an interoperability and communications work program with the goal of providing the foundation necessary to develop a agreed-upon regional strategic plan. The core of this effort has been workshops on interoperability that have included local and national experts on the topic. The first workshop, held in January 2006, focused on establishing what interoperability means to the San Diego region and highlighted interoperability challenges faced on a national and regional level. The second workshop, held in March 2006, identified current interoperability efforts within the region. A third workshop, planned for July 2006 and will complete the series, will include a facilitated discussion to

---

begin the development of a strategic plan, collaborate on potential regional solutions, and develop action items to address the priorities identified during the workshops.

**Transit Station Safety**

The safety of both transit riders and vehicles parked at regional park-and-ride locations is an important element of the regional transportation system. In order to obtain a better understanding of crimes and crime patterns at transit stations and improve crime prevention techniques to increase public transit usage, SANDAG included research on identifying crime patterns at transit stations in the Fiscal Year 2007 Overall Work Program (OWP). The project also will develop a Geographical Information System (GIS) based crime analysis methodology for crime event and crime pattern analysis. This proposed work element responds to the needs of the local transit security personnel, transit planners, and law enforcement. This project is being funded by a planning grant obtained through Caltrans.

**Conclusions/Recommendations**

The San Diego region has a number of emergency preparedness and response plans in place. Identified coordination and response agencies provide for a systematic response to natural and man-made disasters, and existing infrastructure such as the CMS and Reverse 911 telephone system allow for information to be shared with portions of the population in an expeditious manner. However, important infrastructure and procedural improvements still are needed to further increase the safety and security of the San Diego region.

The following items should be examined further when developing the 2007 RTP or other safety and security efforts:

- **Transit Emergency Operations Plans**: Transit operators, local jurisdictions, and safety agencies should work together to develop plans to evacuate transit-dependent populations in the event of natural or man-made disaster.

- **SANDAG** should continue its work via the Public Safety Committee to enhance and improve interoperability and communications between local, state, and federal public safety agencies and to find opportunities to leverage and most effectively utilize transportation and public safety resources in support of this effort.

- **Enhancements to existing communications centers and options for a centralized communications center** should continue to be explored.

- **Recommendations from the I-15 Traffic Incident Management Plan** should be implemented in a timely manner to ensure that the I-15 Managed Lanes are utilized with maximum efficiency under emergency situations.

- **There should be further coordination of emergency planning and implementation among various local, state, and federal agencies** to allow for effective responses and eliminate duplication of efforts.

This paper also has identified the continued challenge of balancing security and the efficient movement of people and goods through the San Diego-Baja California Ports of Entry. SANDAG will further examine this issue in the Cross-Border Transportation white paper.
Introduction

Since 1993, the State of California has authorized the study of an intercity, high-speed passenger rail system that will connect the state’s metropolitan areas including San Diego (Attachment 1). The California High-Speed Rail Authority (Authority) is the statewide agency charged with the planning and construction of this system.

To address the planning activities related to the proposed high-speed rail system and how they relate to San Diego, SANDAG established the Regional High-Speed Rail Task Force in 1999. Members included representatives from the Transportation Committee, North County Transit District, Metropolitan Transit System, the Centre City Development Corporation, Department of Defense, and elected officials from the coastal and Interstate 15 (I-15) communities. In May 2005, with the concurrence of the Task Force, the SANDAG Executive Committee approved the transfer of responsibility for monitoring these efforts to the Transportation Committee through quarterly updates, provided that Task Force members be notified of these quarterly updates, that high-speed rail be incorporated into the update of the Regional Transportation Plan, and that SANDAG keep open the possibility of reactivating the Task Force should activity warrant it.

Discussion of Progress this Quarter

Legislative Activity

On June 27, 2006, the Governor signed Assembly Bill 713 (D-Torrico), which postpones the Safe, Reliable High-Speed Train Bond Act for the 21st Century from the November 2006 ballot to the November 2008 ballot. This Act includes $9 billion for planning and construction of a high-speed train (HST) system statewide. An additional $950 million is included in the Act for improvements to feeder rail systems including San Diego’s coastal rail corridor and other rail lines.

Currently, Senate Concurrent Resolution 123 (D-Florez) is being considered in the Senate and would establish the Joint Legislative Committee on High-Speed Trains. Composed of five members from the Assembly and five members from the Senate, this committee would hold hearings to receive public comment, review the work of the Authority, and coordinate legislative activities related to the high-speed train project. The committee also would recommend the necessary legislation and funding levels for the HST service.
There is $14 million in the FY 2007 state budget to continue the work of the Authority. These funds will be primarily used to begin detailed environmental and engineering work on each specific corridor including San Diego.

**Feasibility Study of I-15 Commuter Rail Service**

SANDAG staff is participating in a feasibility study of commuter rail options along the I-15 Corridor from Riverside County to downtown San Diego at the request of the project sponsor, the Riverside County Transportation Commission (RCTC). The study will focus on using the alignment developed by the Authority for HST service using Metrolink-type commuter trains. RCTC expects to begin this six-month study in August.

BOB LEITER
Director of Land Use and Transportation Planning

Attachment: 1. California High-Speed Train System Project Background

Key Staff Contact: Linda Culp, (619) 699-6957, lcu@sandag.org
CALIFORNIA HIGH-SPEED TRAIN SYSTEM

Project Background

Since 1993, the State of California has authorized the study of an intercity, high-speed passenger rail system. The California High-Speed Rail Commission studied this system until the agency “sunsetted” in 1996. The state then created a new agency, the California High-Speed Rail Authority (Authority), and gave it responsibility for planning, constructing, and operating a high-speed train system serving California’s major metropolitan areas, including San Diego. The Governor and Legislature have granted the Authority all the powers necessary to oversee the construction and operation of a statewide system once financing is secured. The Authority has a nine-member policy board and a small staff. In 2000, the Authority adopted a Final Business Plan for an economically viable train system capable of speeds in excess of 200 miles per hour on a fully grade-separated track with state-of-the-art safety, signaling, and automated control systems.

The proposed system stretches over 800 miles and would connect San Diego, Los Angeles, the Central Valley, San Francisco, and Sacramento (Figure 1). San Diego would be connected from Los Angeles via the Inland Empire. High-speed train (HST) service along the Inland Corridor would parallel Interstates 215 and 15 and extend south to downtown San Diego. HST service on the coastal corridor would extend no further south than Irvine, as a result of environmental constraints along the coast and in coastal communities between South Orange County and San Diego. Between Los Angeles and Irvine, HST service would share the corridor with existing Amtrak intercity service, Metrolink commuter rail service, and freight.
Figure 1.
Proposed California High-Speed Train Statewide System
LOS ANGELES–SAN DIEGO–SAN LUIS OBISPO (LOSSAN)
RAIL CORRIDOR AGENCY BOARD MEETING REPORT

Introduction

The LOSSAN Rail Corridor Agency seeks to increase ridership, revenue, capacity, reliability, and safety on the coastal rail line from San Diego to Los Angeles to San Luis Obispo. Known as Amtrak’s Pacific Surfliner corridor, it is the second busiest intercity passenger rail corridor nationwide and Amtrak’s fastest growing. A LOSSAN membership roster is provided as Attachment 1.

The LOSSAN Joint Powers Board meets quarterly and the Technical Advisory Committee (TAC) meets generally every other month. SANDAG is staff to the LOSSAN Board and TAC through a cooperative funding agreement with the member agencies. A summary of the LOSSAN Board meeting held on May 10, 2006, is provided as Attachment 2.

LOSSAN Board Action Highlights Related to SANDAG Actions

The LOSSAN Board continues to advocate for passenger rail funds that would benefit projects along the coastal rail corridor, including projects along the San Diego coastal rail corridor. The Board approved the 2006 LOSSAN Legislative Program, with an emphasis on maximizing passenger rail funding at the state and federal levels and on updating the federal definition of the LOSSAN corridor. These actions also will benefit the San Diego coastal rail corridor. The Board approved a revised member assessment structure to assist SANDAG in staffing the rail corridor agency in FY 2007.

BOB LEITER
Director of Land Use and Transportation Planning

Attachments: 1. LOSSAN Membership Roster
              2. May 10, 2006, LOSSAN Board of Directors Actions

Key Staff Contact: Linda Culp, (619) 699-6957, lcu@sandag.org
This board is composed of current and former elected officials representing rail owners, operators, and planning agencies along Amtrak's Pacific Surfliner corridor between San Diego and San Luis Obispo. LOSSAN is staffed by SANDAG. The objective of the agency is to coordinate planning and programs that increase ridership, revenue, reliability, and safety on the coastal rail line from San Luis Obispo to Los Angeles to San Diego.

The Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency meets every quarter.

Staff contact: Linda Culp
(619) 699-6957; lcu@sandag.org

MEMBERS

Chair: Arthur Brown
Orange County Transportation Authority

Vice Chair: Jacki Bacharach
Los Angeles County Metropolitan Transportation Authority

Julianne Nygaard
North County Transit District

Richard Dixon
Orange County Transportation Authority

Beatrice Proo
Los Angeles County Metropolitan Transportation Authority

Jerry Rindone
San Diego Metropolitan Transit System

Joe Kellejian
San Diego Association of Governments

Keith Millhouse
Ventura County Transportation Commission

Susan Rose
Santa Barbara County Association of Governments

John Shoals
San Luis Obispo Council of Governments

Bill Bronte
Caltrans, Division of Rail

ALTERNATES

Harry Mathis
San Diego Metropolitan Transit System

Brian Humphrey
Ventura County Transportation Commission

Salud Carbajal
Santa Barbara County Association of Governments

Mary Ann Reiss
San Luis Obispo Council of Governments

Jerome Stocks
North County Transit District

Ex Officio Member

Lou Bone
Southern California Association of Governments

Additional Technical Advisory Committee Members

Amtrak
Burlington Northern Santa Fe
California Public Utilities Commission
Southern California Regional Rail Authority
Union Pacific
Board Actions: May 2006

LOSSAN CORRIDOR LEGISLATIVE AND FUNDING ISSUES

The Board of Directors received an update on recent joint advocacy activities with the other intercity rail corridors; the Capitol Corridor Joint Powers Authority (JPA), the San Joaquin Valley Rail Committee, and the Coast Rail Coordinating Council. The Board directed staff to work with these agencies on a Joint Board Workshop later in 2006 to discuss common passenger rail issues.

The Board approved the 2006 LOSSAN Legislative Program, with an emphasis on maximizing passenger rail funding on the state and federal levels and on updating the federal definition of the LOSSAN corridor. The Board directed that LOSSAN distribute these priorities to the federal delegation both in writing and directly by the Chair to key members.

Amtrak provided an update on nationwide trends in ridership, revenue, and operations. Staff also discussed Amtrak’s FY 2007 appropriations request of $1.598 billion and an additional $275 million in strategic investment options including a state capital demonstration program. The LOSSAN Board instructed staff to provide the federal delegation with a letter of support for this request and to highlight the state capital program.

FY 2007 LOSSAN WORK PROGRAM

The Board approved the Technical Advisory Committee’s revised member assessment structure and the overall work program for FY 2007. This revised structure determines member assessment by the number of votes on the Board. The work program will emphasize continued joint agency coordination activities, advocacy, and completion of the LOSSAN Corridorwide Strategic Business Plan.

LOSSAN CORRIDORWIDE STRATEGIC BUSINESS PLAN STATUS REPORT

The Board was informed of a delay in the project schedule for the business plan due to delays in rail capacity analysis modeling. Modeling analysis will identify potential system-wide network problems and will provide an assessment of the impacts of future corridor projects on operations. Three options for commuter rail service between Ventura and Santa Barbara counties also will be evaluated along with intercity and freight service: (1) additional Amtrak service, (2) additional Metrolink service, and (3) a separate service using diesel multiple units (DMUs). The corridorwide document is due in March 2007.

The Board requested that staff write to the modeling firm and Union Pacific to urge their completion and eventual acceptance of the capacity modeling.
LOSSAN CORRIDOR CONDITIONS

Amtrak announced continued high ridership within the corridor. Pacific Surfliner ridership is up when compared to the previous year, with increases of 27 percent and 10 percent in ridership and revenue, respectively. Six-month comparisons along the corridor were also up when compared to the same six-month period one year ago. Amtrak staff commented that 2005 numbers were influenced by significant disruptions due to heavy rains and the resulting recovery work.

The Rail2Rail program continues to positively influence Surfliner ridership, with an average of 1,700 Metrolink riders using Amtrak trains each weekday. In addition, an average of 245 Coaster riders using Amtrak trains between Oceanside and San Diego each weekday.

The Board discussed the need to understand the factors influencing on-time performance and directed staff and the TAC to develop this information for the next Board meeting. Discussion ensued on ways to increase network capacity and stressed the importance of working with host railroads to encourage structural and physical measures designed to increase both freight and passenger efficiency.

NEXT MEETING DATE AND LOCATION

The next Board of Directors meeting is scheduled for Wednesday, September 13, 2006, in Los Angeles at 11:30 a.m.

PUBLIC COMMENT

None received.
PUBLIC HEARING: 2006 CONGESTION MANAGEMENT PROGRAM UPDATE

Introduction

SANDAG is required by state law to prepare and regularly update a Congestion Management Program (CMP) for the San Diego region. The purpose of the CMP is to monitor the performance of our transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. The last CMP update (2004 CMP Update) was adopted by SANDAG in 2005.

A draft 2006 CMP Update has been prepared and incorporates the results of new 2005 roadway and transit monitoring. A summary of the major changes in the CMP update are provided in Attachment 1. In addition, an analysis of regional transportation plan improvements on future roadway congestion is included. At the June 16 meeting, the Transportation Committee accepted the draft 2006 CMP Update for distribution and public review. Subsequent to the Committee action, notices of the CMP availability were distributed to SANDAG technical working groups, local jurisdictions, and other interested parties. The draft CMP also was posted on the SANDAG Web site. As required by state law, a noticed public hearing has been scheduled for the July 21 Transportation Committee meeting to receive public testimony on the draft CMP.

Discussion

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

The focus of the 2006 CMP Update is to provide:

- An updated CMP roadway network Level of Service analysis based on 2005 traffic data;
- An update CMP transit corridor analysis based on 2005 transit data; and
- An analysis of MOBILITY 2030 Regional Transportation Plan improvements on the deficient segments identified in this CMP update.

These changes are described in Attachment 1 and summarized below.
Updated Roadway Level of Service Analysis

Using 2005 traffic data, an updated CMP Level of Service (LOS) analysis was prepared for the CMP roadway system consisting of all state highways and select principal arterials. Map 1 illustrates the results of the LOS analysis. LOS is a measure used to evaluate how well a roadway section or intersection operates. LOS is commonly described in letter form ranging from LOS A (least congested) to LOS F (most congested). Exhibit 1 illustrates LOS in terms of average freeway speed. The CMP standard is LOS E. Roadway segments not meeting this standard will require a deficiency plan analysis (discussed below). The deficient segments are shown in Exhibit 2. Based upon the 2005 data there have been no changes in the number of deficient roadway segments for freeway or conventional highway segments or changes in the total deficient freeway mileage. For CMP arterials there has been an increase in the number of deficient segments (a net increase of 2), however total CMP arterial deficient mileage actually declined by 2.5 miles.

Updated Transit Corridor Analysis

The CMP includes a new analysis of existing transit service in eleven CMP transit corridors based on 2005 data. A summary of the analysis is provided in Exhibit 3. The corridors were evaluated in terms of miles of service provided, number of trips operated, ridership, and average bus speed. When compared to the prior CMP analysis, which was based on 2003 data, there has been a general decline in central city transit ridership, as was the case in the 2004 analysis comparing 2001 and 2003 transit data. By contrast in the past two years North County east-west corridors have seen ridership increases.

Deficient Segment Analysis

As recommended in the previous (2004) CMP update, an analysis of CMP-identified roadway deficiencies (LOS F) was conducted to assess the impacts of recommended improvements contained within the most recent Regional Transportation Plan, MOBILITY 2030, on roadway congestion. The results of this analysis are summarized below and detailed in Exhibit 4.

