TRANSPORTATION COMMITTEE AGENDA

Friday, May 6, 2005
9 a.m. to noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

- INDEPENDENT TRANSIT PLANNING REVIEW - SUMMARY OF FIRST PEER REVIEW PANEL MEETING
- TRANSNET TRANSIT EARLY ACTION PROJECTS

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Welcome to SANDAG. Members of the public may speak to the Transportation Committee on any item at the time the Committee is considering the item. Please complete a Speaker’s Slip, which is located in the rear of the room, and then present the slip to Committee staff. Also, members of the public are invited to address the Committee on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Speakers are limited to three minutes. The Transportation Committee may take action on any item appearing on the agenda.

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TRANSPORTATION COMMITTEE
May 6, 2005

ITEM #  RECOMMENDATION

+1. APPROVAL OF APRIL 15, 2005 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 ITEM

+3. TRANSIT DEVELOPMENT REVIEW REPORT FOR CALENDAR YEAR 2004  INFORMATION
   (Chris Kluth)

The report summarizes the results of SANDAG’s efforts to coordinate transit and land use through the project development review process during calendar year 2004. SANDAG staff works closely with local jurisdictions to ensure the integration of transit facilities into development projects and to improve the pedestrian environment wherever possible. During 2004, these efforts resulted in the inclusion of $3.3 million worth of privately funded transit and pedestrian facilities.

CHAIR’S REPORT

4. UPDATE ON THE COMPREHENSIVE OPERATIONAL ANALYSIS (COA) BLUE RIBBON AND TECHNICAL COMMITTEES REPORTS  INFORMATION
   (Chairman Joe Kellejian and Dave Schumacher, SANDAG Staff)

Chairman Kellejian will present the Blue Ribbon Committee Report, and Dave Schumacher will present the Technical Committee Report.

REPORTS

+5. INDEPENDENT TRANSIT PLANNING REVIEW – SUMMARY OF FIRST PEER REVIEW PANEL MEETING (Dave Schumacher)  INFORMATION

The Independent Transit Planning Review will review the Regional Transportation Plan and regional transit projects to help determine the most effective and cost-efficient transit service and infrastructure plan for the region. This Review includes hiring a consultant and the formation of a Peer Review Panel of individuals from outside the San Diego region to bring expert guidance and oversight from transit industry professionals. The Peer Review Panel had its initial meeting April 20-22, 2005, to obtain background on our existing and planned transit system, establish the review process, and identify issues to be evaluated. This item highlights the results from this first meeting.
6. TransNet EARLY ACTION PROJECTS (Toni Bates)

On January 28, 2005, the SANDAG Board approved a set of Early Action Projects to advance the TransNet Extension program. Tier I Early Action Project includes the SR 76 widening, SR 52 completion, and the Mid-Coast light rail project. Tier II includes advancing HOV and managed lanes on I-15, SR 52, north I-5, and I-805. The Board asked that a proposal for related Early Action transit projects be brought back for consideration to support the multimodal corridors. The Transportation Committee is asked to recommend that the SANDAG Board approve inclusion of the I-15 BRT (Escondido to downtown San Diego via Mid-City), the South Bay BRT (Otay Ranch to downtown San Diego via I-805), and the Mid-Coast Super Loop (University City) in the draft TransNet Early Action Project program.

7. UPCOMING MEETINGS

The next Transportation Committee meeting is scheduled for 2:00 p.m., on Thursday, May 19, 2005, at the NCTD Board Room, 810 Mission Avenue, Oceanside, for a fare increase public hearing joint meeting with NCTD.

The following two meetings of the Transportation Committee are scheduled for Friday, May 20, 2005, and Friday, June 3, 2005.

8. ADJOURNMENT

+ next to an agenda item indicates an attachment
TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS
MEETING OF APRIL 15, 2005

The meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal) at 9:09 a.m. See the attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF MEETING MINUTES

   Action: Upon a motion by Councilmember Jim Madaffer (City of San Diego) and a second by Councilmember Bob Emery (Metropolitan Transit System [MTS]), the Transportation Committee approved the minutes from the April 1, 2005, meeting and the minutes of the April 1, 2005, joint meeting with the Regional Planning Committee.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

   Robert Hoffman, representing SMART, provided his opinion that there was no evidence of knowledge, expertise, wisdom, or insight contained in the agenda items for this meeting. He said it is clear that the business of transit is not understood. He noted, in response to mention of the GIS (global information system) to track transit vehicles, that it is the nature of human beings to be random. He stated that the solution is given in terms of existing hardware when the vehicles are the problem, not the solution. Nothing in public transit can offer the amenities that automobiles can provide. The car gives us independence and transit can never do that. Transit provides transportation for those who are too young to drive, too old to drive, or to infirm to drive. Transit is a modern-day Works Progress Administration (WPA).

   Councilmember Madaffer stated that if there was free parking in downtown San Diego there would be no need for mass transit, and he didn’t know where we would put all of those cars. He added that 25 percent of the workers in downtown San Diego use mass transit.

   Leon Williams, MTS Chair, said that 80 million people use the public transit system in San Diego each year, compared to only 16 million using the airport.

   Gary Gallegos, Executive Director, added that if you add North San Diego County Transit Development Board (NCTD) ridership, it is closer to 100 million people a year using public transit.
Chuck Lungerhausen, a member of the public, solicited donations for the Multiple Sclerosis Society (MS). He has raised a total of over $4,000 in donations. He thanked those who have donated to this cause. On the transportation front, Mr. Lungerhausen said that he hoped everyone read the San Diego Union-Tribune Opinion/Editorial (Op/Ed) article entitled, “Gas Tax Not Meeting State’s Needs.” He said the Governor doesn’t want to increase taxes, yet we have all of these roads we want to build and no money to maintain them.

Mayor Art Madrid (East County) said that he participated in the MS Walk on Saturday, April 2, 2005, and it was a great event. Close to $1 million has been raised for this charity.

