MEETING NOTICE AND AGENDA

MID-COAST CORRIDOR TRANSIT PROJECT WORKING GROUP
The Mid-Coast Corridor Transit Project Working Group may take action on any item appearing on this agenda.

Wednesday, May 29, 2013
3 to 4:30 p.m.

SANDAG Board Room, 7th Floor
401 B Street, Suite 800
San Diego, CA 92101-4231

Staff Contact: David Hicks
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AGENDA HIGHLIGHTS

• MID-COAST CORRIDOR TRANSIT PROJECT ENVIRONMENTAL DOCUMENT RELEASE

• PUBLIC MEETINGS PLANNED DURING ENVIRONMENTAL DOCUMENT COMMENT PERIOD

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<td>REVIEW AND APPROVE THE MEETING SUMMARY FROM THE NOVEMBER 7, 2012 MEETING.</td>
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MEETING SUMMARY OF NOVEMBER 7, 2012

Members in Attendance
Ron Roberts, Supervisor, County of San Diego (Chairman)
Anette Blatt, Scripps Health
Robert Emery, Retired MTS Board Member and Poway Councilmember (Vice-Chairman)
Barbara Obrzut, La Jolla resident
David Potter, Clairemont resident
Ann Van Leer, Land Conservation Brokerage, Inc.
Ian Foster, Clairemont resident
Brian Gregory, UCSD
Mark Marcus, La Jolla Country Day School
Joe LaCava, La Jolla Community Planning Association
Janay Kruger, University Community Planning Group

SANDAG Staff in Attendance
Leslie Blanda
Greg Gastelum
David Hicks

AGENDA ITEM #1: MEETING SUMMARY OF OCTOBER 26, 2011

Joe LaCava made a motion to approve the October 26, 2011, meeting summary. Vice-Chairman Bob Emery seconded the motion and the summary was approved.

AGENDA ITEM #2: PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

There were no public comments/communications/member comments provided.

AGENDA ITEM #3: MID-COAST CORRIDOR TRANSIT PROJECT UPDATE

Leslie Blanda, SANDAG Mid-Coast Project Manager-New Starts/Environmental/Planning, provided an update on the status of the Mid-Coast project. Ms. Blanda provided information about the project’s acceptance by the Federal Transit Administration (FTA) into Preliminary Engineering (PE) in September 2011. The environmental document for the project, the Draft Supplemental Environmental Impact Statement/Supplemental Environmental Impact Report (SEIS/SEIR), is currently under review by the FTA and once approved by FTA would be released to the public for review and comment. The SANDAG Draft SEIR/SEIS submittal to FTA included 25 technical reports, three technical memorandums, and a draft plan set. Once given approval to release the document, FTA will place the Notice of Availability for the Draft SEIS/SEIR in the Federal Register to announce the public review period, which is anticipated to be 60-days in length. The public will be given numerous opportunities to learn more about the project and provide comments on the document.
Greg Gastelum, SANDAG Mid-Coast Project Manager-Engineering, gave an update on the status of the technical studies for the document and design status. Staff is working on the design plans of the Trolley system and stations and continues to coordinate with adjacent projects including Los Angeles-San Diego-San Luis Obispo (LOSSAN), North Coast Corridor, DAR at Voigt Drive, Gilman Drive bridge, and other local street improvements. Three miles of the Mid-Coast Trolley extension project are located in the University City area, one mile of which is proposed to be located in the Genesee median. The Draft SEIS/SEIR will include two options for the Genesee area: a center column design and a second option which would include straddle bents. Mr. Gastelum then presented information about each of the proposed stations along the route.

**Old Town Transit Center**

Improvements and upgrades to existing LOSSAN and LRT operations will be made at Old Town Transit Center. Minor improvements to Pacific Highway also will be presented in the document. Due to additional stations and parking structures at Tecolote Road and Clairemont Drive, parking demand at Old Town is shown to decrease in the environmental document.

**Tecolote Road Station**

The proposed station at Tecolote Road includes 280 additional parking spaces. Access for bikes and pedestrians will be provided.

Ann Van Leer asked whether the station property is owned by SANDAG. Mr. Gastelum responded that the property is currently owned by Armstrong Nursery and would require an acquisition.

Mr. LaCava asked whether this station would be utilized by Bay Park and SeaWorld. Mr. Gastelum responded that this station also would serve the University of San Diego area. There also could be a potential connection to SeaWorld via shuttle.

Rob Hutsel asked about the approximate elevation of the station and whether there would be stairs connecting to the street above. Mr. Gastelum confirmed that the elevation would be the same as street level and there would be a 360-foot long platform very similar to the stations between Santa Fe Depot and Old Town today. He stated that there would be stairs from the station platform connecting to the street above.