<table>
<thead>
<tr>
<th>Impacts of MOBILITY 2030 Improvements on Future Congestion</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
<tr>
<td>Deficient Segments¹</td>
</tr>
<tr>
<td>Deficient Mileage¹</td>
</tr>
</tbody>
</table>

¹CMP roadway segments operating at LOS F.

As this analysis shows, even with the planned MOBILITY 2030 improvements, including the TransNet projects, there will still be congestion in the future in some corridors. Population and employment growth coupled with future changes in land use make addressing congestion a challenge that needs to be addressed comprehensively in the 2007 RTP update or through the development of subregional planning studies.

To date SANDAG has not received any comments on the draft 2006 CMP distributed subsequent to the June 16 Transportation Committee meeting.

JACK BODA
Director of Mobility Management and Project Implementation

Attachment: 1. Summary of Draft 2006 CMP Update Changes

Key Staff Contact: Mario Oropeza, (619) 699-1954, mor@sandag.org
Summary of Draft 2006 CMP Update Changes

This brief summary lists the major changes contained within the Draft 2006 Congestion Management Program (CMP) Update.

Chapter 2 - CMP Roadway Monitoring

- A new Level of Service (LOS) analysis is provided for the CMP roadway network based upon 2005 traffic data. State law requires that the CMP network be evaluated every two years. Please refer to Map 1 for the results of the updated LOS analysis and Exhibit 2 for a listing of deficient (LOS F) roadway segments.

- Compared to the previous CMP update (2004), there have been neither changes in the number of deficient (LOS F) freeway or conventional highway segments nor changes in the total deficient freeway mileage.

- For CMP arterials there has been an increase in the number of deficient segments (a net increase of 2), however total CMP arterial deficient mileage actually declined by 2.5 miles.

Chapter 3 - Transit Service Monitoring

- New CMP transit corridors are defined and evaluated based upon the transit performance measures contained within the previous 2004 CMP Update.

- A comparison of 2003 and 2005 transit data is provided by corridor and individual route. Please refer to Exhibit 3. In general there is a decline in central city transit ridership, as was the case in the 2004 analysis comparing 2001 and 2003 transit data. By contrast in the past two years North County east-west corridors have seen ridership increases.

- An evaluation of population served by transit is provided based upon 2005 population estimates. Overall the region meets the CMP standards that 50% of the region’s total population lives within ¼-mile of a transit stop and that 80% of the population lives within ½-mile of a transit stop.

Chapter 6 - Deficiency Plans

- As recommended in the 2004 CMP Update, a new approach for evaluating deficient roadway segments was implemented in this CMP update. This approach involves using the most current regional transportation plan, MOBILITY 2030, to determine if recommended RTP improvements address the deficient roadway segments. Deficient segments not addressed by the RTP recommendations would be candidates for future study within the context of the next RTP update and Regional Comprehensive Plan subregional plans.

- Based upon this analysis, provided in Exhibit 4, deficient CMP roadway network mileage decreases by 78% in 2030 with the improvements contained within MOBILITY 2030. However, even with this significant reduction in deficient mileage 37 miles are projected to operate at LOS F in the future. These deficient segments not addressed by the current RTP recommendations will require further evaluation through the next RTP update that is scheduled for adoption in the fall 2007 or in cooperation with local jurisdictions through the

Appendix A - CMP Roadway System LOS Analysis

• The results of the CMP roadway LOS analysis based upon 2005 traffic data for all segments are provided.

Appendix B - CMP Transit Corridor Analysis

• The results of the CMP transit corridor analysis based upon 2005 transit data for all routes and corridors are provided.

Appendix C - Deficient Roadway Segment Analysis

• The results of an analysis of the impacts of future MOBILITY 2030 improvements on existing deficient (LOS F) CMP roadway segments are provided.
<table>
<thead>
<tr>
<th>Level of service</th>
<th>Flow conditions</th>
<th>Operating speed</th>
<th>Delay</th>
<th>Service rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Highest quality of service. Free traffic flow, low volumes and densities. Little or no restriction on maneuverability or speed.</td>
<td>55+</td>
<td>None</td>
<td>Good</td>
</tr>
<tr>
<td>B</td>
<td>Stable traffic flow, speed becoming slightly restricted. Low restriction on maneuverability.</td>
<td>50</td>
<td>None</td>
<td>Good</td>
</tr>
<tr>
<td>C</td>
<td>Stable traffic flow, but less freedom to select speed, change lanes, or pass. Density increasing.</td>
<td>45</td>
<td>Minimal</td>
<td>Adequate</td>
</tr>
<tr>
<td>D</td>
<td>Approaching unstable flow. Speeds tolerable but subject to sudden and considerable variation. Less maneuverability and driver comfort.</td>
<td>40</td>
<td>Minimal</td>
<td>Adequate</td>
</tr>
<tr>
<td>E</td>
<td>Unstable traffic flow with rapidly fluctuating speeds and flow rates. Short headways, low maneuverability and low driver comfort.</td>
<td>35</td>
<td>Significant</td>
<td>Poor</td>
</tr>
<tr>
<td>F</td>
<td>Forced traffic flow. Speed and flow may drop to zero with high densities.</td>
<td>&lt;20</td>
<td>Considerable</td>
<td>Poor</td>
</tr>
</tbody>
</table>
### Exhibit 2

**2006 CMP Deficient Roadway Segments**

<table>
<thead>
<tr>
<th>CMP Route</th>
<th>Limits</th>
<th>Affected Local Jurisdiction</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Freeways</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstate 5</td>
<td>SR 54 to 1st Avenue</td>
<td>San Diego &amp; National City</td>
</tr>
<tr>
<td></td>
<td>1st Avenue to Pacific Highway Ramp</td>
<td>San Diego</td>
</tr>
<tr>
<td></td>
<td>Mission Bay Drive to Gilman Drive</td>
<td>San Diego</td>
</tr>
<tr>
<td></td>
<td>I-805 to Manchester Avenue</td>
<td>San Diego &amp; Solana Beach</td>
</tr>
<tr>
<td></td>
<td>Manchester Avenue to SR 78</td>
<td>Encinitas, Carlsbad, &amp; Oceanside</td>
</tr>
<tr>
<td></td>
<td>SR 78 to Oceanside Boulevard</td>
<td>Oceanside</td>
</tr>
<tr>
<td>Interstate 8</td>
<td>I-5 to Fletcher Parkway</td>
<td>San Diego &amp; La Mesa</td>
</tr>
<tr>
<td></td>
<td>Fletcher Parkway to El Cajon Boulevard</td>
<td>La Mesa</td>
</tr>
<tr>
<td></td>
<td>SR 125 to Johnson Avenue</td>
<td>La Mesa &amp; El Cajon</td>
</tr>
<tr>
<td>Interstate 15</td>
<td>I-5 to Imperial Avenue</td>
<td>San Diego</td>
</tr>
<tr>
<td></td>
<td>Imperial Avenue to SR 94</td>
<td>San Diego</td>
</tr>
<tr>
<td></td>
<td>I-8 to Balboa Avenue</td>
<td>San Diego</td>
</tr>
<tr>
<td></td>
<td>SR 163 to Miramar Road</td>
<td>San Diego</td>
</tr>
<tr>
<td></td>
<td>Miramar Road to Bernardo Center Drive</td>
<td>San Diego</td>
</tr>
<tr>
<td></td>
<td>Bernardo Center Dr. to Centre City Parkway</td>
<td>San Diego &amp; Escondido</td>
</tr>
<tr>
<td></td>
<td>Centre City Parkway to SR 78</td>
<td>Escondido</td>
</tr>
<tr>
<td>Interstate 805</td>
<td>Telegraph Canyon Road to Bonita Road</td>
<td>Chula Vista &amp; San Diego County</td>
</tr>
<tr>
<td></td>
<td>Bonita Road to SR 54</td>
<td>Chula Vista, San Diego County, &amp; National City</td>
</tr>
<tr>
<td></td>
<td>SR 54 to Market Street</td>
<td>San Diego &amp; National City</td>
</tr>
<tr>
<td></td>
<td>Market Street to SR 163</td>
<td>San Diego</td>
</tr>
<tr>
<td></td>
<td>SR 52 to Mira Mesa Boulevard</td>
<td>San Diego</td>
</tr>
<tr>
<td>SR 52</td>
<td>I-5 to I-805</td>
<td>San Diego</td>
</tr>
<tr>
<td>SR 67</td>
<td>I-15 to Mast Boulevard</td>
<td>San Diego &amp; Santee</td>
</tr>
<tr>
<td>SR 75</td>
<td>I-8 to Broadway</td>
<td>El Cajon</td>
</tr>
<tr>
<td>SR 75</td>
<td>I-5 to former Toll Plaza</td>
<td>San Diego &amp; Coronado</td>
</tr>
<tr>
<td>SR 78</td>
<td>I-5 to College Avenue</td>
<td>Oceanside &amp; Carlsbad</td>
</tr>
<tr>
<td></td>
<td>San Marcos Boulevard to I-15</td>
<td>San Marcos, Escondido, &amp; San Diego County</td>
</tr>
<tr>
<td>SR 94</td>
<td>I-5 to College Avenue</td>
<td>San Diego &amp; Lemon Grove</td>
</tr>
<tr>
<td>SR 163</td>
<td>Ash Street to I-8</td>
<td>San Diego</td>
</tr>
<tr>
<td></td>
<td>I-8 to Friars Road</td>
<td>San Diego</td>
</tr>
</tbody>
</table>

1. All segments not meeting CMP Level of Service standard are considered deficient and will require Deficiency Plans.
<table>
<thead>
<tr>
<th>CMP Route</th>
<th>Limits</th>
<th>Affected Local Jurisdiction</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Conventional Highways</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SR 67</td>
<td>Mapleview Street to SR 78</td>
<td>San Diego County &amp; Poway</td>
</tr>
<tr>
<td>SR 76</td>
<td>Melrose Avenue to East Vista Way</td>
<td>Oceanside &amp; San Diego County</td>
</tr>
<tr>
<td></td>
<td>East Vista Way to South Mission Avenue</td>
<td>San Diego County</td>
</tr>
<tr>
<td>SR 78</td>
<td>Washington Avenue to Oak Hill Road</td>
<td>Escondido</td>
</tr>
<tr>
<td></td>
<td>SR 67 to 7th Street</td>
<td>San Diego County</td>
</tr>
<tr>
<td>SR 94</td>
<td>Avocado Boulevard to Jamacha Boulevard</td>
<td>San Diego County</td>
</tr>
<tr>
<td></td>
<td>Jamacha Boulevard to Jamacha Road</td>
<td>San Diego County</td>
</tr>
<tr>
<td></td>
<td>Jamacha Road to Lyons Valley Road</td>
<td>San Diego County</td>
</tr>
<tr>
<td><strong>Arterials</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Palomar Airport Road</td>
<td>I-5 to College Boulevard</td>
<td>Carlsbad</td>
</tr>
<tr>
<td>San Marcos Boulevard</td>
<td>Business Park Drive to Rancho Santa Fe Road</td>
<td>San Marcos</td>
</tr>
<tr>
<td>Olivenhain Road</td>
<td>El Camino Real to Rancho Santa Fe Road</td>
<td>Encinitas</td>
</tr>
<tr>
<td>Rancho Santa Fe Road</td>
<td>Olivenhain Road to Melrose Drive</td>
<td>Carlsbad</td>
</tr>
<tr>
<td>La Jolla Village Drive</td>
<td>Lebon Drive to Town Center Drive</td>
<td>San Diego City</td>
</tr>
<tr>
<td>La Jolla Village Drive</td>
<td>Town Center Drive to Eastgate Mall</td>
<td>San Diego City</td>
</tr>
<tr>
<td>Miramar Road</td>
<td>Cabot Drive to Black Mountain Road</td>
<td>San Diego City</td>
</tr>
<tr>
<td>Miramar Road</td>
<td>Black Mountain Road to I-15</td>
<td>San Diego City</td>
</tr>
<tr>
<td>Balboa Avenue</td>
<td>Ruffin Road to I-15</td>
<td>San Diego City</td>
</tr>
<tr>
<td>Sea World Drive</td>
<td>I-5 to Friars Road</td>
<td>San Diego City</td>
</tr>
<tr>
<td>Friars Road</td>
<td>Sea World Drive to Napa Street</td>
<td>San Diego City</td>
</tr>
<tr>
<td>Friars Road</td>
<td>Napa Street to Via Las Cumbres</td>
<td>San Diego City</td>
</tr>
<tr>
<td>Friars Road</td>
<td>River Run Drive to I-15</td>
<td>San Diego City</td>
</tr>
<tr>
<td>Nimitz Boulevard</td>
<td>West Point Loma to Chatsworth Boulevard</td>
<td>San Diego City</td>
</tr>
<tr>
<td>Nimitz Boulevard</td>
<td>Chatsworth Boulevard to Rosecrans Street</td>
<td>San Diego City</td>
</tr>
<tr>
<td>North Harbor Drive</td>
<td>Winship Lane to Laurel Street</td>
<td>San Diego City</td>
</tr>
<tr>
<td>North Harbor Drive</td>
<td>Laurel Street to Hawthorne Street</td>
<td>San Diego City</td>
</tr>
<tr>
<td>Pacific Highway</td>
<td>Hawthorne Street to Harbor Drive</td>
<td>San Diego City</td>
</tr>
<tr>
<td>Harbor Drive</td>
<td>Pacific Highway to 5th Avenue</td>
<td>San Diego City</td>
</tr>
<tr>
<td>Harbor Drive</td>
<td>28th Street to 32nd Street</td>
<td>San Diego City</td>
</tr>
<tr>
<td>Harbor Drive</td>
<td>32nd Street to I-5</td>
<td>San Diego &amp; National City</td>
</tr>
</tbody>
</table>

1 All segments not meeting CMP Level of Service standard are considered deficient and will require Deficiency Plans.
2 This is a new deficient segment previously unreported.
### Exhibit 3
#### 2006 CMP Transit Corridors Analysis Summary