**CHAIR’S REPORT**

3. **VERBAL REPORT ON THE METROPOLITAN TRANSIT SYSTEM (MTS) COMPREHENSIVE OPERATIONAL ANALYSIS (COA) TECHNICAL ADVISORY COMMITTEE ACTIVITIES (INFORMATION)**

Dave Schumacher, Principal Transit Planner, reported that this technical advisory committee has not met since the last update was provided to the Transportation Committee; however, the technical advisory committee will meet on April 22 to discuss outreach efforts and Phase 1 efficiencies. Staff will report back in several weeks on the results of that meeting. He mentioned that there is an MTS public hearing scheduled for April 28, 2005, on Phase I service changes.

**CONSENT ITEMS (4 THROUGH 7)**

4. **2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) QUARTERLY AMENDMENT (APPROVE)**

At its meeting on July 23, 2004, the SANDAG Board adopted the 2004 RTIP, the five-year program of major transportation projects in the San Diego region covering the period from FY 2005 to FY 2009. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) approved the 2004 RTIP on October 4, 2004. SANDAG processes amendments to the RTIP on a quarterly basis based on requests from member agencies. The Transportation Committee is asked to adopt Resolution No. 2005-22 approving Amendment No. 7 to the 2004 RTIP.

5. **APPROVAL OF APPLICATIONS FOR VEHICLES TO TRANSPORT SENIORS AND PERSONS WITH DISABILITIES (RECOMMEND)**

Section 5310 of the Transportation Equity Act for the 21st Century (TEA-21) provides federal funds for social service agencies to purchase vehicles and related equipment used to transport elderly persons and persons with disabilities. These funds are available through a statewide competition. The Transportation Committee is asked to recommend Board approval of Resolution No. 2005-23, endorsing the scores approved by SANDAG’s Subcommittee for Accessible Transportation as the Local Review Committee. The resolution
finds the applications for Section 5310 funds in conformance with the 2030 Regional Transportation Plan (RTP), and ensures that the projects will be added to the 2004 RTIP.

6. CALIFORNIA STATEWIDE HIGH-SPEED PASSENGER RAIL SYSTEM QUARTERLY UPDATE (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 and comment on the work of the CHSRA. This report is the first quarterly update to the Transportation Committee.

7. AGREEMENT WITH NORTH SAN DIEGO COUNTY TRANSIT DEVELOPMENT BOARD (NCTD) FOR MINOR SPRINTER REDESIGN (APPROVE)

Coordination of Caltrans Interstate 5 (I-5) North Coast design efforts with NCTD’s Sprinter rail transit design has identified a conflict. The future I-5 bridge widening would eliminate minimum Sprinter rail transit clearance requirements. In order to avoid possible prohibitively expensive I-5 construction costs in the future, a redesign of the Sprinter rail transit profile will be required. Staff is seeking Transportation Committee approval to authorize the Executive Director to enter into an agreement with NCTD to cover the Sprinter rail transit redesign and any related additional construction costs.

Action: Upon a motion by Councilmember Emery and a second by Councilmember Jerry Rindone (South County), the Transportation Committee approved Consent Items 4 through 7, including Resolution Nos. 2005-22 and 2005-23.

Chair Kellejian announced that we need to complete this meeting by 11 a.m. as there is another meeting scheduled in the Board Room.

REPORTS (8 THROUGH 10)

8. FY 2005-FY 2009 REGIONAL SHORT-RANGE TRANSIT PLAN (RSRTP) - PUBLIC HEARING AND PLAN ADOPTION (ADOPT)

Toni Bates, Division Director of Transportation Planning, reported the RSRTP is updated annually to support the Regional Transportation Plan (RTP) MOBILITY 2030 vision by providing the short-term regional policy framework for transit and by moving the transit system towards meeting the regional goals. On March 4, 2005, the Transportation Committee released the draft RSRTP for public review and scheduled a public hearing for this meeting date. The public hearing was published in several newspapers and is available on the SANDAG Web site. A notice of availability was sent to public agencies throughout the region. The draft plan was also presented to the MTS and NCTD Boards and to the La Mesa City Council in response to its request.
Ms. Bates stated that no public comments were received, but we did receive comments from the two transit boards. NCTD would like to include an east-west community service between the Coaster station in Solana Beach and business parks along Lomas Santa Fe, with funding provided by Solana Beach businesses. A paragraph was added in the Neighborhood Services section to accommodate this request. NCTD also expressed concern with the proposal to conduct a study for transit service improvements in the Carmel Valley/De L Mar Heights area. The NCTD Board noted the past studies had been conducted to address this need and felt that emphasis should be on implementing services identified in those studies rather than continuing to study this issue. Ms. Bates said staff has added language to Chapter 6 indicating that a review of previous studies will be the basis for development of service proposals to meet this need. Also at NCTD’s request, clarification was added to the plan regarding operating funding deficits. NCTD sent a letter to SANDAG with an additional comment requesting that SANDAG develop a funding plan for new services in the De L Mar Heights and San Elijo Hills areas. Language was added to the plan to accommodate this request. Ms. Bates said that in accordance with the RSRTP, proposals for new services for these areas will be refined for future funding consideration in accordance with the policies and processes established in SANDAG Policy No. 18.

Ms. Bates reported that at the MTS Board meeting, there was one comment related to the goals and objectives that the Transportation Committee adopted several months ago that “Transit service should support Smart Growth areas.” The MTS Board expressed a concern that the goal implies that a high level of transit services be provided to outlying growth areas, which can be inefficient and costly. The MTS Board requested that this goal be revised to state that Smart Growth should be implemented in areas with existing concentrations of transit service to take advantage of existing transit investment and to improve service productivity. Ms. Bates stated that the Regional Comprehensive Plan (RCP) contains seven different Smart Growth place types and identified within those place types are an appropriate level of transit service. The RSRTP will be revised to better link the smart growth/transit goal with the Smart Growth Classification Criteria in the RCP to reflect the expectation and feasibility of providing transit in each place type.