Ms. Van Leer asked for information about how property owners are being informed of the project. Mr. Gastelum explained that SANDAG shares information with the property owners. The local property owners will be notified about what is presented in the EIR/EIS. Also, briefings will be offered to the planning groups near the station, which include Linda Vista Planning Committee and Clairemont Planning Committee. SANDAG plans to send a direct mail notice of the Draft SEIS/SEIR release, similar to what was done during the scoping period for the project. Ms. Van Leer suggested that notification for property owners be a priority because it seems that a lot of people are not aware of the project and the document.

David Potter asked whether these station designs were online. Mr. Gastelum stated that SANDAG can add these designs to the website once the environmental document is released.
Mr. LaCava asked whether SANDAG includes Mid-Coast to be part of their smart growth purview. Mr. Gastelum explained that SANDAG is working with the City of San Diego regarding the potential for transit oriented development at Tecolote, Clairemont, and Balboa stations.

Clairemont Drive Station

This proposed station will include bus bays and potential for 150 parking spaces, with a stairway system to access the station. SANDAG is working with the City on potential transit oriented development opportunities around the station.

Mr. Potter asked who would pay for the parking at the station. Mr. Gastelum explained that SANDAG is proposing the parking as part of the project and talking with the developer about the potential for a joint-use development agreement.

Ian Foster asked whether there are any improvements to Morena traffic patterns being proposed with this project. Mr. Gastelum said that at this point, all the plans are still conceptual. Once the station design advances, SANDAG will be working with the City on potential for improvements and other modifications to local streets.

Mr. Foster asked about access to Mission Bay Park. Mr. Gastelum pointed out a potential location for crossing Clairemont Drive to access the Bay. He explained that this is a challenge because of the center columns for the freeway.

Barbara Orbzut added that the whole idea at this station is to increase walkability and accessibility to the Bay. She would like to see that happen.

Mr. LaCava explained that currently the Clairemont Drive & I-5 exit is a bad experience. He agreed that this is a great opportunity to increase public access between the station and the Bay.

Balboa Avenue Station

At this proposed station, there will be potential for 220 parking spaces and bus connections to tie in beach communities and Clairemont. There also is focus on making this station attractive to bikes and pedestrians. A bridge structure is proposed with an adjacent pedestrian bridge to provide access on both sides of Balboa.

Mr. Potter stated that the southbound ramp is superior to what is there today.

Nobel Drive Station

This proposed station is planned for the La Jolla Village Square property. SANDAG is proposing a 350 space parking structure and is working with the owners of the property on the structure and station details. The environmental document will include the exact location of the station on the property. At this point, the stations are all on an aerial guideway that is between 15-20 feet high in order to clear all the interchanges.
**UCSD West Campus Station**

This proposed station is within the Pepper Canyon area on UCSD West campus and is located two blocks from the Price Center. SANDAG is working closely with UCSD to review design features for this station.

Chairman Ron Roberts added that he and SANDAG executives met with the new UCSD Chancellor and took him on a guided tour of the San Diego State station.

**UCSD East Campus Station**

This proposed station is located between Scripps Hospital and the Preuss School. This station will be located in an existing parking lot and will provide access to Scripps, UCSD Hospital, and the school.

**Genesee Avenue Transit Guideway**

The median guideway on Genesee is being proposed as part of the locally preferred alternative (LPA). SANDAG is looking at opportunities to buffer and include landscaping as part of the potential options on Genesee.

Mark Marcus asked about the elevation of the guideway on Genesee. Mr. Gastelum estimated that it was about 20 feet high. The FTA requires a minimum of 15 feet in order to clear signalized intersections.

**Executive Drive Station**

Mr. Gastelum showed an illustration of the two options for the guideway on Genesee: the Center Column Design and the Straddle Bent Design Option. At the Executive Drive station, an aerial station is being proposed similar to what can be seen along the Green Line of the Trolley today. There will be bridge facilities, linking riders to stairs and elevators. With the Center Column option, there would need to be minor takes for right of way. With the Straddle Bent option, there are less takes for right-of-way, but would add about 15 more straddle bents along Genesee. Both of these options will be presented in the environmental document.

Chairman Roberts suggested that the PWG weigh in on these options because there are significant differences between these two options.

**Westfield/UTC Station**

Part of Westfield’s redevelopment plans will include a Trolley station, direct access for buses, and a parking structure. The proposed station will include an aerial station with stairs/elevators to access the platform. SANDAG is working with Westfield on its future plans to tie in pedestrian bridge structures to the platforms. The project would not change existing crosswalks. Based on demand, the station here needs 260 parking spaces. SANDAG is working with Westfield.