<table>
<thead>
<tr>
<th>Route</th>
<th>Year of Data</th>
<th>One-Way Route Miles</th>
<th>Bus Trips AM</th>
<th>Bus Trips PM</th>
<th>Ridership AM</th>
<th>Ridership PM</th>
<th>Average Weekday Bus Speed (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Interstate 15 South Transit Corridor</strong></td>
<td>2003</td>
<td>83.0</td>
<td>24</td>
<td>35</td>
<td>1,273</td>
<td>1,118</td>
<td>1,264</td>
</tr>
<tr>
<td></td>
<td>2005</td>
<td>87.1</td>
<td>22</td>
<td>34</td>
<td>1,351</td>
<td>964</td>
<td>1,104</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>78</td>
<td>154</td>
<td>16.5</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>-2</td>
<td>-1</td>
<td>-2</td>
<td>-1</td>
<td>-9</td>
</tr>
<tr>
<td><strong>Interstate 15 North/ State Route 163 Transit Corridor</strong></td>
<td>2003</td>
<td>347.0</td>
<td>58</td>
<td>107</td>
<td>2,658</td>
<td>3,174</td>
<td>3,037</td>
</tr>
<tr>
<td></td>
<td>2005</td>
<td>341.4</td>
<td>58</td>
<td>88</td>
<td>2,164</td>
<td>2,869</td>
<td>2,780</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>-19</td>
<td>-16</td>
<td>-12</td>
<td>-494</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>-494</td>
<td>-305</td>
<td>-257</td>
</tr>
<tr>
<td><strong>Interstate 5 North Transit Corridor</strong></td>
<td>2003</td>
<td>253.4</td>
<td>72</td>
<td>67</td>
<td>3,318</td>
<td>4,429</td>
<td>4,384</td>
</tr>
<tr>
<td></td>
<td>2005</td>
<td>245.7</td>
<td>75</td>
<td>66</td>
<td>3,496</td>
<td>3,917</td>
<td>4,114</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>-7.7</td>
<td>-1</td>
<td>178</td>
<td>-512</td>
<td>-60</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>3</td>
<td>0</td>
<td>-512</td>
<td>-270</td>
<td>-60</td>
</tr>
<tr>
<td><strong>Interstate 5 South Transit Corridor</strong></td>
<td>2003</td>
<td>95.1</td>
<td>57</td>
<td>58</td>
<td>12,103</td>
<td>5,692</td>
<td>7,788</td>
</tr>
<tr>
<td></td>
<td>2005</td>
<td>94.3</td>
<td>72</td>
<td>67</td>
<td>12,850</td>
<td>5,665</td>
<td>8,640</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>-0.8</td>
<td>9</td>
<td>747</td>
<td>-27</td>
<td>-719</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>15</td>
<td>4</td>
<td>852</td>
<td>-81</td>
<td>-0.3</td>
</tr>
<tr>
<td><strong>Interstate 8 Transit Corridor</strong></td>
<td>2003</td>
<td>154.1</td>
<td>85</td>
<td>93</td>
<td>6,636</td>
<td>8,168</td>
<td>8,544</td>
</tr>
<tr>
<td></td>
<td>2005</td>
<td>136.7</td>
<td>80</td>
<td>90</td>
<td>6,273</td>
<td>7,197</td>
<td>7,655</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>-17.4</td>
<td>-5</td>
<td>-363</td>
<td>-971</td>
<td>-889</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>-5</td>
<td>-3</td>
<td>-971</td>
<td>-889</td>
<td>-1,459</td>
</tr>
<tr>
<td><strong>State Route 52 Transit Corridor</strong></td>
<td>2003</td>
<td>63.2</td>
<td>10</td>
<td>14</td>
<td>405</td>
<td>329</td>
<td>328</td>
</tr>
<tr>
<td></td>
<td>2005</td>
<td>55.2</td>
<td>10</td>
<td>13</td>
<td>251</td>
<td>275</td>
<td>269</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>-8.0</td>
<td>-1</td>
<td>-154</td>
<td>-54</td>
<td>-59</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>-1</td>
<td>-54</td>
<td>-59</td>
<td>-129</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>-59</td>
<td>-59</td>
<td>-129</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>-129</td>
<td>-129</td>
<td>-0.5</td>
</tr>
</tbody>
</table>
## Exhibit 3 (Cont.)
### 2006 CMP Transit Corridors Analysis Summary

<table>
<thead>
<tr>
<th>Route</th>
<th>Year of Data</th>
<th>One-Way Route Miles</th>
<th>Average Weekday Peak Period</th>
<th>Average Weekday Bus Speed (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>NB/ EB</td>
<td>SB/ WB</td>
<td>AM</td>
</tr>
<tr>
<td>State Route 75 Transit Corridor</td>
<td>2003</td>
<td>73.0</td>
<td>33</td>
<td>36</td>
</tr>
<tr>
<td></td>
<td>2005</td>
<td>106.4</td>
<td>34</td>
<td>35</td>
</tr>
<tr>
<td></td>
<td>Change</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>33.4</td>
<td>1</td>
<td>-1</td>
</tr>
<tr>
<td>State Route 76 Transit Corridor</td>
<td>2003</td>
<td>52.1</td>
<td>13</td>
<td>12</td>
</tr>
<tr>
<td></td>
<td>2005</td>
<td>27.2</td>
<td>13</td>
<td>14</td>
</tr>
<tr>
<td></td>
<td>Change</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>-24.9</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>State Route 78 Transit Corridor</td>
<td>2003</td>
<td>77.4</td>
<td>27</td>
<td>27</td>
</tr>
<tr>
<td></td>
<td>2005</td>
<td>77.8</td>
<td>27</td>
<td>27</td>
</tr>
<tr>
<td></td>
<td>Change</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>0.4</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>State Route 94 Transit Corridor</td>
<td>2003</td>
<td>137.7</td>
<td>87</td>
<td>85</td>
</tr>
<tr>
<td></td>
<td>2005</td>
<td>120.6</td>
<td>84</td>
<td>83</td>
</tr>
<tr>
<td></td>
<td>Change</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>-17.1</td>
<td>-3</td>
<td>-2</td>
</tr>
<tr>
<td>State Route 905 Transit Corridor</td>
<td>2003</td>
<td>14.2</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td>2005</td>
<td>14.1</td>
<td>11</td>
<td>12</td>
</tr>
<tr>
<td></td>
<td>Change</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>-0.1</td>
<td>5</td>
<td>6</td>
</tr>
<tr>
<td>All CMP Transit Corridors</td>
<td>2003</td>
<td>1,350.2</td>
<td>472</td>
<td>540</td>
</tr>
<tr>
<td></td>
<td>2005</td>
<td>1,306.5</td>
<td>486</td>
<td>529</td>
</tr>
<tr>
<td></td>
<td>Change</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>-43.7</td>
<td>14</td>
<td>-11</td>
</tr>
</tbody>
</table>
### Exhibit 4

**Evaluation of RTP Improvements on Deficient Roadway Segments**

<table>
<thead>
<tr>
<th>Location/Limits</th>
<th>Length (miles)</th>
<th>Existing LOS</th>
<th>Future LOS With RTP Improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>FREEWAYS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstate 5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SR 54 to 1st Ave.</td>
<td>7.18</td>
<td>F</td>
<td>F</td>
</tr>
<tr>
<td>1st Ave. to Pacific Highway Ramp</td>
<td>0.87</td>
<td>F</td>
<td>F</td>
</tr>
<tr>
<td>Mission Bay Dr. to Gilman Dr.</td>
<td>2.86</td>
<td>F</td>
<td>E</td>
</tr>
<tr>
<td>I-805 to Manchester Ave.</td>
<td>7.77</td>
<td>F</td>
<td>E</td>
</tr>
<tr>
<td>Manchester Ave. to SR 78</td>
<td>12.73</td>
<td>F</td>
<td>E</td>
</tr>
<tr>
<td>SR 78 to Oceanside Blvd.</td>
<td>1.14</td>
<td>F</td>
<td>E</td>
</tr>
<tr>
<td>Interstate 8</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-5 to Fletcher Pkwy.</td>
<td>10.48</td>
<td>F</td>
<td>F</td>
</tr>
<tr>
<td>Fletcher Pkwy. to El Cajon Blvd.</td>
<td>0.53</td>
<td>F</td>
<td>F</td>
</tr>
<tr>
<td>SR 125 to Johnson Ave.</td>
<td>3.06</td>
<td>F</td>
<td>E</td>
</tr>
<tr>
<td>Interstate 15</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-5 to Imperial Ave.</td>
<td>0.95</td>
<td>F</td>
<td>D</td>
</tr>
<tr>
<td>Imperial Ave. to SR 94</td>
<td>0.74</td>
<td>F</td>
<td>D</td>
</tr>
<tr>
<td>I-8 to Balboa Ave.</td>
<td>2.97</td>
<td>F</td>
<td>E</td>
</tr>
<tr>
<td>SR 163 to Miramar Rd.</td>
<td>2.17</td>
<td>F</td>
<td>E</td>
</tr>
<tr>
<td>Miramar Rd. to Bernardo Center Dr.</td>
<td>9.29</td>
<td>F</td>
<td>E</td>
</tr>
<tr>
<td>Bernardo Center Dr. to Centre City Pkwy.</td>
<td>4.63</td>
<td>F</td>
<td>D</td>
</tr>
<tr>
<td>Centre City Pkwy. to SR 78</td>
<td>3.87</td>
<td>F</td>
<td>D</td>
</tr>
<tr>
<td>Interstate 805</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Telegraph Canyon Rd. to Bonita Rd.</td>
<td>1.70</td>
<td>F</td>
<td>E</td>
</tr>
<tr>
<td>Bonita Rd. to SR 54</td>
<td>1.09</td>
<td>F</td>
<td>E</td>
</tr>
<tr>
<td>SR 54 to Market St.</td>
<td>4.10</td>
<td>F</td>
<td>E</td>
</tr>
<tr>
<td>Market St. to SR 163</td>
<td>7.66</td>
<td>F</td>
<td>E</td>
</tr>
<tr>
<td>SR 52 to Miramar Blvd.</td>
<td>3.42</td>
<td>F</td>
<td>A-C</td>
</tr>
<tr>
<td>State Route 52</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-5 to I-805</td>
<td>3.48</td>
<td>F</td>
<td>E</td>
</tr>
<tr>
<td>I-15 to Mast Blvd.</td>
<td>5.96</td>
<td>F</td>
<td>A-C</td>
</tr>
<tr>
<td>State Route 67</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-8 to Broadway</td>
<td>0.30</td>
<td>F</td>
<td>E</td>
</tr>
<tr>
<td>State Route 78</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-5 to College Ave.</td>
<td>3.29</td>
<td>F</td>
<td>E</td>
</tr>
<tr>
<td>San Marcos Blvd. to I-15</td>
<td>4.41</td>
<td>F</td>
<td>E</td>
</tr>
<tr>
<td>State Route 94</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-5 to College Ave.</td>
<td>6.35</td>
<td>F</td>
<td>D</td>
</tr>
<tr>
<td>State Route 163</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ash St. to I-8</td>
<td>3.16</td>
<td>F</td>
<td>F</td>
</tr>
<tr>
<td>I-8 to Friars Rd.</td>
<td>0.63</td>
<td>F</td>
<td>F</td>
</tr>
</tbody>
</table>
### Evaluation of RTP Improvements On Deficient Roadway Segments

<table>
<thead>
<tr>
<th>Location/Limits</th>
<th>Existing Length (miles)</th>
<th>2005 LOS</th>
<th>Future LOS With RTP Improvements 2010</th>
<th>2020 LOS</th>
<th>2030 LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CONVENTIONAL HIGHWAYS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State Route 67</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mapleview St. to SR 78</td>
<td>18.25</td>
<td>F</td>
<td>[F]</td>
<td>[F]</td>
<td>A-C</td>
</tr>
<tr>
<td>State Route 75</td>
<td>2.00</td>
<td>F</td>
<td>[F]</td>
<td>[F]</td>
<td>E</td>
</tr>
<tr>
<td>State Route 76</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Melrose to E. Vista Way</td>
<td>2.00</td>
<td>F</td>
<td>[F]</td>
<td>[F]</td>
<td>E</td>
</tr>
<tr>
<td>E. Vista Way to South Mission</td>
<td>2.92</td>
<td>F</td>
<td>[E]</td>
<td>[E]</td>
<td>F</td>
</tr>
<tr>
<td>State Route 78</td>
<td></td>
<td>0.71</td>
<td>F</td>
<td>A-C</td>
<td>A-C</td>
</tr>
<tr>
<td>SR 67 to 7th St.</td>
<td>0.33</td>
<td>F</td>
<td>E</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>State Route 94</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Avocado Blvd. to Jamacha Blvd.</td>
<td>0.79</td>
<td>F</td>
<td>D</td>
<td>D</td>
<td>A-C</td>
</tr>
<tr>
<td>Jamacha Blvd. to Jamacha Rd.</td>
<td>0.52</td>
<td>F</td>
<td>D</td>
<td>D</td>
<td>A-C</td>
</tr>
<tr>
<td>Jamacha Rd. to Lyons Valley Rd.</td>
<td>4.53</td>
<td>F</td>
<td>F</td>
<td>E</td>
<td>D</td>
</tr>
<tr>
<td><strong>CMP ARTERIALS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Palomar Airport Rd./ San Marcos Blvd. (I-5 to SR 78)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-5 to College Boulevard</td>
<td>1.32</td>
<td>F</td>
<td>A-C</td>
<td>A-C</td>
<td>A-C</td>
</tr>
<tr>
<td>Business Park Dr to Rancho Santa Fe Rd</td>
<td>1.19</td>
<td>F</td>
<td>D</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>Olivenhain Rd./ Rancho Santa Fe Rd. (El Camino Real to SR 78)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>El Camino Real to Rancho Santa Fe Road</td>
<td>1.01</td>
<td>F</td>
<td>F</td>
<td>F</td>
<td>F</td>
</tr>
<tr>
<td>Olivenhain Road to Melrose Drive</td>
<td>3.06</td>
<td>F</td>
<td>A-C</td>
<td>A-C</td>
<td>A-C</td>
</tr>
<tr>
<td>La Jolla Village Dr./ Miramar Rd. (I-5 to I-15)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lebon Drive to Town Center Drive</td>
<td>1.92</td>
<td>F</td>
<td>D</td>
<td>A-C</td>
<td>E</td>
</tr>
<tr>
<td>Town Centre Drive to Eastgate Mall</td>
<td>0.81</td>
<td>F</td>
<td>E</td>
<td>D</td>
<td>E</td>
</tr>
<tr>
<td>Cabot Drive to Black Mountain Road</td>
<td>1.51</td>
<td>F</td>
<td>D</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>Black Mountain Road to I-15</td>
<td>0.70</td>
<td>F</td>
<td>E</td>
<td>F</td>
<td>F</td>
</tr>
<tr>
<td>Balboa Ave. (I-5 to I-15)</td>
<td>0.54</td>
<td>F</td>
<td>A-C</td>
<td>A-C</td>
<td>A-C</td>
</tr>
<tr>
<td>Sea World Dr./ Friars Rd./ Mission Gorge Rd./ Woodside Ave.(I-8 to SR 67)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-5 to Friars Road</td>
<td>0.88</td>
<td>F</td>
<td>[F]</td>
<td>[F]</td>
<td>[A-C]</td>
</tr>
<tr>
<td>Sea World Drive to Napa Street</td>
<td>0.91</td>
<td>F</td>
<td>[A-C]</td>
<td>[A-C]</td>
<td>[A-C]</td>
</tr>
<tr>
<td>Napa Street to Via Las Cumbres</td>
<td>0.73</td>
<td>F</td>
<td>[A-C]</td>
<td>[A-C]</td>
<td>[A-C]</td>
</tr>
<tr>
<td>River Run Drive to W. Ramp I-15</td>
<td>1.56</td>
<td>F</td>
<td>[F]</td>
<td>[F]</td>
<td>[E]</td>
</tr>
</tbody>
</table>
### Evaluation of RTP Improvements on Deficient Roadway Segments

<table>
<thead>
<tr>
<th>Location/Limits</th>
<th>Length (miles)</th>
<th>Existing LOS</th>
<th>Future LOS With RTP Improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2005 LOS²</td>
<td>2010 LOS²</td>
<td>2020 LOS²</td>
</tr>
<tr>
<td>Nimitz Boulevard</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>West Point Loma Blvd. to Chatsworth Blvd.</td>
<td>1.02</td>
<td>F</td>
<td>F</td>
</tr>
<tr>
<td>Chatsworth Boulevard to Rosecrans Street</td>
<td>0.68</td>
<td>F</td>
<td>D</td>
</tr>
<tr>
<td>North Harbor Drive</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Winship Lane to Laurel Street</td>
<td>0.85</td>
<td>F</td>
<td>F</td>
</tr>
<tr>
<td>Laurel Street to Hawthorne Street</td>
<td>0.36</td>
<td>F</td>
<td>F</td>
</tr>
<tr>
<td>Pacific Highway</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hawthorne Street to Harbor Drive</td>
<td>1.04</td>
<td>F</td>
<td>D</td>
</tr>
<tr>
<td>Harbor Drive</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pacific Highway to 5th Avenue</td>
<td>0.58</td>
<td>F</td>
<td>A-C</td>
</tr>
<tr>
<td>28th Street to 32nd Street</td>
<td>0.61</td>
<td>F</td>
<td>D</td>
</tr>
<tr>
<td>32nd Street to I-5</td>
<td>1.42</td>
<td>F</td>
<td>A-C</td>
</tr>
</tbody>
</table>

**Total Deficient Roadway Mileage²:** 171.54 120.90 90.99 37.12

---

1Based on recommended improvements contained within MOBILITY 2030 – Reasonable Expected Revenue Scenario.