Ms. Bates said that another MTS Board comment related to the fact that there will be significant changes resulting from the Comprehensive Operations Analysis (COA). Ms. Bates stated that the RSRTP is updated on an annual basis, and the results of the COA will be incorporated into next year’s update.

Ms. Bates continued that the MTS Board wanted to have a stronger recognition of the region’s capital replacement needs, and that short-term planning should consider funding and projects to address the need to maintain the existing system. She said that Chapter 4 related to transit facilities has been expanded to identify aging parts of the system in need of infrastructure replacement. In addition, a new section has been added to Chapter 4, under “Challenges and Opportunities” that discusses the need for financial resources to provide infrastructure replacement as well as capital improvements to maintain and enhance the facilities and system.

Chair Kellejian mentioned that Figure 4.5 on page 33 listing Major Transit Centers does not include the Solana Beach Coaster Station, and he was assured that it will be included on the
final plan. He reiterated the fact that the Loma Santa Fe connection will be implemented with funding assistance from the Solana Beach business community.

Councilmember Scott Peters (City of San Diego) agreed that we should take advantage of the studies that have already been conducted for the Carmel Valley/Del Mar Heights areas. He noted that in 1998 the voters approved 10,000 more homes in this area. He said that there has been tremendous growth in housing and business since those previous studies were conducted, and he wanted to ensure that new examination takes into account this changed environment.

Councilmember Rindone pointed out that the chart on page 17 notes that the largest percentage of population change for 2003-2010 is expected to occur in the south suburban area. This is due to the huge expansion of the eastern section of Chula Vista.

Councilmember Rindone asked if the bus rapid transit project that Congressman Bob Filner has introduced for funding is the same project listed on page 65, which has already had preliminary planning to link the South Bay with downtown San Diego. Ms. Bates replied affirmatively, and added that Congressman Filner has facilitated federal dollars for this project. Councilmember Rindone asked about the status of the funding. Mr. Gallegos said that it is already in the proposal for this next fiscal year, which begins in October 2005. This is also one of the projects tied into the TransNet Early Action projects. Ms. Bates added that we have received about $900,000 for this project from past efforts of Congressman Filner.

Supervisor Pam Slater-Price (County of San Diego) provided her agreement with Councilmember Peters’ comments about the Carmel Valley/Del Mar Heights areas in that there has been a significant change in both employment center status and the number of residents. She asked staff to look at the whole area, including the Torrey Pines/Torrey Mesa area. She suggested that some kind of feeder service be provided to facilitate use of the Coaster, especially since there are no parking facilities at the Sorrento Valley Coaster Station. If we want the fullest use of the Coaster, we need to look at these kinds of linkages.

Supervisor Slater-Price mentioned that if you combined the North County west and east sections on the same graph referred to by Councilmember Rindone, the total is also 20 percent, which equals that of South County.

Councilmember Rindone said that means that transit service needs to expand in the areas with the greatest growth.

Chair Kellejian stated that there are no additional funds expected for transit operations in FY 2006, and that’s a real problem. He hopes that when funds do become available, we move toward providing service in the Carmel Valley/Del Mar Heights areas. He said that at some point we need to have a discussion about operating transit service in various areas between NCTD and MTS. He stated that we should think about shifting the jurisdictional lines between MTS and NCTD with the appropriate funding shift; however, that would take legislation.
Councilmember Peters agreed that we should have some serious discussion about eliminating that line altogether. One of the largest employment areas is on the line between the two operating entities.

Councilmember Phil Monroe (South County) said that MTS was concerned that transit should not chase growth, but growth should be added where transit is located. Mr. Gallegos said that growth is happening throughout the region, and we are trying to map out the Smart Growth areas. The eastern part of Chula Vista has been planned with the idea that transit would serve it. As part of the RCP, we are in the process of mapping the Smart Growth areas, both existing and potential ones, and overlaying it with the RTP to make investments in those areas.

Councilmember Jerome Stocks (North County Coastal) said that the Carmel Valley/Del Mar Heights area contains high-density housing and dense employment centers. Due to the artificial service line, it is on the very edges of both transit districts, and it is not getting the attention it deserves.

MTS Chair Williams commented that areas like Sorrento Valley/Sorrento Mesa were developed without any thought for public transit. The problem is not having adequate resources, not which agency serves the area. These areas can be served with the present split if there are sufficient resources. MTS supported consolidation, but we didn’t get the agency that was needed, and there are not sufficient dollars in TransNet to get everything done.

Chair Kellejian opened the public hearing. There were no requests to speak.

**Action:** Upon a motion by Councilmember Emery and a second by Councilmember Jack Feller (NCTD), the SANDAG Board unanimously approved the closing of the public hearing.

Councilmember Emery said that it doesn’t make any difference which transit agency has jurisdiction, no one will do anything if there are no resources. We can’t expand the existing system without additional capital and operating resources. We need to focus on obtaining more resources.

Mr. Gallegos stated that the issue of jurisdiction between the two transit agencies will be coming before the Committee during the discussion of implementing BRT in the Interstate 15 (I-15) corridor.

Councilmember Madaffier said that there are benefits to blurring those lines of jurisdiction and eventually eliminating them altogether.

Councilmember Madaffier said that as part of the motion, MTS and NCTD should meet and report back at a future meeting to address the Carmel Valley/Del Mar Heights service issue and develop cost estimates.

Councilmember Monroe suggested that we develop a way to be more flexible such as implementing routes on a trial basis. Some existing transit routes are subsidized by as much
as $40 an hour. Just because we have an existing route doesn’t mean we should always keep it.

Chair Kellejian agreed with that sentiment, and noted that some time ago NCTD set route standards that determined whether a route would continue to be operated.