Mr. Hutsel asked about long-range planning at SANDAG and whether parking needs for future needs and extensions of the Trolley are being considered. Mr. Gastelum said that the future extensions would be handled outside of the Mid-Coast project. Mr. Hutsel suggested that there may be cost savings for SANDAG looking at those future needs now and addressing them.
Mr. LaCava stated that the center guideway is the best option for Genesee; the straddle bents are not ideal. He asked whether an at-grade track was analyzed. Mr. Gastelum said SANDAG looked at an at-grade option on Genesee, but there was limited right-of-way and it was a very expensive solution. Ms. Kruger added that at-grade doesn’t work in that location.

Ms. Kruger stated that the project would be well-received in the community if it looked attractive. She recommended design be artistic and contemporary. Chairman Roberts added that the design should be done nicely.

**Engineering Status**

Utility relocation contract plans (sewer/water) are underway now. SANDAG also is looking at alternative delivery methods for the project to see how SANDAG can reduce construction length and maximize investment. SANDAG is seeking approval from FTA for a variation of design-build delivery method. Chairman Roberts added that the FTA is open to looking at ways to expedite delivery of the project, including the potential of advancing the project in two different phases. Mr. Gastelum reported that SANDAG has made tremendous progress with Caltrans, City of San Diego, and UCSD on third-party agreements.

Mr. Potter complimented staff on a great presentation and suggested that future presentations better illustrate exactly where each of the stations are located.

Ms. Van Leer asked about the increase to the project cost estimate to $1.7 billion. Mr. Gastelum explained that back in October 2012, staff presented to the SANDAG Transportation Committee a change in the budget for the project. The increase in the cost estimate was attributed to increased construction costs, adjustments (increases and decreases) to the original design, additional right-of-way costs, and operational costs for 7.5-minute headways in 2030.

Chairman Roberts asked if the $1.7 billion was for capital costs. Mr. Gastelum confirmed that the $1.7 billion does not include financing charges.

**Next Steps**

Ms. Blanda provided an overview of the project’s next steps:

- Draft SEIS/SEIR Release: late 2012/early 2013
- Present Public Comments and Potential Changes to LPA to SANDAG Transportation Committee and Board: late spring 2013
- Board to Affirm LPA for Review in Final Draft SEIS/SEIR: late spring 2013
- Release Final SEIS/SEIR: late 2013
- Approve Final SEIS/SEIR: late 2013/early 2014
- FTA issues Record of Decision: early 2014

**AGENDA ITEM #4: PUBLIC INVOLVEMENT**

David Hicks, SANDAG Communications Manager Mid-Coast, provided an overview of the public involvement activities planned leading up to the release of the Draft SEIR/SEIR and during the comment period on the document.
Mr. Hicks explained that October through December 2012, SANDAG will be conducting meetings with community leaders and property owners and making presentations to community groups.

The public review period for the Draft SEIS/SEIR will be 60 days total. There will be extensive public noticing to inform the public of opportunities to comment on the document and find out more information about the project. The noticing will include a direct mail to residents and businesses in the Mid-Coast Corridor, ads in community and regional papers, website updates, eNewsletter campaigns, community newsletters, information at public locations, and public meetings (five meetings in locations throughout the Corridor).

Mr. Potter suggested that the group add the Mission Bay Park Committee to list of organizations to contact about the Draft SEIS/SEIR release.

Ms. Van Leer asked whether a social media campaign was planned. Mr. Hicks explained that a comprehensive campaign, including web, direct mail and social media will be implemented to notify the public about ways to comment on the document and learn more about the project.

Chairman Roberts suggested the team contact additional veterans groups for outreach opportunities, since the potential VA Station would provide better connections for veterans in San Diego.

Vice Chairman Emery suggested that the project graphics have clear definition; several of the exhibits were difficult to see. He also recommended that a map showing the stations and their locations be more prominent in the presentation.

Chairman Roberts agreed and suggested that there are consistent graphics used for all stations, including VA Station.

Mr. Hutsel added that each of the stations should be treated the same way and should have consistent graphics. Old Town Transit Center and Taylor crossing should be included in the presentation.

Mr. LaCava asked if this extension would make a one seat from the border. Mr. Hicks explained that eventually the line will be extended by MTS and it would be a ride from the border to UTC.

Chairman Roberts complimented staff on the presentation and explained that staff will now ramp up the meetings and outreach efforts needed to meet upcoming milestones.

Mark Marcus asked whether this presentation would be posted online for the PWG to share with their organizations. Mr. Hicks committed to posting the presentation.

**AGENDA ITEM #5: ADJOURN**

Chairman Roberts adjourned the meeting at 4:50 p.m.

Key Staff Contact: David Hicks, (619) 699-6939, david.hicks@sandag.org