2Roadway segment operating at LOS F during the peak hour. For CMP purposes the worst case scenario is shown, however, a segment may operate a better LOS during other times of the day or in a different direction.
Establishing a Social Services Transportation Advisory Council

Introduction

In 1979, the SANDAG Board of Directors created the Subcommittee for Accessible Transportation (SCAT) in response to federal requirements and increased local interest and involvement in accessibility issues for seniors and persons with disabilities. The Board of Directors later assigned and delegated several roles to SCAT, including: (1) designating it as the Social Service Transportation Advisory Council (SSTAC) required by the California Public Utilities Code (PUC), Section 99238; (2) designating it as the Local Review Committee for the Section 5310 grant applications; and (3) allowing self-determination of its voting membership, which in recent years has grown to 64 members eligible to vote. (SCAT has traditionally allowed any member of the public or representative of any appropriate agency or organization who was interested in the work of the Subcommittee to be a voting member).

In order to improve compliance with conflict of interest laws, the members of the group serving as the Local Review Committee for the Section 5310 grant applications will be required to file financial disclosure forms, and this would be difficult with a membership as large as SCAT’s. In addition, the difficulty in obtaining the required quorum to conduct business from SCAT’s large membership has resulted in the need to reduce the number of members. This report proposes reconstituting SCAT as a SSTAC that follows the membership, representation, and organizational requirements set forth in the Public Utilities Code.

Recommendation

State legislation requires SANDAG to create a Social Services Transportation Advisory Council (SSTAC) and to approve the membership structure. The Transportation Committee is asked to recommend that the SANDAG Board of Directors: (1) create a new SSTAC to replace the Subcommittee on Accessible Transit (SCAT); (2) approve the SSTAC membership structure and initial members as outlined in this report; (3) delegate to SSTAC responsibility for future membership appointments; (4) delegate to the SSTAC the role of Local Review Committee for the Section 5310 grant applications; and (5) approve the proposed SSTAC Charter (Attachment 2).

---

1 The 5310 program is a federal program that provides grants for the purchase of vans and other capital items for health and human services transportation providers.
Discussion

Proposed SSTAC Membership Structure

The Public Utilities Code requirements for a SSTAC are included in Attachment 1. The proposed membership structure for the SSTAC is shown in the table below and would reflect a cross-section of stakeholders drawn from among the 64 current members of SCAT. Following approval of the membership structure and initial individual representatives, it is proposed that the SANDAG Board delegate appointment of individual members and agency representatives to the SSTAC and member agencies. The initial length of terms would be assigned randomly, as proposed below, to establish a staggered replacement schedule. In the future, all terms would be three years as provided in the Public Utilities Code and the proposed SSTAC Charter.

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Member</th>
<th>Term</th>
</tr>
</thead>
<tbody>
<tr>
<td>One representative of potential transit users who is 60 years of age or older</td>
<td>Andre Teuben</td>
<td>1 Year</td>
</tr>
<tr>
<td>One representative of potential transit users who is a person with a disability</td>
<td>Chuck Lungerhausen</td>
<td>3 Years</td>
</tr>
<tr>
<td>Two representatives of the local social service providers for seniors, including one representative of a social service transportation provider, if one exists</td>
<td>County of San Diego, Aging and Independent Services, Adult Protective Services Inc. (transportation provider)</td>
<td>2 Years 1 Year</td>
</tr>
<tr>
<td>Two representatives of local social service providers for persons with disabilities, including one representative of a social service transportation provider, if one exists</td>
<td>San Diego Regional Center, Center for the Blind (transportation provider)</td>
<td>2 Years 3 Years</td>
</tr>
<tr>
<td>One representative of local social service provider for persons of limited means</td>
<td>All Congregations Together</td>
<td>2 Year</td>
</tr>
<tr>
<td>Two representatives from the local Consolidated Transportation Service Agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative from a transportation service provider, if one exists</td>
<td>Full Access &amp; Coordinated Transportation</td>
<td>3 years</td>
</tr>
<tr>
<td></td>
<td>Full Access &amp; Coordinated Transportation</td>
<td>1 Year</td>
</tr>
</tbody>
</table>

The proposed membership structure has been endorsed by a subcommittee of the existing SCAT. All of the potential SSTAC representatives have been contacted and have agreed to serve on the new committee should the SANDAG Board approve the membership structure. The new SSTAC would be subject to the Brown Act and the State of California conflict of interest/financial disclosure laws, the meetings would continue to be open to the public, and the public would have an opportunity to provide input on matters on the agenda. Following Board approval, a letter would be sent to all existing SCAT members formalizing the changes, and SANDAG certificates of appreciation for past service on SCAT would be given to recent active participants in SCAT.
SSTAC Roles and Responsibilities

Based on SANDAG Board delegation, the SSTAC would become the Local Review Committee for the Section 5310 grant applications. These responsibilities include reviewing grant applications from health and human services agencies for grant funding to acquire vehicles to provide specialized transportation services. SSTAC would submit its recommendations for funding to the SANDAG Transportation Committee and Board, consistent with past practice. In addition, the SSTAC would hold the Unmet Needs Hearings previously held by SCAT. The SSTAC also will review and comment on other plans prepared by SANDAG such as the Regional Comprehensive Plan, the Regional Transportation Plan, and the Regional Short Range Transit Plan, or any other document the Transportation Committee refers to them.

The proposed SANDAG Charter for the SSTAC (Attachment 2) incorporates the key roles and responsibilities, and the proposed membership structure of SSTAC.

BOB LEITER
Director of Land Use and Transportation Planning

Attachments: 1. California Public Utilities Code Sections 99238 & 99238.5
2. Proposed SSTAC Charter

Key Staff Contact: Dan Levy, (619) 699-6942, dle@sandag.org
99238. Each transportation planning agency shall provide for the establishment of a social services transportation advisory council for each county, or counties operating under a joint powers agreement, which is not subject to the apportionment restriction established in Section 99232.

(a) The social services transportation advisory council shall consist of the following members:

(1) One representative of potential transit users who is 60 years of age or older.

(2) One representative of potential transit users who is handicapped.

(3) Two representatives of the local social service providers for seniors, including one representative of a social service transportation provider, if one exists.

(4) Two representatives of local social service providers for the handicapped, including one representative of a social service transportation provider, if one exists.

(5) One representative of a local social service provider for persons of limited means.

(6) Two representatives from the local consolidated transportation service agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative from an operator, if one exists.

(7) The transportation planning agency may appoint additional members in accordance with the procedure prescribed in subdivision (b).

(b) Members of the social services transportation advisory council shall be appointed by the transportation planning agency which shall recruit candidates for appointment from a broad representation of social service and transit providers representing the elderly, the handicapped, and persons of limited means. In appointing council members, the transportation planning agency shall strive to attain geographic and minority representation among council members. Of the initial appointments to the council, one-third of them shall be for a one-year term, one-third shall be for a two-year term, and one-third shall be for a three-year term. Subsequent to the initial appointment, the term of appointment shall be for three years, which may be renewed for an additional three-year term. The transportation planning agency may, at its discretion, delegate its responsibilities for appointment pursuant to this subdivision to the board of supervisors.

(c) The social services transportation advisory council shall have the following responsibilities:

(1) Annually participate in the identification of transit needs in the jurisdiction, including unmet transit needs that may exist within the jurisdiction of the council and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.

(2) Annually review and recommend action by the transportation planning agency for the area within the jurisdiction of the council which finds, by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet.

(3) Advise the transportation planning agency on any other major transit issues, including the coordination and consolidation of specialized transportation services.

(d) It is the intent of the Legislature that duplicative advisory
councils shall not be established where transit advisory councils currently exist and that those existing advisory councils shall, instead, become part of the social services transportation advisory council and shall assume any new responsibilities pursuant to this section.

99238.5. (a) The transportation planning agency shall ensure the establishment and implementation of a citizen participation process appropriate for each county, or counties if operating under a joint powers agreement, utilizing the social services transportation advisory council as a mechanism to solicit the input of transit dependent and transit disadvantaged persons, including the elderly, handicapped, and persons of limited means. The process shall include provisions for at least one public hearing in the jurisdiction represented by the social services transportation advisory council. Hearings shall be scheduled to ensure broad community participation and, if possible, the location of the hearings shall be rotated among the various communities within the advisory council's jurisdiction. Notice of the hearing, including the date, place, and specific purpose of the hearing shall be given at least 30 days in advance through publication in a newspaper of general circulation. The transportation planning agency shall also send written notification to those persons and organizations which have indicated, through its citizen participation or any other source of information, an interest in the subject of the hearing.

(b) In addition to public hearings, the transportation planning agency shall consider other methods of obtaining public feedback on public transportation needs. Those methods may include, but are not limited to, teleconferencing, questionnaires, telecanvassing, and electronic mail.
COMMITTEE/WORKING GROUP CHARTER
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL

PURPOSE

The mission of the Social Services Transportation Advisory Council (SSTAC) is to (1) review, recommend and encourage the use of accessible transportation services, and (2) promote the coordination of transportation that serves senior citizens, persons with disabilities, and persons of limited means.

LINE OF REPORTING

The Social Services Transportation Advisory Council is the successor group to the Subcommittee on Accessible Transportation (SCAT) that was formed by SANDAG in 1979 in response to federal and state requirements and increased local interest and involvement in accessibility issues. SSTAC advises SANDAG on regional planning issues regarding accessible transportation in the public and nonprofit sectors. SSTAC reports to the SANDAG Transportation Committee, which in turn reports to the SANDAG Board of Directors.

RESPONSIBILITIES

SSTAC advises the SANDAG Transportation Committee and Board of Directors regarding regional issues of accessible transportation provided by the public and private sector. These activities include the following:

- Provide input on accessible transportation issues for SANDAG’s Regional Comprehensive Plan (RCP), Regional Transportation Plan (RTP), Regional Short Range Transit Plan (RSRTP), and other relevant SANDAG plans and programs;

- Serve as the Local Review Committee for the Section 5310 federal grant program administered by the State Department of Transportation (Caltrans), which provides partial funding for vehicles for nonprofit agencies;

- Serve as the region’s Social Service Transportation Advisory Council to advise SANDAG on the unmet transit needs of senior citizens and persons with disabilities, as required by the state Transportation Development Act (TDA);

- Oversee the annual unmet needs process and make a determination of unmet needs as a recommendation to the Transportation Committee per Public Utilities Code 99238(c)(2);

- Provide input on the progress of the region’s transit operators in providing accessible transportation to senior citizens and persons with disabilities;

- Provide input on the progress of the region’s Coordinated Transportation Service Agency (CTSA) in assisting nonprofit agencies to coordinate their transportation services;
• Provide input and proposals to SANDAG on legislation and regulations concerning transportation for seniors and persons with disabilities;

• Fulfill the requirement in the Public Utilities Code of California Section 99238.5 that the Regional Transportation Planning Agency (SANDAG) establish and implement a citizen participation process to solicit the input of transit dependent and transit disadvantaged persons, including the elderly, persons with disabilities, and persons of limited means;

• Assist transit operators in programs that promote use of existing transportation programs to better serve seniors and persons with disabilities;

• Comment on regional issues brought before the Council, which are relevant to the implementation of accessible transportation services under federal and state legislation;

• Discuss issues of a regional nature, not specific to individual transit operators or to individual events or circumstances. Issues that are not within SSTAC’s purview should be referred to the appropriate transit operator or other organization with authority to resolve the issue.

MEMBERSHIP

Membership on SSTAC is defined by the Public Utilities Code Section 99238.5, of the State of California. SANDAG shall strive to attain geographic and minority representation among the membership from a broad representation of providers and the public. The section of the Code limits membership to the following:

1. One representative of potential transit users who is 60 years of age or older;

2. One representative of potential transit users who is a person with a disability;

3. Two representatives of the local social service providers for seniors, including one representative of a social service transportation provider, if one exists;

4. Two representatives of local social service providers for persons with disabilities, including one representative of a social service transportation provider, if one exists;

5. One representative of local social service provider for persons of limited means;

6. Two representatives from the local consolidated transportation service agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative from a transportation service provider, if one exists.

Initial appointments shall be equally divided among members serving one, two, or three year terms. Following the initial terms, the subsequent terms of appointment shall be for three years.

Agencies identified for membership may be represented by any person nominated by the agency and also may appoint an alternate. User representatives shall be specific to the person appointed. SSTAC may appoint alternates for the positions of a potential transit user who is a senior or a potential transit user who is a person with a disability.
All future members of SSTAC, whether selected on an individual or organization basis, shall be nominated and appointed by a majority of the voting members of SSTAC.

MEETING TIME AND LOCATION

Meetings are usually held on the first Thursdays of April, June, September, and December, from 10 a.m. to 12 p.m. in a location that is accessible by public transit and in facilities accessible to persons with disabilities. Meeting time and dates may be adjusted by the Chairperson to facilitate coordination with meetings of the Transit Accessibility Advisory Committee. Meetings are usually held in San Diego, either at the Caltrans District 11 Office or at SANDAG, but may be held in other locations within San Diego County, depending on the agenda and availability of meeting space. Additional meetings may be called by the Chairperson when necessary.

ANNUAL PUBLIC HEARING

SSTAC shall hold a minimum of one public hearing for the purposes of receiving public comment on public transit services from the transit dependent, seniors, and persons of limited means. The hearing(s) shall be scheduled to ensure broad community participation and should be rotated among the various communities within San Diego County.

UNMET NEEDS PUBLIC HEARING

The Transportation Development Act (TDA) of the State of California requires the SSTAC to hold public hearings in any year if any TDA funds for that year are not fully expended on public transit. The purpose of the hearings is to provide an opportunity for the public to identify potential transit needs that are not being met and are reasonable to be met with the unspent TDA funds. If there are TDA funds that are not expended for public transit in San Diego County, the SSTAC shall hold a minimum of one public hearing for the purposes of receiving public comment on unmet transit needs from the transit dependent, seniors, and persons of limited means. The hearing(s) shall be scheduled to ensure broad community participation and should be rotated among the various communities within San Diego County.

SELECTION OF THE CHAIR

A Chairperson and Vice Chairperson, or Co-Chairpersons, are nominated and elected annually by the membership to serve one-year terms. The Chairperson conducts meetings. The Vice Chairperson shall conduct the meetings in the absence of the Chairperson.

STAFF LIAISON

SANDAG shall provide staff support for SSTAC. The services to be provided by SANDAG shall include, but not be limited to assisting the Chairman in preparing the agenda, sending out meeting notices, and preparing records of meetings.

DURATION OF EXISTENCE

SSTAC is a standing working group that fulfills a state mandate and shall continue to function unless dissolved by the SANDAG Board of Directors.
COMPREHENSIVE 2007 REGIONAL TRANSPORTATION PLAN: File Numbers 3005200, 3000400
INITIAL TRANSIT SCENARIO CONCEPTS

Introduction

On June 23, 2006, Board of Directors accepted the recently completed Independent Transit Planning Review (ITPR) report for planning purposes for preparing the 2007 Regional Transportation Plan (RTP). The ITPR includes recommendations on possible strategies for improving the role of public transportation in addressing regional mobility needs. As part of the process in developing the comprehensive 2007 RTP, a number of alternative transit scenarios are being developed that will explore how best to maximize the effectiveness and efficiency of the regional transit system. Staff will present a set of initial scenario concepts, highlighting how input from the ITPR has been factored into them. The Transportation Committee is asked to provide comment on these scenario concepts as they relate to the development of the 2007 RTP transit network.

Recommendation

As part of the process to develop the comprehensive 2007 Regional Transportation Plan, several initial transit scenario concepts are being developed for analysis. These scenarios for the regional transit system are presented to the Transportation Committee for information. The Transportation Committee is asked to provide comment on these proposed initial transit scenario concepts as they relate to the development of the 2007 RTP transit plan.

Discussion

The regional transit system is an integral part of the multimodal approach of the current 2030 RTP. Having an effective system of commuter rail, light rail, bus rapid transit (BRT), local bus, and shuttle services that complements the local road and freeway system is critical to the goal of maximizing the person-carrying capacity of the overall transportation network. Achieving an effective and efficient transit system means focusing transit infrastructure and services in areas with transit-supportive land uses, and having a system plan designed to attract new markets to transit by making it time competitive with the automobile. The benefits gained are not just to transit users, but to auto users as well. An improved transit system provides more travel choices for everyone, and the resulting increase in transit usage in key travel corridors translates into less demand on the highway network.