Mayor Madrid suggested that SANDAG accept the challenge of merging the two operating organizations into one. If are really going to accept the challenge seriously, we need to do this.

Councilmember Feller said that both MTS and NCTD provide services to the University Towne Centre shopping center so the jurisdictional lines are already crossed in this area. He thought there was an easy fix to this problem.

**Action:** Upon a motion by Councilmember Feller and a second by Councilmember Emery, the Transportation Committee adopted the FY 2005-2009 Regional Short-Range Transit Plan, incorporating the changes discussed in the agenda report; and directed staff to report back with specifics on how transit service can be provided to the Carmel Valley/Del Mar Heights area.

9. TransNet EARLY ACTION PROGRAM: MID-COAST LIGHT RAIL TRANSIT (LRT) PROJECT APPROACH (APPROVE)

Christine Rychel, Senior Planner, reported that in January 2005 the SANDAG Board approved the Mid-Coast Light Rail Transit (LRT) project as part of its Tier 1 Early Action projects. This is an 11-mile LRT line that extends from Old Town to the University City (UC) area. This line would connect high activity centers in the UC area with the Old Town Transit Center and downtown San Diego. In 1995, the MTD Board split the project into two phases; Old Town to Balboa Avenue and Balboa Avenue to University Towne Centre (UTC), due to funding constraints. In the interest of keeping this project moving, the MTD Board approved proceeding into environmental work and preliminary engineering on the first segment. A Final Environmental Impact Statement (EIS) and Record of Decision (ROD) were received in 2001. The Balboa segment has been pursuing federal funding through the New Starts process at a 50 percent share. The Federal Transit Administration (FTA) has three project ratings: Highly Recommended, Recommended, and Not Recommended. The latest rating the Balboa segment received was “Recommended.” The 50 percent share on the Balboa phase is approximately $65 million, which we are in good position to receive.

Ms. Rychel said that the next step on the Balboa phase is an environmental reevaluation since the environmental document has reached its three-year shelf life. The next phase is the Balboa to UC segment. In 2003, the alignment in the UC area was updated to better serve the University of California, San Diego (UCSD), the UTC shopping center, and high-density residential and employment in University City.

Ms. Rychel said that a draft Environmental Impact Report (EIR) was completed in 1995 on the entire 11-mile project, which includes the second segment, but this report included a previous alignment. Due to alignment changes in the University City area in 2003, we now need to complete a supplemental environmental document on the updated route. This
second segment to the UC area has not been included in the New Starts application process, and we would need to initiate this process. In order to be rated in the New Starts process, we also have to receive permission from FTA to enter into preliminary engineering. We must submit eight different plans to indicate the project’s readiness. Staff proposed to combine the two segments given the status of the two phases.

Ms. Rychel said that staff feels it would be in the best interest of the project and transit system to build the ultimate project (combining both segments) at once to serve the major activity centers. There is renewed interest in the project as indicated from the TransNet vote, and we believe combining the segments would minimize the operating complexities, save on bonding costs, provide economies of scale for staff and consultants, and minimize the risk of project delays. By combining the two phases we also would improve our chances of receiving a Highly Recommended rating from the FTA in the New Starts funding process.

Ms. Rychel said that the next step in the combined process would be to conduct the supplemental environmental document and preliminary engineering. We are already doing a feasibility analysis on I-5 to look at the fit of light rail with proposed highway expansion. We also are partnering with UCSD, based on lessons learned from working with San Diego State University (SDSU) on the Mission Valley East project. We are working with the City of San Diego on the proposed UTC expansion in the University City area and the location of the transit center and other major developments in coordination with light rail in the City’s Community Plan update. Upon approval to combine the segments, we would submit a New Starts application for the entire project.

Mr. Gallegos mentioned that he had a recent opportunity to participate in a phone conversation with FTA Administrator Jennifer Dorn related to this project. Ms. Dorn said that the FTA is committed to working with us to get this project done. In regard to pursuing one project or two in this corridor, she emphasized that there is no risk of delayed funding with having two New Starts applications in the process at once. Mr. Gallegos said that he expressed concern to Ms. Dorn about having to redo documents several times causing delays. Mr. Gallegos reiterated that Ms. Dorn is supportive of this project and wants to partner with San Diego. Ms. Dorn told him that San Diego has served as a model for other parts of the country in terms of expanding its light rail system.

Councilmember Madaffer said that in 1987 the public was promised that a trolley would be built to UTC, and the public doesn’t care if it’s done by one or two projects. He thought changing to one project should give us a chance to achieve a better FTA rating. The recommendation makes a lot of sense, and we should move forward with one project.

Councilmember Rindone mentioned that the MTS Board talked about the possibility of closing the loop on this line and that there might be some benefit for ridership to UTC by closing the loop. There might be a need to go from UTC to Balboa to Old Town, and this possibility should be examined. Mr. Gallegos agreed that was a good suggestion, and it could be used as a leverage point when working with UCSD.

Supervisor Ron Roberts (County of San Diego) also wanted to know the difference in costs and schedule to combine the two phases of this project. He said that there are more issues to resolve in the northern portion of the line, and we could possibly complete the first
segment before the entire project. Ms. Bates stated that the cost for the Balboa segment is about $135 million, but it is several years old and would have to be updated.

Supervisor Roberts said he was interested in the cost benefits of combining the two lines. Ms. Bates said that there would be some advantages to combining the two projects by avoiding potential areas of delay twice, but there are also risks to the time schedule related to our ability to resolve the issues in the northern section. She stated that there are tradeoffs to combining the project phases.

Supervisor Roberts said he was trying to understand the tradeoffs. Mr. Gallegos said that the environmental documents will cost a few million dollars to do. We will have to do a reassessment versus a new document. Mr. Gallegos stated that even if we combine the projects in the planning and environmental phase, we may be able to construct the Balboa segment sooner by using our own money to advance the design. He said that it was his hope that we advance the Balboa segment even under one project. Typically, at an environmental document stage, the FTA would encourage you not to go past the 30 percent design level. There is a good reason to remain at 30 percent design when there is high risk. He believes there is a large piece of this project that has a low risk. We could parallel more extensive design with the environmental piece to complete the final design on Balboa. This may result in two different construction phases.