RTP Process Overview

In developing the 2007 RTP, it is important to consider how best to focus our transit investments given the region’s commitment to the TransNet Early Action Program and a network of Managed Lanes/BRT facilities. The recommendations from the ITPR regarding system design and performance suggested several themes to improve transit service in the region. A preliminary evaluation of these ITPR recommendations, along with other ideas suggested by local community groups, will allow us to evaluate their effects on the overall transportation network using the regional transportation
model. As such, this effort can be seen as a “sketch planning exercise.” The results from this evaluation will provide useful input on potential revisions to the transit network for the 2007 RTP to maximize its effectiveness in addressing regional mobility needs.

The smart growth opportunity areas provide a second key input into the development of the 2007 RTP related to transit. The SANDAG Board of Directors has accepted for planning purposes the Smart Growth Concept Map, which indicates different types of existing, planned, and potential smart growth areas in the region. Serving these smart growth areas is a key tenet to coordinating land use and transportation decisions when evaluating revisions to the planned transit network.

**ITPR Recommendations**

The ITPR recommendations relating to the system design and performance can be grouped into two categories: (1) overarching recommendations that staff feels should be incorporated into all the RTP scenarios; and (2) recommendations that suggest different strategies for how the regional transit system might be designed. It is the latter recommendations that helped us formulate the various initial transit scenario concepts outlined in the next section.

**Overarching Recommendations** - The overarching recommendations are summarized below, along with comments on how each is proposed to be incorporated into the initial RTP transit scenario concepts:

- Better linking transportation and land use planning - This recommendation is at the heart of our Smart Growth strategy and, as noted above, will be a key tenet when evaluating revisions to the transit network.

- Start with a good system plan, then focus on corridor-level planning – The RTP is designed to outline the system plan for transit; testing alternative corridor-level scenarios will help identify the best system plan for our region.

- Focus on corridor-specific transit mode share goals rather than one regional goal – The current 2030 RTP has a regional goal of achieving a 10 percent peak hour transit mode share. Corridor-specific mode share goals focuses attention on those corridors where transit investments are made. It also would provide us a better tool for measuring the success of our Smart Growth strategy to link transit investment with Smart Growth opportunity areas.

**Strategy Recommendations** - The ITPR recommendations that were used in developing the initial transit scenario concepts are outlined below:

- Focus attention on developing a good underlying system of local bus services - These services provide important connections to and from regional rail and BRT services; in addition to increased service frequencies, infrastructure improvements such as signal priority treatments would help increase transit travel speeds, and improved station waiting environments and real-time passenger information would provide the kind of amenities that will attract new riders.

- Place more emphasis on dedicated transit guideways – Dedicated transit facilities would create the ability to maximize transit operating speeds and reliability, offer opportunities to provide high quality passenger amenities that can attract choice riders, and provide the identity and permanence that promote user and developer confidence in the commitment to the system.
• Consider alternative strategies for managing the Managed Lanes facilities – Evaluating differing strategies for managing the various users of Managed Lanes facilities (BRT, carpools/vanpools, and FasTrak™ users) would help determine the right mix of users that can maximize the person-carrying capacity of these facilities.

• Evaluate the I-15 Managed Lanes BRT station access design – The current “off-line” station design increases transit travel times since BRT vehicles must exit the Managed Lanes facility to access station sites adjacent to the freeway corridor. Alternative facility designs could help create an “on-line” station that minimizes BRT travel times. Such designs could be used in other corridors where Managed Lanes/BRT facilities are planned.

• Minimize transit facility investment in nonurban core areas – Transit investments should be focused in urban core, transit-supportive areas where the investment would be most cost-effective in terms of increased ridership and transit mode share. Areas outside the urban core area also would be served by transit, albeit at a lower level of investment that directly reflects the ability to attract a high transit mode share and coordinate with smart growth land uses.

• Retain downtown San Diego as a key transit focus – With the recent and planned residential and employment growth, combined with downtown San Diego’s transit-oriented urban design, downtown should continue to be a key focus area for transit investment.

The next section outlines the initial transit scenario concepts that were developed using these recommendations.

**Initial Transit Scenario Concepts**

Staff has developed a set of initial transit scenario concepts to test how different strategic approaches to the design and operation of the transit network compare with one another. While the focus of these scenario concepts is on the regional transit network, it is important to note that each scenario assumes a concurrent investment in roadway improvements, most notably in the current Managed Lanes/High-Occupancy-Vehicle (HOV) Lanes strategy. Thus, we are recommending that the multimodal strategy of the current RTP be carried forth into the 2007 RTP. These initial scenario concepts also will incorporate the existing/planned and potential smart growth areas included in the Smart Growth Concept Map.

The current 2030 RTP unconstrained revenue scenario along with four initial unconstrained transit scenario concepts would be tested. These are outlined below:

**Scenario #1 – Unconstrained Scenario Revisited**

This alternative represents an updated version of the current 2030 RTP unconstrained revenue scenario that would serve as a benchmark for comparing how well the current unconstrained scenario compares with the alternative scenarios outlined below. This alternative would include both the highway and transit networks in the 2030 RTP unconstrained revenue scenario, updated to reflect changes in the transit systems of the two transit agencies, including the Metropolitan Transit System’s (MTS) Comprehensive Operational Analysis (COA) that is now being implemented and the Fast Forward plan implemented by the North County Transit District (NCTD).
Scenario Concept #2 – Alternative Managed Lanes Strategy: Very High-Occupancy Vehicles

The current Managed Lanes strategy is based on a multimodal approach to maximize person throughput by giving priority to higher-occupancy carpool/vanpool (2+ person requirement), and BRT vehicles. Any excess capacity is assumed available to solo drivers for a fee through the FasTrak program. Using the above unconstrained highway and transit network plan above, this alternative scenario would test a strategy that emphasizes very high-occupancy vehicles (3+ person carpools/vanpools, and BRT) to determine if it offers the potential to achieve a higher person-throughput. This scenario also would include an in-line station design to minimize transit travel times. Arterial priority measures also would be included to facilitate both BRT and local bus operation.

Scenario Concept #3 – Alternative Managed Lanes Strategy: Freeway Transitways

This scenario is similar to Scenario Concept #2 in terms of testing an alternative strategy for the Managed Lanes facilities to maximize person-throughput; however, in this case, the strategy tested would involve dedicating two of the four Managed Lanes to transit. A dedicated transitway would allow for a facility design that maximizes transit speeds and access. The remaining lanes would be priority access for 2+ carpools/vanpools.

Scenario Concept #4 – Transit Corridor Guideways

This alternative would build off the approach in Scenario Concept #3 regarding freeways transitways, expanding the concept of dedicated transit facilities to areas outside the freeway corridors where warranted based on travel demand and opportunities for land use integration. Transit investment would be focused in development of guideways that can best connect major demand origins and destinations in a way that maximizes transit system connectivity, community access to the system, and transit travel speeds. Transit guideways, either fully grade-separated or with at-grade crossings, offer the flexibility to operate an array of BRT services to facilitate operation of Local Bus “Blue Car” service (local tripmaking), Corridor “Red Car” service (medium-distance corridor tripmaking), and Regional “Yellow Car” service (longer-distance regional tripmaking).

Scenario Concept #5 – Downtown/Urban Core Focus

This alternative would build off the approach in Scenario Concept #4 above, but focuses particular attention on the urban core areas in and around the various downtowns in the region (e.g., downtown San Diego, Escondido, Oceanside, and Chula Vista). These areas already have the most dense and transit-supportive land uses in the region today. Combined with dramatic increases in residential and employment growth forecast with the recently adopted Downtown San Diego Community Plan Update, the downtown San Diego area has one of the highest potentials for transit ridership and to achieve transit mode shares in line with those seen in cities with “world-class transit systems.” This alternative would allow us to test the potential of creating such a transit system for this area.

This Scenario Concept #5 also may address concerns raised by Save Our Forests and Ranchlands (SOFAR). With the adoption of MOBILITY 2030, SOFAR challenged the adequacy of the Environmental Impact Report (EIR) that was certified by the SANDAG Board. SANDAG entered into a settlement agreement with SOFAR which stipulated that SANDAG, during the next full update of the RTP, would analyze an alternative network scenario that eliminated three highway segments (State Routes 76, 67, and 94) and shifted funds from those projects to additional transit services. While SANDAG has committed to analyzing this agreed-upon alternative in the EIR for 2007 RTP,
SOFAR has requested that SANDAG analyze a different alternative that focuses additional transit in the downtown San Diego core. If the Transportation Committee concurs with including Scenario Concept #5 in the analysis, and SANDAG and SOFAR can agree on the details of the scenario, staff would amend the settlement agreement to reflect these changes subject to the Board’s approval.

The matrix below shows how each of the ITPR recommendations was factored into the development of each of the initial scenario concepts #2 through #5. (Scenario #1 is the existing unconstrained plan that serves as a benchmark for evaluation of the other four alternative scenarios.)

<table>
<thead>
<tr>
<th>ITPR Recommendation</th>
<th>RTP Initial Transit Scenario Concepts</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>#2 – ML: Very High HOV</td>
</tr>
<tr>
<td>a. Good local bus system</td>
<td>X</td>
</tr>
<tr>
<td>b. Dedicated transit guideways</td>
<td></td>
</tr>
<tr>
<td>c. Alternative Managed Lanes</td>
<td>X</td>
</tr>
<tr>
<td>d. I-15 ML station access</td>
<td>X</td>
</tr>
<tr>
<td>e. Minimize noncore transit</td>
<td></td>
</tr>
<tr>
<td>f. Downtown focus</td>
<td></td>
</tr>
</tbody>
</table>

**Next Steps**

Staff feels these five initial scenario concepts will provide us with a sketch planning exercise to test and evaluate an array of differing strategies on how we might approach the overall transit system design. This sketch planning exercise will enable us to test the performance of each approach in terms of ridership, transit mode shares, and cost-effectiveness both in terms of capital costs and operating costs. This exercise also will allow us to compare the performance of each alternative by key travel corridor. Since travel demand and land use characteristics vary greatly throughout the region, we may discover that one scenario concept performs well in one corridor, while a different scenario concept works well in another corridor.

We have consulted with MTS and NCTD staff on the development of these initial scenario concepts, and will work closely with each transit agency over the coming months to further develop and evaluate each scenario. Staff plans to present the results of the analysis to the Board of Directors at its October Board Policy meeting. Review by the boards of the two transit agencies would also be undertaken and used as input to a recommendation to the SANDAG Board on a revised transit planning approach for the 2007 RTP update. Direction by the Board at its October meeting will keep the RTP on schedule for identification of final alternatives by January 2007, a draft RTP in May 2007, and adoption of the final RTP by the Board in November 2007.

BOB LEITER
Director of Land Use and Transportation Planning

Key Staff Contact: Dave Schumacher, (619) 699-6906, dsc@sandag.org
AMENDMENTS TO FY 2007 PROGRAM BUDGET AND OWP: NEW SAFETEA-LU FUNDING AND REORGANIZATION OF THE CONSOLIDATED TRANSPORTATION SERVICES AGENCY

File Numbers 3001100, 3002300, 3004700

Introduction

The FY 2007 Program Budget and Overall Work Program (OWP) must be amended due to changes in the organizational structure of the Consolidated Transportation Services Agency (CTSA) and new requirements and funding as a result of the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For (SAFETEA-LU).

Discussion

The changes to the OWP affect three programs that fall under the transit service planning function. Some tasks and responsibilities currently in the FY 2007 OWP will be passed through to the newly designated Coordinated Transportation Service Agency (CTSA), while new tasks and responsibilities related to planning and program development for specialized transportation are added as a result of SAFETEA-LU. No new positions are required. The pass-through of Transportation Development Act (TDA) funding as a result of the designation of an outside agency as the CTSA is compensated for by the availability of new federal funding from SAFETEA-LU for the new responsibilities.

CTSA Changes

On February 24, 2006, the SANDAG Board of Directors agreed to designate an outside agency as the CTSA for all of San Diego County. On July 1, 2006, SANDAG entered a contract with the nonprofit agency Full Access and Coordinated Transportation (FACT) designating FACT as the CTSA. FACT will assume all responsibilities outlined in FY 2007 OWP Program Work Element 30047 (Attachment 1). As a result, there is no longer a need to have a separate SANDAG OWP work element for the CTSA. The new CTSA will be eligible to file a claim for the FY 2007 TDA funds to undertake these responsibilities.

SANDAG will still need to provide oversight of the CTSA. The administrative task and funding for providing this function will be added to the Program Work Element 30011, Transportation Planning

Recommendation

The Transportation Committee is asked to approve the following changes to the FY 2007 Program Budget and OWP:

- Eliminate Program Work Element 30047, CTSA, as a result of the designation of FACT as the new CTSA for San Diego County (Attachment 1).
- Increase Program Work Element 30011, Transportation Planning for Seniors and Persons with Disabilities, to $110,125 to provide oversight of the new CTSA (Attachment 2).
- Increase Program Work Element 30023, Regional Short-Range Transit Planning, to $502,054 to fund preparation of the Coordinated Public Transit Human Services Transportation Plan and competitive award process for new FTA Sections 5316 and 5317 funding required by SAFETEA-LU (Attachment 3).

All changes are fully funded through new and existing resources.
for Seniors and Persons with Disabilities (Attachment 2). This change increases the total budget for Work Element 30011 from $95,518 to $110,125. About 300 staff hours are proposed to be added to 30011 to provide the necessary oversight and facilitate the CTSA transition in FY 2007.

**SAFETEA-LU Changes**

SAFETEA-LU was passed by Congress in August 2005. The FTA recently published in the Federal Register interim guidance for FY 2006 implementation. Under SAFETEA-LU, SANDAG is now responsible for preparing an annual Coordinated Public Transit Human Services Transportation Plan and creating and managing a competitive process to award new federal funding to projects under Sections 5316 and 5317 of the Federal Transit Act as amended by SAFETEA-LU. These functions have been added to OWP 30023, Regional Short Range Transit Planning.

Section 5316 will provide the San Diego region with $1,401,052 of federal funding for Job Access and Reverse Commute (JARC) projects. The federal funds must be matched by 50 percent from other than FTA sources for operating costs or 20 percent for capital costs, but no match is required for the planning and administration. This is a continuation of the JARC program that was introduced in the previous surface transportation legislation, TEA-21 (Transportation Equity Act for the 21st Century).

Section 5317 is a new program, called New Freedom. It is designed to fund initiatives in coordinating transportation services for seniors, persons with disabilities, and people of limited financial means. The San Diego region has been allocated about $665,936 of New Freedom funding. The services to be funded by New Freedom are to be above and beyond the current Americans with Disabilities Act (ADA) services provided by the transit operators. The federal funds must be matched by 50 percent from other than FTA sources for operating costs or 20 percent for capital costs.

As the designated recipient for 5316 and 5317 funds, SANDAG will be responsible for administering the JARC and New Freedom programs for the region and is therefore eligible to receive 10 percent of the total grant monies for administration and planning. The combined allocation for the San Diego region for Sections 5316 and 5317 funding is $2,066,988. Ten percent of this total is $206,699. This new funding would be allocated to Program Work Element 30023, Regional Short-Range Transit Planning (Attachment 3) to fund the new tasks and responsibilities. This new funding raises the total budget for Work Element 30023 from $295,355 to $502,054. The attached description for Work Element 30023 has been updated to reflect the new requirement for a Coordinated Public Transit Human Services Transportation Plan and designing and managing the competitive process for awarding the grants.

BOB LEITER  
Director of Land Use and Transportation Planning

Attachments: 1. Revised OWP 30047  
2. Revised OWP 30011  
3. Revised OWP 30023

Key Staff Contact: Dan Levy, (619) 699-6942, dle@sandag.org
PROGRAM WORK ELEMENT: 30047.1
TITLE: COORDINATED TRANSPORTATION SERVICES AGENCY

FY 2007 BUDGET: $127,488

STRATEGIC GOAL: IMPROVE MOBILITY

THIS OWP ITEM IS DELETED. THE RESPONSIBILITY FOR PERFORMING THIS FUNCTION HAS BEEN DELEGATED TO AN OUTSIDE AGENCY.

<table>
<thead>
<tr>
<th>Funds Source</th>
<th>Funds Application</th>
<th>$127,488</th>
</tr>
</thead>
<tbody>
<tr>
<td>FTA MPO Planning (5303)</td>
<td>Salaries, Benefits, Indirect</td>
<td>$102,488</td>
</tr>
<tr>
<td>FTA Transit Planning (5307)</td>
<td>Other Direct Costs</td>
<td>$8,000</td>
</tr>
<tr>
<td>Federal-Other</td>
<td>Contracted Services</td>
<td>$17,000</td>
</tr>
<tr>
<td>State Other</td>
<td>Materials and Equipment</td>
<td>$0</td>
</tr>
<tr>
<td>TDA Planning/Administration</td>
<td>Pass-through/In-kind Services</td>
<td>$0</td>
</tr>
</tbody>
</table>

TOTAL $127,488

OBJECTIVE

The objectives of this work element are to: (1) assist the non-profit sector with coordinating its specialized transportation programs and improving the management of these programs; (2) provide free training and technical assistance to providers of specialized transportation; (3) maintain a Web site that provides information about specialized transportation services for seniors and persons with disabilities in the San Diego region; and (4) refer members of the public via phone or e-mail to appropriate specialized transportation services.

PREVIOUS AND ONGOING WORK

Previous and ongoing work includes maintaining the Specialized Transportation Referral and Information for the Disabled and Elderly (STRIDE) Web site located at www.stridesd.org. This Web site provides information and referral to specialized transportation, including Americans with Disabilities Act (ADA) paratransit, regular public transit, and private or non-profit transportation services. Other activities include assisting local agencies with obtaining funding to implement supplemental transportation programs. Where appropriate, the Coordinated Transportation Services Agency (CTSA) also will participate in the feasibility analysis and potential development of a new non-profit organization known as Full Access to Coordinated Transportation (FACT), whose goal is to coordinate transportation services through shared resources. This is an ongoing effort, and work to be completed in FY 2006 includes discussions on the formation of FACT and its relation to CTSA.

Committee(s): Transportation Committee; Working Group: Council on Access and Mobility; Project Manager – Dan Levy

PRODUCTS, TASKS, AND SCHEDULES
<table>
<thead>
<tr>
<th>MANDATED</th>
<th>COMMITTED</th>
<th>OPTIONAL</th>
<th>HIGH</th>
<th>MEDIUM</th>
<th>LOW</th>
</tr>
</thead>
<tbody>
<tr>
<td>x</td>
<td>TDA</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>x</td>
<td>TDA</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>x</td>
<td>TDA</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**FUTURE ACTIVITIES**

*This is an ongoing requirement.*

<table>
<thead>
<tr>
<th>TDA</th>
<th>01—35%. Participate in meetings of various Health and Human Services (HHSAs)-sponsored subregional groups/taskforces focusing on specialized transportation issues. Conduct bimonthly meetings of SANDAG’s Council on Access and Mobility as a forum for networking and coordination. Act as a liaison between the subregional groups/task forces and the CAM. (Ongoing)</th>
</tr>
</thead>
<tbody>
<tr>
<td>TDA</td>
<td>02—35%. Conduct educational workshops and training sessions for non-profit and public agencies on various topics related to specialized transportation such as transit technology, ADA paratransit, and transit travel training; workshops. (Ongoing)</td>
</tr>
<tr>
<td>TDA</td>
<td>03—15%. Provide information, referral, and technical assistance to local agencies serving the disadvantaged populations in need of transportation; technical assistance. (Ongoing)</td>
</tr>
<tr>
<td>TDA</td>
<td>04—15%. Conduct an annual update of the STRIDE Web site (<a href="http://www.stridesd.org">www.stridesd.org</a>) through surveys; annual Web site update. (Ongoing)</td>
</tr>
</tbody>
</table>

Approved

Approved

Renee Wasmund
Director, Finance

Date

Diane Eidam
Chief Deputy Executive Director

Date

[PLEASE RETURN SIGNED ORIGINAL TO GWEN KRUGER, DOCUMENT PROCESSING]
PROGRAM WORK ELEMENT: 30011.1  
TITLE: TRANSPORTATION PLANNING FOR SENIORS AND PERSONS WITH DISABILITIES

FY 2007 BUDGET: $95,518$110,125  
STRATEGIC GOAL: IMPROVE MOBILITY

<table>
<thead>
<tr>
<th>Funds Source</th>
<th>Funds Application</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>FTA MPO Planning (5303)</td>
<td>$0 Salaries, Benefits, Indirect</td>
<td>$94,518</td>
</tr>
<tr>
<td>FTA Transit Planning (5307)</td>
<td>$76,414 Salaries, Benefits, Indirect</td>
<td>$109,125</td>
</tr>
<tr>
<td>FHWA Metropolitan Planning</td>
<td>$0 Other Direct Costs</td>
<td>$1,000</td>
</tr>
<tr>
<td>TDA Planning/Administration</td>
<td>$19,104 Pass-through/In-kind Services</td>
<td>$0</td>
</tr>
<tr>
<td>TDA Planning/Administration</td>
<td>$33,711</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$95,518</strong></td>
<td>$95,518</td>
</tr>
<tr>
<td><strong>TOTAL - REVISED</strong></td>
<td><strong>$110,125</strong></td>
<td>$110,125</td>
</tr>
</tbody>
</table>

**OBJECTIVE**

The objectives of this work element are to: (1) coordinate transportation planning and programs for seniors and persons with disabilities in the San Diego region; (2) assist Caltrans with implementing the Section 5310 program (social service agency capital needs) in the region; (3) work with transit providers to implement the Americans with Disabilities Act (ADA); (4) develop a more streamlined approach for handling senior and disabled transportation issues in San Diego County; (5) to provide a smooth transition to the outside agency designated by SANDAG to be the CTSA for all of San Diego County, and (5) continue to develop the framework to establish the TransNet Extension mini-grant program to support planning and development of innovative services in accordance with the TransNet reauthorization.

**PREVIOUS AND ONGOING WORK**

SANDAG began planning activities for transportation for persons with disabilities and elderly persons in the early 1970s. Since that time accessible demand-responsive transportation programs have been implemented that serve the areas in which more than 80 percent of the region’s elderly and persons with disabilities live. All routes on the region’s public transit systems provide accessible service. Complementary paratransit services, as required by the ADA, are fully operational. SANDAG will continue ongoing monitoring of the programs that provide transportation to persons with disabilities and provide technical assistance to transit operators and the Coordinated Transportation Service Agency (CTSA). Assisting SANDAG in these efforts is the Subcommittee on Accessible Transit (SCAT), which is comprised of representatives of the transit agencies, Caltrans, public and private nonprofit agencies providing services to seniors or persons with disabilities, and advocates for the senior and disability communities. In FY 2004 the Transportation Committee directed SANDAG to work with the jurisdictions and nonprofit agencies to help improve transportation services to the region’s senior citizens. This is an ongoing effort, and in FY 2006 work included the management of the annual 5310 grant review program and completion of the unmet needs hearings.

Committee(s): Transportation Committee; Working Group: Subcommittee on Accessible Transit; Project Manager – Dan Levy
### PRODUCTS, TASKS, AND SCHEDULES

<table>
<thead>
<tr>
<th>LEVEL OF MANDATE</th>
<th>TASK / PRODUCT DESCRIPTION(S) / SCHEDULE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>MANDATED</strong></td>
<td><strong>COMMITTED</strong></td>
</tr>
<tr>
<td><strong>HIGH</strong></td>
<td><strong>MED</strong></td>
</tr>
<tr>
<td><strong>LOW</strong></td>
<td></td>
</tr>
<tr>
<td>FTA</td>
<td>01 - 2015%. Provide staff support for quarterly SCAT meetings; meeting agendas/meeting summaries. (Ongoing)</td>
</tr>
<tr>
<td></td>
<td>02 - 10%. Manage Federal Transit Administration (FTA) Section 5310 Program; grant application reviews and rankings. (Ongoing)</td>
</tr>
<tr>
<td></td>
<td>03 - 2015%. Coordinate regional service planning with transit operators for seniors and persons with disabilities; regional coordination on various issues. (Ongoing)</td>
</tr>
<tr>
<td></td>
<td>04 - 10%. Coordinate ADA compliance with transit agencies; ADA accessibility meetings attendance. (Ongoing)</td>
</tr>
<tr>
<td></td>
<td>05 - 15% Provide for a smooth transition to the new CTSA and provide oversight for the function to ensure that all requirements are met (June 2007).</td>
</tr>
</tbody>
</table>

#### FUTURE ACTIVITIES

This is an ongoing requirement that will continue in the future.

Approved

Approved

Renee Wasmund
Director, Finance

Diane Eidam
Chief Deputy Executive Director

[PLEASE RETURN SIGNED ORIGINAL TO GWEN KRUGER, DOCUMENT PROCESSING]
PROGRAM WORK ELEMENT: 30023.1
TITLE: REGIONAL SHORT-RANGE TRANSIT PLANNING

FY 2007 BUDGET: $295,355   $502,054

MANDATED/COMMITTED: PARTIAL
DEDICATED FUNDING: NONE

STRATEGIC GOAL: IMPROVE MOBILITY

<table>
<thead>
<tr>
<th>FTA MPO Planning (5303)</th>
<th>$0</th>
<th>Salaries, Benefits, Indirect</th>
<th>$237,355</th>
</tr>
</thead>
<tbody>
<tr>
<td>FTA Transit Planning (5307)</td>
<td>$236,284</td>
<td>Salaries, Benefits, Indirect</td>
<td>$444,054</td>
</tr>
<tr>
<td>FHWA Metropolitan Planning</td>
<td>$0</td>
<td>Other Direct Costs</td>
<td>$18,000</td>
</tr>
<tr>
<td><strong>FTA 5316/5317</strong></td>
<td><strong>$206,699</strong></td>
<td>Contract Employees</td>
<td>$0</td>
</tr>
<tr>
<td>Federal Other</td>
<td>$0</td>
<td>Contracted Services</td>
<td>$40,000</td>
</tr>
<tr>
<td>TDA Planning/Administration</td>
<td>$59,071</td>
<td>Pass-through/In-kind Services</td>
<td>$0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$295,355</strong></td>
<td></td>
<td><strong>$295,355</strong></td>
</tr>
<tr>
<td><strong>TOTAL - REVISED</strong></td>
<td><strong>$502,054</strong></td>
<td></td>
<td><strong>$502,054</strong></td>
</tr>
</tbody>
</table>

OBJECTIVE

The objectives of this work element are to: (1) prepare the annual Regional Short-Range Transit Plan (RSRTP) that addresses regional transit service, facility needs, planning programs, and funding priorities for transit operations for 2007 – 2011 for Metropolitan Transit District (MTS) and North County Transit District (NCTD), including inputs for the annual budgets; (2) identify and address regional transit service issues, deficiencies and gaps, and develop potential solutions in conjunction with MTS and NCTD for implementation by MTS and NCTD; (3) monitor transit service performance through the Performance Improvement Program (PIP) as mandated by the Transportation Development Act; (4) facilitate and manage the RSTRP Working Group and the Regional Transit Management Committee; (5) prepare the Coordinated Public Transit Human Services Transportation Plan and develop and manage the new competitive process to award grants for the SAFETEA-LU Section 5316 Jobs Access and Reverse Commute (JARC) and 5317 New Freedom programs, and (6) support transit agency service planning.

PREVIOUS AND ONGOING WORK

Previous and ongoing work includes annual preparation of the RSRTP and coordination of transit operator planning initiatives. The annual RSRTP process incorporates mandated Transportation Development Act (TDA) requirements including establishment of cost recovery goals for the transit operators and the PIP. In FY 2006 work included completion of the FY 2006-2010 RSRTP document and the establishment of an ongoing Short-Range Transit Planning Working Group.

Committee(s): Transportation Committee; Working Group: Short-Range Transit Planning Working Group; Project Manager – Dan Levy
# PRODUCTS, TASKS, AND SCHEDULES

<table>
<thead>
<tr>
<th>LEVEL OF MANDATE</th>
<th>TASK / PRODUCT DESCRIPTION(S) / SCHEDULE</th>
</tr>
</thead>
<tbody>
<tr>
<td>MANDATED</td>
<td><strong>01</strong> - 30% Prepare the annual update to the RSRTP. This work will be completed in consultation with NCTD and MTS through the SRTP Working Group. The RSRTP will include the Program Specific Requirements for metropolitan planning organizations (MPOs) as identified in the Title VI Program Guidelines for Urban Mass Transportation Administration Recipients. (February 2007)</td>
</tr>
<tr>
<td>COMMITTED</td>
<td><strong>02</strong> - 15% Monitor transit system performance on a quarterly and annual basis using criteria specified in RSRTP. (Ongoing)</td>
</tr>
<tr>
<td>OPTIONAL</td>
<td><strong>03</strong> - 15% Conduct liaison activities for transit service areas in partnership with NCTD and MTS. This includes working with community groups, responding to public comments, making transit-related presentations, and evaluating proposals for service improvements in accordance with SANDAG Policy 18. (Ongoing)</td>
</tr>
<tr>
<td>MED</td>
<td><strong>04</strong> - 10% Participate in the NCTD Sprinter Bus Service Design Plan. (September 2006)</td>
</tr>
<tr>
<td>LOW</td>
<td><strong>05</strong> - 15% Conduct annual TDA performance monitoring, including application of the PIP and develop the annual performance improvement recommendations. (April 2007)</td>
</tr>
<tr>
<td></td>
<td><strong>06</strong> - 30% Prepare the first Coordinated Public Transit Human Services Transportation Plan for the San Diego County region</td>
</tr>
<tr>
<td></td>
<td><strong>07</strong> - 12 5% Develop and manage a competitive selection process for the Section 5316 and 5317 funds from the FTA based on the priorities established in the Coordinated Public Transit Human Services Transportation Plan</td>
</tr>
<tr>
<td></td>
<td><strong>06</strong>-08 - 5% Conduct route-specific and/or sub-area transit studies to identify and address transit needs. (Ongoing)</td>
</tr>
<tr>
<td></td>
<td><strong>07</strong>-09 - 5% Assist in the development of a new transit service plan for the Carlsbad area in a project led by NCTD and co-funded by NCTD and the City of Carlsbad. (June 2007)</td>
</tr>
<tr>
<td></td>
<td><strong>08</strong>-10 - 5% Develop a proposal for a program for the allocation of new money to become available for transit operations as part of TransNet in FY 2009. (June 2007)</td>
</tr>
</tbody>
</table>

## FUTURE ACTIVITIES

This is an ongoing work element to plan, monitor, and coordinate the operation of regional transit services.

Approved

---

Renee Wasmund
Director, Finance

Diane Eidam
Chief Deputy Executive Director

[PLEASE RETURN SIGNED ORIGINAL TO GWEN KRUGER, DOCUMENT PROCESSING]
San Diego Association of Governments

TRANSPORTATION COMMITTEE

July 21, 2006

AGENDA ITEM NO.: 11

Action Requested: INFORMATION

TransNet DASHBOARD AND WEB PAGES

File Number 1200100

Introduction

Progress continues on transportation projects in the San Diego region in large part because of TransNet, the county’s half-cent sales tax for transportation improvements. In November 2004, voters countywide approved Proposition A, the 40-year extension of TransNet. The local sales tax extension will generate $14 billion for transportation improvement projects and programs. Staff, in concert with Caltrans and consultants from PBSSJ, has created a TransNet Dashboard and Web pages to keep voters and other stakeholders informed on the status of TransNet projects. The TransNet Dashboard is designed to provide up-to-date schedule, budget, and expenditure information. The individual Web pages provide more general corridor information. Staff will present the TransNet Dashboard and Web pages to the Transportation Committee.