Supervisor Roberts asked if we have looked at a possible extension north and east from the UTC area. Mr. Gallegos replied that we would be looking at that as part of the RTP update.

Supervisor Roberts stated that that might change how you go into the UCSD area. Mr. Gallegos agreed that we should keep our options open when it comes to working with the University on this project.

Chair Kellejian asked how combining the projects will affect the completion schedule. Mr. Gallegos said the key is doing things in parallel. We need to do a single project as it relates to the environmental document.

Councilmember Emery said that the overall MTS opinion is support for both strategies. The full project is the goal, but if you can get part of it done that’s good, too. This is a key spoke in the MTS system and will really make for a full LRT system.

Public Comment:

Clive Richard, a member of the public, echoed Mr. Emery’s comments. He is supportive of either approach. It is a good idea to move forward with the entire project when the resources are available, and it is useful to have an idea of what the entire line will look like. He was glad to see that UCSD is on board with this project.

Councilmember Peters commented that we ought to be thinking about a whole project and beyond. There are significant proposed developments slated for the University City area and it’s difficult for developers to address mitigating transportation impacts. By planning development and transportation together we can make a better system. He wanted to ensure that implementation of the Nobel Drive Coaster Station is part of the whole plan.
Mr. Gallegos said that the Super Loop is one of the circulators that need to be part of this project. Staff is already working with the City of San Diego and some of the developers and has had discussions with the UTC shopping center representatives.

Mayor Madrid thought a single project is visionary and supported this action. He mentioned that there is a significant growth pattern on the UCSD campus and medical facilities. He agreed that lessons learned from working with SDSU could help to avoid problems in working with UCSD.

Councilmember Rindone said that the most visionary change was when MTDB decided to construct the Mission Valley East project through the SDSU campus.

Councilmember Feller noted that the Nobel Drive piece is close to the Mid-Coast line, and the more connections we can make with public transit the better off we will be.

**Action:** Upon a motion by Councilmember Madaffer and a second by Councilmember Emery, the Transportation Committee approved combining the Mid-Coast Balboa and University City LRT segments for the purposes of preparing a single Supplemental Environmental Impact Statement (EIS) and pursuing a single Full Funding Grant Agreement (FFGA) for the full 11-mile LRT extension from Old Town to University City. Councilmember Judy Ritter voted as the North County Inland representative on this motion.

10. **TRANSPORTATION PROGRAM FUNDING UPDATE (INFORMATION)**

Jose Nuncio, Senior Engineer/Programming Manager, reported that as negotiations continue between the State Legislature and the Governor on the transportation element of next year’s state budget, many proposals and counterproposals are taking shape in Sacramento. There are existing financing mechanisms that staff is exploring to help pay for the region’s high-priority projects. GARVEE (Grant Anticipation Revenue Vehicle) bonds advance future federal funds. The region successfully pushed the California Transportation Commission (CTC) for $197 million in GARVEE bonds for the I-15 Managed Lanes. As part of the 2004 State Transportation Improvement Program (STIP), the region is pushing for State Route (SR) 950 and SR 52 projects to be included in the next round of GARVEE projects. While the CTC supports GARVEE bonds, the magnitude of the state’s financial difficulties coupled with limited state funds to match the bonded federal funds, is causing the CTC to defer additional GARVEE bonds.

Mr. Nuncio said that one potential solution to the lack of state funds would be to change current policy to allow the use of local sales tax funds as the match for the bonded federal funds. Staff will continue to explore the potential for GARVEE bonds to bridge some of the funding gaps and any changes in policy that may affect the viability of their use.

Mr. Nuncio said that another funding mechanism is TIFIA (Transportation infrastructure Financing Innovation Act). This Act was passed in 1998 to leverage limited federal resources and to stimulate private capital investment in transportation infrastructure. This program provides credit assistance in the form of direct loans, loan guarantees, or standby lines of credit. At this time, it has an annual credit limit of $2.6 million. The TIFIA requirements...
include the following for projects: must be at least $100 million; have an investment grade rating; have dedicated nonfederal revenues for repayment, which could include sales tax revenues or user charges; and all other federal requirements apply, including environmental and labor compliance. The program has had mixed results. It should be noted that the timing of the disbursement is dependent upon the project’s construction schedule and the relative availability and cost of other funding sources. Locally, the SR 125 toll road has an active credit agreement through the TIFIA of $140 million.

Mr. Nuncio said that the decision to use this mechanism will depend on how the borrowing costs, flexibility, and federal oversight requirements compare with simply borrowing against future TransNet sales tax revenues. Given the typical program financing costs and current interest rates, it is likely that the region could obtain financing through TransNet that is more cost-effective in the long run.

Ms. Nuncio stated that TIFIA financing might make more sense for projects not in TransNet, have a fixed amount of TransNet funds, or a dedicated revenue stream, such as tolls. TIFIA also allows the possibility of locking in today’s interest rates that may be more cost-effective, and it allows debt service payment to be deferred for up to six years.

Mr. Nuncio said that the draft TransNet Plan of Finance, which will include an analysis of potential financial needs to implement the Early Action Plan, will be presented at the May 20 Transportation Committee meeting. Upcoming events affecting this is the May Revise of the state budget, which updates the revenue forecast for final budget negotiations and the release of the draft 2006 Fund Estimate in July, which will update the revenue assumptions for transportation programs.

Mr. Nuncio mentioned that a letter was sent from the Democratic Legislative delegation to the Governor opposing the suspension of Proposition 42 funds in the FY 2006 state budget.