Discussion

The TransNet Dashboard and Web pages focus on the TransNet Early Action Program approved by the Board of Directors in December 2005. The TransNet Early Action Program includes improvements to the Interstate 5 (I-5), I-15, I-805, State Route (SR) 52, SR 76, and Mid-Coast corridors. The home page would be housed at www.KeepSanDiegoMoving.com and include general TransNet program information as well as quick and easy access to individualized site pages for each corridor. The individualized site pages would include maps, photographs, updates, and meeting notices for each corridor.

The TransNet Dashboard has been developed in order to communicate program progress and provide a central location for project data. SANDAG staff began working with Caltrans on dashboard concepts in January 2006. The dashboard reporting process also has been a major discussion item for the TransNet Independent Taxpayer Oversight Committee (ITOC) over the past several months. The staff has worked closely with the ITOC on the format of the reports and the definitions to be used in tracking the status of the various projects. The dashboard reports are intended to comply with the TransNet Ordinance requirement to provide the ITOC with quarterly reports on the status of each of the TransNet-funded major corridor projects.

Dashboard development has focused on the following goals and objectives:

- Build trust with San Diego County taxpayers that the projects they have invested in with TransNet are being delivered in an efficient manner
- Provide meaningful program information to stakeholders
- Ensure dashboard is user friendly and easy to understand
• Provide information on trends that affect the program
• Provide a process for frequent updates
• Automate information flow
• Provide the ability to report seamlessly at the program, corridor, and segment levels
• Provide tools for project managers to effectively manage data

Attachment 1 is a data flow diagram for the flow of project data into the dashboard and out to the intended audience. The public is highlighted as the main intended audience. The project level data are separated into three main categories: budget/expenditures, scheduling, and scope/risk/cost estimates. A series of checks and balances has been put in place to ensure quality data. The TransNet Dashboard also will assist project managers with data control and data management issues that challenge all major infrastructure projects.

Next Steps

The TransNet Dashboard and Web pages will be made available to the public via the www.KeepSanDiegoMoving.com Web site. The Web pages will be continuously updated as new corridor information becomes available. Version 1.0 of the dashboard is scheduled to be released in July. In future releases, staff plans to refine TransNet Dashboard elements and add additional functionality. Version 1.0 is focused on the TransNet Early Action Program which is a component of the TransNet Major Corridors Program. Other TransNet programs that could be added to the dashboard in the future include the Environmental Mitigation Program, Smart Growth Incentive Program, Bicycle and Pedestrian Program, and Local Streets & Roads Program.

JACK BODA
Director, Mobility Management and Project Implementation

Attachment: 1. TransNet Dashboard Data Flow Diagram

Key Staff Contact: Richard Chavez, (619) 699-6989, rch@sandag.org
ESTABLISHING A SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL

File Number 3001100

Introduction

In 1979, the SANDAG Board of Directors created the Subcommittee for Accessible Transportation (SCAT) in response to federal requirements and increased local interest and involvement in accessibility issues for seniors and persons with disabilities. The Board of Directors later assigned and delegated several roles to SCAT, including: (1) designating it as the Social Service Transportation Advisory Council (SSTAC) required by the California Public Utilities Code (PUC), Section 99238; (2) designating it as the Local Review Committee for the Section 5310 grant applications\(^1\); and (3) allowing self-determination of its voting membership, which in recent years has grown to 64 members eligible to vote. (SCAT has traditionally allowed any member of the public or representative of any appropriate agency or organization who was interested in the work of the Subcommittee to be a voting member).

In order to improve compliance with conflict of interest laws, the members of the group serving as the Local Review Committee for the Section 5310 grant applications will be required to file financial disclosure forms, and this would be difficult with a membership as large as SCAT’s. In addition, the difficulty in obtaining the required quorum to conduct business from SCAT’s large membership has resulted in the need to reduce the number of members. This report proposes reconstituting SCAT as a SSTAC that follows the membership, representation, and organizational requirements set forth in the Public Utilities Code.

\(^1\) The 5310 program is a federal program that provides grants for the purchase of vans and other capital items for health and human services transportation providers.
Discussion

Proposed SSTAC Membership Structure

The Public Utilities Code requirements for a SSTAC are included in Attachment 1. The proposed membership structure for the SSTAC is shown in the table below and would reflect a cross-section of stakeholders drawn from among the 64 current members of SCAT. Following approval of the membership structure and initial individual representatives, it is proposed that the SANDAG Board delegate appointment of individual members and agency representatives to the SSTAC and member agencies. The initial length of terms would be assigned randomly, as proposed below, to establish a staggered replacement schedule. In the future, all terms would be three years as provided in the Public Utilities Code and the proposed SSTAC Charter.

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Member</th>
<th>Term</th>
</tr>
</thead>
<tbody>
<tr>
<td>One representative of potential transit users who is 60 years of age or older</td>
<td>Andre Teuben</td>
<td>1 Year</td>
</tr>
<tr>
<td>One representative of potential transit users who is a person with a disability</td>
<td>Chuck Lungerhausen</td>
<td>3 Years</td>
</tr>
</tbody>
</table>
| Two representatives of the local social service providers for seniors, including one representative of a social service transportation provider, if one exists | County of San Diego, Aging and Independent Services  
Adult Protective Services Inc. (transportation provider) | 2 Years  
1 Year|
| Two representatives of local social service providers for persons with disabilities, including one representative of a social service transportation provider, if one exists | San Diego Regional Center, Center for the Blind  
(transportation provider) | 2 Years  
3 Years|
| One representative of local social service provider for persons of limited means | All Congregations Together                                  | 2 Year|
| Two representatives from the local Consolidated Transportation Service Agency (CTSA), designated pursuant to subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative from a transportation service provider, if one exists. | Full Access & Coordinated Transportation  
Full Access & Coordinated Transportation | 3 years  
1 Year|

The proposed membership structure has been endorsed by a subcommittee of the existing SCAT. All of the potential SSTAC representatives have been contacted and have agreed to serve on the new committee should the SANDAG Board approve the membership structure. The new SSTAC would be subject to the Brown Act and the State of California conflict of interest/financial disclosure laws, the
meetings would continue to be open to the public, and the public would have an opportunity to provide input on matters on the agenda. Following Board approval, a letter would be sent to all existing SCAT members formalizing the changes, and SANDAG certificates of appreciation for past service on SCAT would be given to recent active participants in SCAT.

**SSTAC Roles and Responsibilities**

Based on SANDAG Board delegation, the SSTAC would become the Local Review Committee for the Section 5310 grant applications. These responsibilities include reviewing grant applications from health and human services agencies for grant funding to acquire vehicles to provide specialized transportation services. SSTAC would submit its recommendations for funding to the SANDAG Transportation Committee and Board, consistent with past practice. In addition, the SSTAC would hold the Unmet Needs Hearings previously held by SCAT. The SSTAC also will review and comment on other plans prepared by SANDAG such as the Regional Comprehensive Plan, the Regional Transportation Plan, and the Regional Short Range Transit Plan, or any other document the Transportation Committee refers to them.

The proposed SANDAG Charter for the SSTAC (Attachment 2) incorporates the key roles and responsibilities, and the proposed membership structure of SSTAC.

**BOB LEITER**
Director of Land Use and Transportation Planning

Attachments: 1. California Public Utilities Code Sections 99238 & 99238.5
               2. Proposed SSTAC Charter

Key Staff Contact: Dan Levy, (619) 699-6942, dle@sandag.org
Each transportation planning agency shall provide for the establishment of a social services transportation advisory council for each county, or counties operating under a joint powers agreement, which is not subject to the apportionment restriction established in Section 99232.

(a) The social services transportation advisory council shall consist of the following members:
   (1) One representative of potential transit users who is 60 years of age or older.
   (2) One representative of potential transit users who is handicapped.
   (3) Two representatives of the local social service providers for seniors, including one representative of a social service transportation provider, if one exists.
   (4) Two representatives of local social service providers for the handicapped, including one representative of a social service transportation provider, if one exists.
   (5) One representative of a local social service provider for persons of limited means.
   (6) Two representatives from the local consolidated transportation service agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative from an operator, if one exists.
   (7) The transportation planning agency may appoint additional members in accordance with the procedure prescribed in subdivision (b).

(b) Members of the social services transportation advisory council shall be appointed by the transportation planning agency which shall recruit candidates for appointment from a broad representation of social service and transit providers representing the elderly, the handicapped, and persons of limited means. In appointing council members, the transportation planning agency shall strive to attain geographic and minority representation among council members. Of the initial appointments to the council, one-third of them shall be for a one-year term, one-third shall be for a two-year term, and one-third shall be for a three-year term. Subsequent to the initial appointment, the term of appointment shall be for three years, which may be renewed for an additional three-year term. The transportation planning agency may, at its discretion, delegate its responsibilities for appointment pursuant to this subdivision to the board of supervisors.

(c) The social services transportation advisory council shall have the following responsibilities:
   (1) Annually participate in the identification of transit needs in the jurisdiction, including unmet transit needs that may exist within the jurisdiction of the council and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.
   (2) Annually review and recommend action by the transportation planning agency for the area within the jurisdiction of the council which finds, by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet.
   (3) Advise the transportation planning agency on any other major transit issues, including the coordination and consolidation of specialized transportation services.
   (d) It is the intent of the Legislature that duplicative advisory
councils shall not be established where transit advisory councils currently exist and that those existing advisory councils shall, instead, become part of the social services transportation advisory council and shall assume any new responsibilities pursuant to this section.

99238.5. (a) The transportation planning agency shall ensure the establishment and implementation of a citizen participation process appropriate for each county, or counties if operating under a joint powers agreement, utilizing the social services transportation advisory council as a mechanism to solicit the input of transit dependent and transit disadvantaged persons, including the elderly, handicapped, and persons of limited means. The process shall include provisions for at least one public hearing in the jurisdiction represented by the social services transportation advisory council. Hearings shall be scheduled to ensure broad community participation and, if possible, the location of the hearings shall be rotated among the various communities within the advisory council's jurisdiction. Notice of the hearing, including the date, place, and specific purpose of the hearing shall be given at least 30 days in advance through publication in a newspaper of general circulation. The transportation planning agency shall also send written notification to those persons and organizations which have indicated, through its citizen participation or any other source of information, an interest in the subject of the hearing.

(b) In addition to public hearings, the transportation planning agency shall consider other methods of obtaining public feedback on public transportation needs. Those methods may include, but are not limited to, teleconferencing, questionnaires, telecanvassing, and electronic mail.
COMMITTEE/WORKING GROUP CHARTER
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL

PURPOSE

The mission of the Social Services Transportation Advisory Council (SSTAC) is to (1) review, recommend and encourage the use of accessible transportation services, and (2) promote the coordination of transportation that serves senior citizens, persons with disabilities, and persons of limited means.

LINE OF REPORTING

The Social Services Transportation Advisory Council is the successor group to the Subcommittee on Accessible Transportation (SCAT) that was formed by SANDAG in 1979 in response to federal and state requirements and increased local interest and involvement in accessibility issues. SSTAC advises SANDAG on regional planning issues regarding accessible transportation in the public and nonprofit sectors. SSTAC reports to the SANDAG Transportation Committee, which in turn reports to the SANDAG Board of Directors.

RESPONSIBILITIES

SSTAC advises the SANDAG Transportation Committee and Board of Directors regarding regional issues of accessible transportation provided by the public and private sector. These activities include the following:

- Provide input on accessible transportation issues for SANDAG's Regional Comprehensive Plan (RCP), Regional Transportation Plan (RTP), Regional Short Range Transit Plan (RSRTP), and other relevant SANDAG plans and programs;
- Serve as the Local Review Committee for the Section 5310 federal grant program administered by the State Department of Transportation (Caltrans), which provides partial funding for vehicles for nonprofit agencies;
- Serve as the region's Social Service Transportation Advisory Council to advise SANDAG on the unmet transit needs of senior citizens and persons with disabilities, as required by the state Transportation Development Act (TDA);
- Oversee the annual unmet needs process and make a determination of unmet needs as a recommendation to the Transportation Committee per Public Utilities Code 99238(c)(2);
- Provide input on the progress of the region's transit operators in providing accessible transportation to senior citizens and persons with disabilities;
- Provide input on the progress of the region's Coordinated Transportation Service Agency (CTSA) in assisting nonprofit agencies to coordinate their transportation services;
• Provide input and proposals to SANDAG on legislation and regulations concerning transportation for seniors and persons with disabilities;

• Fulfill the requirement in the Public Utilities Code of California Section 99238.5 that the Regional Transportation Planning Agency (SANDAG) establish and implement a citizen participation process to solicit the input of transit dependent and transit disadvantaged persons, including the elderly, persons with disabilities, and persons of limited means;

• Assist transit operators in programs that promote use of existing transportation programs to better serve seniors and persons with disabilities;

• Comment on regional issues brought before the Council, which are relevant to the implementation of accessible transportation services under federal and state legislation;

• Discuss issues of a regional nature, not specific to individual transit operators or to individual events or circumstances. Issues that are not within SSTAC’s purview should be referred to the appropriate transit operator or other organization with authority to resolve the issue.

MEMBERSHIP

Membership on SSTAC is defined by the Public Utilities Code Section 99238.5, of the State of California. SANDAG shall strive to attain geographic and minority representation among the membership from a broad representation of providers and the public. The section of the Code limits membership to the following:

1. One representative of potential transit users who is 60 years of age or older;
2. One representative of potential transit users who is a person with a disability;
3. Two representatives of the local social service providers for seniors, including one representative of a social service transportation provider, if one exists;
4. Two representatives of local social service providers for persons with disabilities, including one representative of a social service transportation provider, if one exists;
5. One representative of local social service provider for persons of limited means;
6. Two representatives from the local consolidated transportation service agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative from a transportation service provider, if one exists.

Initial appointments shall be equally divided among members serving one, two, or three year terms. Following the initial terms, the subsequent terms of appointment shall be for three years.

Agencies identified for membership may be represented by any person nominated by the agency in accordance with the approved membership structure, and member agencies also may appoint an alternate. User representatives shall be specific to the person appointed. The SANDAG Transportation Committee shall SSTAC may appoint alternates for the positions of a potential transit user who is a senior or a potential transit user who is a person with a disability.
All future members of SSTAC, whether selected on an individual or organization basis, shall be nominated and appointed by the SANDAG Transportation Committee a majority of the voting members of SSTAC.

MEETING TIME AND LOCATION

Meetings are usually held on the first Thursdays of April, June, September, and December, from 10 a.m. to 12 p.m. in a location that is accessible by public transit and in facilities accessible to persons with disabilities. Meeting time and dates may be adjusted by the Chairperson to facilitate coordination with meetings of the Transit Accessibility Advisory Committee. Meetings are usually held in San Diego, either at the Caltrans District 11 Office or at SANDAG, but may be held in other locations within San Diego County, depending on the agenda and availability of meeting space. Additional meetings may be called by the Chairperson when necessary.

ANNUAL PUBLIC HEARING

SSTAC shall hold a minimum of one public hearing for the purposes of receiving public comment on public transit services from the transit dependent, seniors, and persons of limited means. The hearing(s) shall be scheduled to ensure broad community participation and should be rotated among the various communities within San Diego County.

UNMET NEEDS PUBLIC HEARING

The Transportation Development Act (TDA) of the State of California requires the SSTAC to hold public hearings in any year if any TDA funds for that year are not fully expended on public transit. The purpose of the hearings is to provide an opportunity for the public to identify potential transit needs that are not being met and are reasonable to be met with the unspent TDA funds. If there are TDA funds that are not expended for public transit in San Diego County, the SSTAC shall hold a minimum of one public hearing for the purposes of receiving public comment on unmet transit needs from the transit dependent, seniors, and persons of limited means. The hearing(s) shall be scheduled to ensure broad community participation and should be rotated among the various communities within San Diego County.