**Action:** This report was presented for information.

11. **UPCOMING MEETINGS**

The next meeting of the Transportation Committee is scheduled for Friday, May 6, 2005.

Chair Kellejian noted that legal counsel wanted to provide a comment. Jack Limber, General Counsel, stated that NCTD is considering a fare increase as part of its budget process for next year. This Committee would hold a fare hearing in the North County area. NCTD has proposed that the hearing be on Thursday, June 16, in the afternoon, as part of the NCTD Board meeting. We will be contacting Transportation Committee members for their availability at that meeting. If this date does not work in terms of getting a quorum, then it may be held on either June 17 or July 1, which are regular meeting dates for the Transportation Committee. The fare hearing would need to be held in North County. We wanted to alert the Committee about this event. The scheduling of this fare hearing is predicated upon NCTD proceeding with the potential fare increase.

Chair Kellejian noted that it would be better to have a joint meeting rather than two separate meetings.
Councilmember Monroe mentioned that the MTS Board had a closed session item where it discussed a recent court case that MTS lost related to condemnation for projects. MTS lost again in appeals but is going to go forward and will be asking cities in the MTS jurisdiction to play a part in this matter.

12. ADJOURNMENT

Chair Kellejian adjourned the meeting at 10:49 a.m.

Attachment: Attendance Sheet
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TRANSPORTATION COMMITTEE

May 6, 2005

AGENDA ITEM NO.: 3

Action Requested: INFORMATION

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In addition to improving the transit passenger and pedestrian environment, there are significant financial benefits that result from reviewing local project development proposals. During 2004, the improvements contributed to the regional transit system were worth approximately $3.3 million. Securing new bus stops and landing pads were among the most common type of improvements with financial benefits. Many of the new bus stops are in newly developing areas where future demand for transit services is anticipated, or in areas that currently do not have adequate bus stops. Without the facilities and accommodations secured through the development review process, the costs for these transit improvements would otherwise be borne by the transit agencies.

**Notable Successes**

There were several notable successes resulting from the transit coordination efforts by SANDAG:

- **The Paseo - City of Villages Pilot Project at San Diego State University (SDSU):** SANDAG staff worked extensively with the SDSU Foundation and City of San Diego staff to increase the number of bus bays within the transit center and maximize the efficiency of the transit-operating plan for this regional transit center. These efforts resulted in significant changes to the site plan, including designation of a “Bus Only Intersection.” Routing northbound buses directly onto College Avenue will significantly reduce out-of-direction travel for these buses, which will save valuable travel time and reduce operating expenses. In addition, conflicts between buses and pedestrians crossing Lindo Paseo will be eliminated by designating Lindo Paseo as a pedestrian-only street.

- **Sharp Hospital Expansion Project:** None of the bus stops within the project area for the Sharp Hospital Expansion Project on Health Center Drive were up to current standards called for under the Americans with Disabilities Act (ADA). SANDAG staff worked with Sharp to bring all the bus stops into compliance with current ADA standards. We also were able to facilitate a redesign of the disabled access route from the bus stop on Health Center Drive and Frost Street to the new hospital building and the Ambulatory Care Center. The redesign resulted in a safer and more direct path from the bus stop to the main entrances of these two buildings.

- **San Elijo Hills:** The City of San Marcos is finalizing a large new mixed-used master planned residential and retail development called San Elijo Hills, located southwest of California State University, San Marcos, near Rancho Santa Fe Road. This new community is being designed so that future transit service can be accommodated. The City has been working with NCTD and the individual homebuilders to improve up to 37 future bus stop locations in San Elijo Hills with ADA accessible landing pads, shelters and/or benches, trash cans, and bus turnouts. This is an example of a local process that has successfully planned for future transit service in a new community.

In summary, the role that SANDAG plays in the development review process throughout the region is an effective tool for promoting transit and land use integration. Short-range improvements in bus stops and pedestrian accessibility take place at a scale that improves the transit customer’s experience and helps achieve our long-range plan to improve regional transit service. Early participation in the review process for large developments ensures that transit will be included as a critical part of the region’s transportation system.
The next status report on development review activities will be provided to the Transportation Committee in September 2005, and will cover the six-month period from January to June 2005. Future reports will be made in March and September of each year.

BOB LEITER
Director of Land Use and Transportation Planning

Key Staff Contact: Chris Kluth, (619) 699-1952; ckl@sandag.org
INDEPENDENT TRANSIT PLANNING REVIEW – SUMMARY OF FIRST PEER REVIEW PANEL MEETING

Introduction

The TransNet extension includes funding for a number of light rail transit (LRT) and bus rapid transit (BRT) projects that are identified in the Regional Transportation Plan (RTP). At the SANDAG Board’s direction, passage of the TransNet extension triggered a commitment to conduct an Independent Transit Planning Review (ITPR) of the RTP and regional transit projects to help determine the most effective and cost-efficient transit service and infrastructure plan for the region.

At its February 18, 2005, meeting, the Transportation Committee approved an action plan for the ITPR. This Review includes hiring a consultant and the formation of a Peer Review Panel of individuals from outside the San Diego region to bring expert guidance and oversight from transit industry professionals with direct implementation, operating and research experience. The Transportation Committee approved the composition of the peer review panel at its April 1, 2005 meeting.

The first meeting of the peer review panel, held on April 20-22, introduced the panelists to the RTP, the transit strategy, and transit projects proposed in the RTP, and the various issues that SANDAG wants the ITPR to address. This report highlights the results from this meeting, along with next steps related to both the peer review panel and the ITPR consultant selection process.

Recommendation

The Transportation Committee is asked to accept this report for information.

Discussion

Based on direction from the Transportation Committee, input from the American Public Transit Association, and colleagues in the field, the Peer Review Panel is comprised of following panelists:

- David Mieger, Los Angeles County Metropolitan Transportation Authority - Mr. Mieger is the Director of Westside Planning and has led the development of both LRT and BRT projects for the agency.

- John Bonsall, McCormick/Rankin - Mr. Bonsall is the former head of OC Transpo, the transit authority in Ottawa, Ontario, where he led development of its bus transitway system. Currently he serves as President of McCormick/Rankin, a consultant firm that has been involved in the development of a number of BRT projects throughout the world.
• Richard Feder, Pittsburgh Port Authority of Allegheny County – Mr. Feder serves as Director of Transit Planning and is involved in the planning, implementation, and operations of the agency’s extensive LRT, BRT, and exclusive busway system.

• Phil Selinger, Portland Tri-County Metropolitan Transportation District of Oregon – Mr. Selinger serves as Director of Project Implementation for the agency’s extensive LRT and bus system.

• Linda Cherrington, Texas Transportation Institute (TTI) – Ms. Cherrington serves as Program Manager for TTI’s Transit Mobility Program, which has been involved in several studies involving high occupancy vehicle (HOV) facilities, BRT, and value pricing; she previously served as Assistant General Manager for the Houston Metropolitan Transit Authority and Chief Executive Officer for LKC Consulting Services in Houston.

• Robert Cervero, University of California Berkeley – Dr. Cervero is professor of City and Regional Planning and is considered a leading expert in transit-oriented development, the land use and economic benefits of transit service, and transit/land use integration.

Highlights from Peer Review Meeting

At the first peer review panel meeting, staff briefed the panelists on the Regional Transit Vision and 2030 Mobility Plan network, followed by a tour of key RTP transit corridors. This overview provided the context for discussing the issue areas identified in the February 18, 2005, Transportation Committee agenda item (see Attachment 1).

The focus of the panel’s work at this first meeting was to review and refine the issues list based on their observations. Their suggestions centered on the need for a stronger articulation of the transit/land use relationship as the starting point for defining the Regional Transit Vision. While still capturing the points highlighted in Attachment 1, they defined the issue areas and framework for review of our transit plans are as follows:

1. Regional Transit Vision – The panel felt that an effective transit system emanates from an overarching land use vision and that land uses should influence the regional transit strategy, type of service, and level of service. As a result, the strategic relationship between the our regional land use and transit visions needs to be strengthened so that land use more directly guides the application of a hierarchy of transit. Transit and land use strategies within a given transit corridor should be mutually supportive, with a gradation of facility and service applications tailored to specific corridor characteristics. Given that the Regional Comprehensive Plan (RCP) was adopted after the MOBILITY 2030 RTP, a reassessment of the RTP in light of the RCP and the panel’s comments is a logical next step in refining the transit vision and plan.

2. Problem Statements - Once the regional land use/transit vision is strengthened, the panel suggested outlining a set of problem statements to help develop guiding principles for application of a transit plan. The problem statements will help assess the trade-offs among differing strategies for transit facilities and services. The regional transit plan would be implemented to reflect the unique characteristics of our region in terms of land uses, travel corridors, and activity centers. Consideration also should be given on what non-transit factors (e.g. land use densities, parking policies) may need to be in place to achieve the double-digit peak period mode split for transit called out in MOBILITY 2030.
3. **Transit Concepts** - This issue area explores the transit concepts needed to address the problem statements. While our current regional/corridor/local/community (Yellow, Red, Blue, Green) hierarchical concepts are a good start, the peer review panel felt the definitions need to be refined to provide for a gradation of concepts for a wide range of corridor applications.

4. **Service Type, Network, Operating Strategy** - The panel suggested that we need to better define land use and service thresholds for the various transit concepts (the expanded Yellow, Red, Blue, Green hierarchy) and sharpen the definition for BRT in our region. In the current Regional Transit Vision, BRT is assumed to be equivalent to the trolley in both service and supporting facilities and amenities. By clearly defining the land use and service characteristics needed to achieve this objective, we will be able to better understand what corridors can truly support BRT. Corridors that don’t meet the thresholds may be more appropriate for other types of enhanced bus transit with BRT features.

5. **Modeling** - The peer review panel’s discussion echoed the need identified in Issue #2 of Attachment 1, to incorporate market research insights into our ridership forecasting tools.

6. **Operating Cost/Finance** - The panel supported the activity identified in Attachment 1 to develop a cost model for estimating BRT operating costs, with sufficient detail to address variable and fixed operating cost items.

**Next Steps**

The Request for Proposals for consultant services was sent out earlier this month, with proposals due to SANDAG by May 7. The peer review panel will assist staff in the consultant selection process, which will select a firm with international expertise in BRT and LRT planning and design. We expect to have the consultant on board in late June/early July.

In the meantime, we have tentatively set a second peer review panel meeting for June 20-21. At that meeting, the panel will meet with the Regional Planning Stakeholders Working Group, the Regional Transit Management Committee, as well as other interested stakeholders, to get their input on these and any other issues that should be addressed in the ITPR. Based on that input, staff and the peer review panel will finalize the issues list and outline the consultant scope of work.

**Attachment**

**Key Staff Contact:** Toni Bates, (619) 699.6950; tba@sandag.org
Dave Schumacher, (619) 699-6906; dsc@sandag.org
Initial Issues List for Independent Transit Planning Review  
(from February 18, 2005 Transportation Committee Meeting)

**Issue #1 - Regional Transit Vision** - The Regional Transit Vision, which is the basis of our MOBILITY 2030 plan, would be evaluated to assess the anticipated effectiveness of the hierarchy of the regional, corridor, local, and shuttle service concepts (previously referred to as Yellow/Red/Blue/Green Car concepts) in achieving our transit system and network objectives. The Independent Transit Planning Review would address the potential success of these tiered service concepts in attracting the different market segments identified by our previous market research, and how these service concepts would form an effective and efficient transit network in different parts of the region (based on land use density, land use types, and urban design).