SELECTION OF THE CHAIR

A Chairperson and Vice Chairperson, or Co-Chairpersons, are nominated and elected annually by the membership to serve one-year terms. The Chairperson conducts meetings. The Vice Chairperson shall conduct the meetings in the absence of the Chairperson.

STAFF LIAISON

SANDAG shall provide staff support for SSTAC. The services to be provided by SANDAG shall include, but not be limited to assisting the Chairman in preparing the agenda, sending out meeting notices, and preparing records of meetings.

DURATION OF EXISTENCE

SSTAC is a standing working group that fulfills a state mandate and shall continue to function unless dissolved by the SANDAG Board of Directors.
Good morning Chair Kellejian, board members, staff, and other fellow citizens. Chuck Lungerhausen of 5388 Monroe Ave. #124 which is in the SDSU neighborhood of San Diego. 92115 Phone 619-546-5610.

On Tuesday July 18 Diane Bell in her column in the Union-Tribune San Diego City Edition B section started with the title “Business leaders split over Miramar initiative” And as I read further in a straw poll conducted by this one group identified as CommNexus whose members include AT&T, General Atomic, Motorola, Qualcomm, SAIC, Sempra, Verizon Wireless and others. “Eighteen of the group’s 35 directors voted, with 10 opposed to Miramar airport initiative, 7 in support and one undecided. Now from this person’s point of view the joint use issue is pretty much dead even before the November vote when the business community can not fully support going in one direction to benefit the total region. Perhaps in this conservative military environment the vision for the future is lost until the cost becomes so obscene that we have only one way to go very expensive.

Thank you for listening and the opportunity to speak.
ITPR Input to 2007 RTP

- Independent Transit Planning Review (ITPR) suggested several themes for improving role of transit
- RTP: test alternative scenarios exploring how best to maximize transit system effectiveness
- Item today highlights the scenario concepts - Transportation Committee is asked to provide comments
Role of Transit in RTP

- Regional transit system an integral part of the RTP’s multi-modal approach

- An effective transit system:
  - Provides More Travel Choices
  - Maximizes Person-Carrying Capacity in Key Corridors
  - Focuses Transit Infrastructure in Smart Growth Areas
  - Reduces Demand on Highway Network

ITPR Recommendations: Overarching Themes

- Better link transportation and land use planning
- Start with a good system plan, then focus on corridor-level planning
- Focus on corridor-specific transit mode share goals rather than one regional goal
ITPR Recommendations: Transit System Strategy

- Develop good underlying local bus system
- More emphasis on dedicated transit guideways
- Consider alternative strategies for how best to manage the Managed Lanes facilities
- Minimize transit facility investment in non-urban core areas
- Retain downtown San Diego as key transit focus

Initial Transit Scenarios - Purpose

- Designed as a “sketch” planning exercise to test performance of different strategies:
  - Maximize transit usage region wide and by corridor
  - Benefits to overall highway/transit network
  - Provide cost-effective solutions
- Assumes a concurrent investment in roadways, including Managed Lanes/BRT/FasTrak strategy

*Carry forth the current multi-modal strategy into the 2007 RTP*
Transit Scenario Alternatives

RTP Unconstrained Plan Revisited
• Updates current RTP network
• Benchmark for comparing other alternatives

Alternative ML: Very High HOV
• 3+ person requirement
• In-line BRT station design
• Arterial priority measures

Alternative ML: Freeway Transitways
• Dedicates two lanes as transitway
• In-line BRT station design
• Arterial priority measures

Transit Corridor Guideways
• Dedicated transitways in key travel corridors
• Can be used by local/BRT services
• Arterial priority measures

Downtown/Urban Core Focus
• Focuses on various downtowns and surrounding urban core areas
• Aim to maximize mode share in these areas

Next Steps
• Further develop scenarios in conjunction with MTS/NCTD
• Evaluate scenario concepts in terms of benefits to overall transit/highway network
• Present recommendation on possible revised transit planning approach at October Policy Board meeting
Recommendation

• The Transportation Committee is asked to provide comment on these initial transit scenario concepts as they relate to the development of the 2007 RTP transit plan
**Purpose of CMP**

- Monitor transportation system performance
- Integrate transportation and land use planning
- Develop short-range programs to better manage congestion

---

**CMP Overview**

- **“Regular Check-Ups”**
  - Ongoing Roadway Monitoring
  - Meet LOS Standard?
    - Yes: “See You Next time” Roadway Evaluated Again in The Future
    - No: “More Tests Needed” Further Evaluate Cause of Congestion

- **“Preventive Medicine”**
  - Evaluate New Development Impacts
  - Project Mitigation?
    - Yes: “Medicine Cabinet” Various CMP Trip Reduction/Management Strategies
    - No: “Pay Insurance Premium” Contribute To Deficiency Plan Improvements

- **“Treatment Plan”**
  - Deficiency Plan
  - “Treatment Plan” Approved Project Mitigation
2006 CMP Update Changes

- Updated roadway LOS analysis
- Updated transit corridor analysis
- New analysis of deficient roadways

Results of LOS Analysis
Results of Deficiency Analysis

Impacts of MOBILITY 2030 Improvements

Focus of additional evaluation efforts

Deficient Roadway Mileage

- 2005: 172
- 2010: 129
- 2020: 91
- 2030: 37
Introduction

- In 1979 the Board created Subcommittee for Accessible Transportation (SCAT)
- Initial role to advise on seniors and disabled transportation issues
SSTAC

Board later assigned SCAT:

- Role of Social Service Transportation Advisory Council (SSTAC)
- Review committee for 5310 applications

SCAT

- SCAT grew to 64 voting members with undefined terms of office
- Issues:
  - Compliance with conflict of interest rules
  - Compliance with financial disclosure rules
  - Ability to obtain required quorum
SSTAC & California Public Utilities Code

Public Utilities Code has specific membership requirements:

- Total membership of nine
  - 2 members of public (seniors/disabled)
  - 7 representing agencies providing services for seniors and disabled
- Three year terms

Other Requirements

- Meetings subject to Brown Act
- Members must meet Conflict of Interest requirements
- Members must file Form 700
- SANDAG Quorum & Roberts Rules of Order
Consultations with SCAT

- The need for change discussed at SCAT
- Subcommittee of SCAT nominated members for new SSTAC
- SCAT members to receive certificate of thanks for past participation

Recommendations

1. Replace SCAT with a reconstituted SSTAC as required by Public Utilities Code
2. Appoint new members according to Public Utilities Code membership requirements
3. Transportation Committee appoints future members
**Recommendations (Continued)**

3. Delegate to SSTAC the role of local review committee for 5310 grant applications

4. Approve proposed SSTAC Charter

**Proposed Membership**

- One senior
  - Andre Teuben
- One persons with a disability
  - Chuck Lungerhausen
- Two social service providers for seniors
  - County Aging & Independent Services
  - Adult Protective Services Inc.
Proposed Membership (Continued)

- Two social service providers for persons with disabilities:
  - San Diego Regional Center
  - Center for the Blind
- One social service provider for persons of limited means:
  - All Congregations Together
- Two representatives from CTSA
  - One representing each transit district service area

Proposed Charter

- Complies with California Public Utilities Code
- Fulfills requirements for 5310 program
- Provides for Unmet Needs Hearings if required
- Fulfills other advisory roles on Senior and Disabled transportation issues for SANDAG
Conclusions

- Combined with recent changes made to CTSA, these actions improve process for planning transportation for seniors and people with disabilities

Recommendation

*That the Transportation Committee recommend to the SANDAG Board:*

1. Replace SCAT with SSTAC
2. Appoint new members
3. Transportation Committee appoints future members
4. Delegate role of Local Review Committee
5. Approve Charter
Transit Planning
Fiscal Year 2007
OWP Amendments

July 21, 2006

Introduction

- FY 2007 Transit Planning Program Budget must be amended due to:
  - Designation of Full Accessible & Coordinated Transportation Inc. (FACT) as CTSA
  - SAFETEA-LU
**OWP Amendments**

30047  Coordinated Transportation Services Agency

30011  Transportation Planning for Seniors/Persons with Disabilities

30023  Regional Short Range Transit Planning

---

**CTSA Changes**

(OWP 30047/30011)

- TDA money flows to CTSA
- Remaining money transferred to Seniors & Persons with Disabilities
  (OWP 30011)
SAFETEA-LU

In order for MTS/NCTD or other agency to receive FTA JARC/New Freedom matching money SAFETEA-LU requires SANDAG to:

- Annually prepare a Coordinated Public Transit Human Services Transportation Plan
- Annually develop/manage a competitive process to award $2.1 million/year JARC and New Freedom funds

Short Range Transit Planning Changes

(OWP 30023)

- 10% JARC/New Freedom funds can be claimed by SANDAG for planning & admin (added to OWP 30023)
- Percentage may decrease in future
Summary of Proposed Changes

<table>
<thead>
<tr>
<th>OWP Work Element</th>
<th>Work Element Budgets</th>
<th>Original FY 2007</th>
<th>Revised FY 2007</th>
</tr>
</thead>
<tbody>
<tr>
<td>30047 CTSA*</td>
<td>$127,488.00</td>
<td>$ -</td>
<td></td>
</tr>
<tr>
<td>30011 Seniors &amp; Person with Disabilities*</td>
<td>$95,518.00</td>
<td>$110,125.00</td>
<td></td>
</tr>
<tr>
<td>30023 Short Range Transit Planning**</td>
<td>$295,355.00</td>
<td>$502,054.00</td>
<td></td>
</tr>
</tbody>
</table>

* $112,881 passed-through to FACT for CTSA; $14,607 transferred to OWP 30011
**Includes $206,699 new SAFETEA-LU (10% New Freedom/JARC Funds)

Recommendations

1. Eliminate CTSA Work Program (30047)
2. Increase Seniors/Disabled Work Program (30011) to 110,125
3. Increase RSRTP Work Program (30023) to $502,054
Transit Planning
Fiscal Year 2007
OWP Amendments

July 21, 2006
What the Transportation and Housing Bonds Mean for the San Diego Region

Transportation: The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 is the largest bond investment in the state’s transportation system ever. As such, all regions of the state will benefit from the bond’s provisions. The San Diego region is no exception. Here’s what the Act means for the San Diego Region:

Of the funds distributed by formula:

**STIP Augmentation:** $110 million share for San Diego County

City/County Transportation Improvement Fund:
- $42 million for San Diego County
- $41 million to cities within the county
- $83 million for the San Diego region

**State Local Partnership:** $55 million (minimum)

**Transit Modernization:** $222 million to San Diego Region

**Local Seismic Retrofit:** $3.25 million for nine eligible projects in San Diego valued at $28 million.

**Total for Region Based on Formula Shares Only:** $473.25 million

---

1 Estimate based on number of self-help counties eligible for $1 billion Stat-Local Partnership Pot
In addition to the formula shares, the San Diego region is well-positioned to compete for funding out of the following competitive pots in the transportation bond:

**Corridor Mobility Improvement Account:** $4.5 billion

- Eligible projects are nominated to the CTC by regions and Caltrans.
- Focus is on highly congested highway corridors in the state.
- In San Diego, improvements to I-5, I-15, SR 905, SR 805 would all be eligible corridors for funding.

**Trade Corridor Improvement Fund:** $2 billion

- Funds are allocated by the CTC to improve trade corridors in California.
- First time the state has focused substantial public funds on the “goods movement” infrastructure in California.
- Border access improvements (important to San Diego) are highlighted as eligible projects in the bond and the local match requirement is waived for these projects.

**Port Air Quality Improvement Fund** $1 billion

- Funds go through the Air Resources Board to reduce emissions and improve air quality along the state’s trade corridors.
- Air quality improvement strategies to reduce truck emissions at border crossings are eligible projects for funding.

**SHOPP – Highway Rehabilitation** $750 million

- Caltrans will use funds to rehabilitate highway segments in poor condition or to improve operations of highway segments.
- $250 million of this amount is set aside for traffic light synchronization projects on local streets and roads.
Housing: As of June, 2005, the San Diego Region had received $76 million in Proposition 46 affordable housing funds. For each Proposition 46 dollar the region received, it leveraged $3.25 in private, local, or federal matching funds. The region used the funds to create more than 1,800 emergency beds and housing units for low-income people and families. They also used the funds to help 976 first-time homebuyers achieve the dream of homeownership.

Using the Proposition 46 distribution as a basis, the region could reasonably expect to receive about $104 million in affordable housing funds from the pending Proposition 1C, The Housing and Emergency Shelter Trust Fund Act of 2006. This level of funding could leverage an additional $338 million in matching funds and could construct an additional 2,400 affordable housing units or shelters.

In addition, the San Diego region, which focuses its resources on Smart Growth strategies, will be able to compete for the following pots in the housing bond:

Infill Incentive Account: $850 million

- Provides grants for capital outlay related to infill development projects.
- Will fund things like brownfield clean-up, utility hook-ups, urban park development, traffic mitigation or other transportation improvements related to infill projects.

Transit Oriented Development Account: $300 million

- Funds will flow through HCD for grants or loans to cities, counties, transit agencies or developers for high-density development in close proximity to a transit station.
- Account provides incentives for development that brings housing closer to job centers, increases public transit ridership, and reduces automobile trips.

###
Transportation Bond Bill Summary (SB 1266, Chapter No. 25)

I - MOBILITY INVESTMENTS:

High Priority Corridors Account: $4.5 billion
- Improvements to highly congested state highway corridors
- Funds allocated through an application process at CTC
- Projects nominated by the department and regional/local agencies

Rail and Bus Capital Improvements: $4.0 billion
- For capital improvements to transit systems—buses, commuter rail, light rail
- Funds flow directly to transit operators under existing formula (STA)
- Improvements include rolling stock purchases, rehabilitation, modernization, or for system expansions.

STIP Augmentation: $2.0 billion
- Augments the deficient State Transportation Improvement Program (STIP)
- Provides minimum county shares to all counties
- Funds may be used for highways or transit capital

Trade Corridor Infrastructure: $2.0 billion
- First ever state focus on improving trade corridors
- Improves heavily congested routes for goods movement
- Funds distributed through application at the CTC

State Route 99 Corridor Improvement: $1.0 billion
- Funds improvements to SR 99, traversing 400 miles of state’s central valley.
- Improvements include safety, rehabilitation or capacity enhancements

SHOPP- Highway Rehabilitation $0.75 billion
- Funds operational and preservation projects on the state highway system

City/County Transportation Improvement Fund $2.0 billion
- Funds flow to cities and counties for local transportation priorities
- Formula is population based; however, all cities are guaranteed a minimum of $400,000

State-Local Partnership Program $1.0 billion
- Provides state match funds for “self-help” counties that generate local funds for transportation

Sub-Total $17.25 billion
II - SAFETY/SECURITY/DISASTER PREPAREDNESS:

Transit Security and Disaster Preparedness: $1.0 billion
- Monies, subject to appropriation of the Legislature, are to fund security and safety enhancements on public transit systems and to expand transit’s ability to respond in the event of a disaster, when moving people, goods, and emergency equipment is vital.

Port Security Program: $0.1 billion
- Provides grants to improve the security in and around the state’s ports, including for equipment to better screen incoming and outgoing cargo.

Local Bridge Seismic Retrofit: $0.125 billion
- Provides local match to leverage federal funding to seismically strengthen local bridges and overpasses.
- Every $1 spent in this program leverages $6 in federal funding to complete the strengthening of hundreds of local structures.

Grade Separations: $0.250 billion
- Funds important safety projects where local streets and highways cross railroad tracks.
- Focuses attention on the high-priority list of grade separation projects

Sub-Total $1.475 billion

III - Air Quality/Environmental Mitigation:

Port Air Quality: $1.0 billion
- Funds strategies to reduce the emissions of diesel and other pollutants in the movement of goods along California’s trade corridors.

School Bus Retrofit/Replacement: $0.2 billion
- Funds the retrofit or replacement of older, polluting school buses to protect children from the harmful affects of diesel emissions.

Sub-Total $1.2 billion

TOTAL BOND AMOUNT: $19.925