**Issue #2 - MOBILITY 2030 Regional Transit Corridors** - The MOBILITY 2030 network and the Proposition A TransNet program of projects identifies a number of primary corridors where high-speed transit services (LRT and BRT) are planned. The Independent Transit Planning Review will review the appropriateness of these primary regional corridors based on existing/future travel demand and the roadway network.

The review will also evaluate the corridors based on the potential to attract the choice rider market and assess how well we have incorporated the results of the market research work conducted in the region in 2000 into our travel demand models for forecasting transit ridership, which were updated in 2004. The market research produced some interesting insights into the various factors that play a part in a person’s decision on whether to use public transportation (e.g. speed/flexibility, safety, and the customer experience, and how the relative importance of each differs across the various market segments). The question has been whether these factors can help us to better predict transit ridership and to identify which market segments a new BRT or LRT service would attract.

**Issue #3 - Transit Network Structure** - This issue examines the overall transit network structure in place today and that proposed in MOBILITY 2030 in terms of its effectiveness for serving the multi-center urban setting of the San Diego region (i.e., unlike cities with a single activity center in a downtown, our region is composed of a number of existing and emerging centers such as downtown, the Golden Triangle, Mission Valley, and the future East Urban Center). The trunk line/feeder bus structure along our trolley corridors today represents one operating strategy for a network structure, but is this the best network strategy for future corridors where LRT and BRT service is proposed? What other options might be considered, and what is the most practical network structure and strategy given the expected resources for transit?

**Issue #4 - Regional Transit Facilities and Operating Strategy** - MOBILITY 2030 would achieve the Regional Transit Vision through Implementation of freeway BRT, arterial BRT and LRT lines. For BRT, our plan calls for a range of facility types, including multi-modal managed lanes facilities in freeway corridors (e.g. the north I-15 corridor Managed Lanes/BRT project), dedicated transitways (e.g. South Bay BRT project in Otay Ranch), arterial transit-only lanes (e.g. Showcase project along El Cajon Blvd), and mixed flow street operations. The physical and operational design of stations, particularly the configuration of freeway BRT stations, has implications for operating strategies as well. Station proposals range from simple on-street bus stops to median guideway stations to major park-and-ride facilities connected to managed lanes by direct access ramps. The Independent Transit Planning Review would assess the applicability, effectiveness and trade-offs related to the various
transit modes and facilities proposed in our MOBILITY 2030 network corridors, and provide guidance on the level and type of capital and operating investment needed to create a successful system. This would include consideration of the effectiveness and efficiency of providing parking, and parking fees, at transit stations and in communities along BRT and LRT corridors. The review will also help evaluate the resulting operating, cost and ridership implications of the various capital investments and designs.

The consultant and Peer Review Panel would also help assess the feasibility of short and long-range strategies for implementing and operating BRT given funding availability, right-of-way needs, and environmental and community impacts. General guidelines and thresholds for BRT facilities, station spacing and service levels would also be developed.

**Issue #5 - Operating Costing/Financing** - The Regional Transit Vision envisions BRT in the San Diego region as providing a level of service and amenities on par with those provided by LRT (e.g. well-designed stations, roving security/fare inspectors, and higher end vehicles) but with the flexibility of a conventional bus (e.g. being able to operate on a dedicated transitway or in mixed-street traffic). As a result, operating costs for BRT services will likely be higher than conventional bus services. Identifying cost categories and assumptions has been a challenge given the wide range of BRT services and concepts in the United States. There is also a need to provide appropriate comparisons to LRT operating costs to be able to assess cost-effectiveness of the various transit modes and service concepts.

The Independent Transit Planning Review will use experience from other cities and regions to refine our operating cost assumptions for both BRT and LRT, including discussion of fare levels and farebox recovery rates as well. In addition, we will explore the potential role that public-private partnerships could play in funding capital and/or operating costs of future transit services (e.g., businesses subsidizing a shuttle connection from an employment area to LRT/BRT stations).

**Issue #6 - Transit/Land Use Coordination** - A key element of both MOBILITY 2030 and the Regional Comprehensive Plan is the need for increased coordination between transit planning and land use development. The success of our Smart Growth Opportunity Areas strategy is dependant upon fostering a close relationship between future LRT/BRT services and potential areas where transit oriented development could occur. Several of our potential peer review panelists have direct experience in this area that could provide valuable insights on how to translate successful practices elsewhere to the San Diego region.
TransNet EARLY ACTION PROJECTS

Introduction

On January 28, 2005, the SANDAG Board of Directors approved a Draft TransNet Early Action Program to jump-start several key projects contained in Proposition A. The intent of the Early Action Program is to allow staff to begin developing detailed financial strategies and schedules for advancing the early action projects for future Transportation Committee and Board consideration.

To date, the Draft Early Action Program focuses primarily on freeway expansion and high-occupancy vehicle/managed lanes. Due to the multimodal characteristics of these corridors in the Regional Transportation Plan (RTP), the Board asked that related transit projects be included in the Early Action Program.

Recommendation

The Transportation Committee is asked to recommend that the SANDAG Board of Directors include the Interstate 15 (-15) Bus Rapid Transit project, the South Bay Bus Rapid Transit project, and the Mid-Coast Super Loop in the Draft TransNet Early Action Program to advance these multimodal corridors in a comprehensive manner.

Discussion

The early action projects approved in January 2005 include “Tier 1 Projects” which are those projects that remain uncompleted from the original 1987 TransNet Ordinance and Expenditure Plan, and “Tier 2 Projects” which are priority projects on corridors already under construction or in advanced phases of planning and design (Attachment 1). Tier 1 Projects include:

- Widening SR 76 between Melrose Drive and I-15
- Extension of SR 52 from SR 125 to SR 67
- Mid-Coast light rail extension

Tier 2 Projects include:

- I-15 Managed Lanes from SR 78 to SR 163
- SR 52 Managed Lanes/HOV from I-15 to SR 125
- Environmental documents on I-5 North Coast Corridor
- Environmental documents on I-805 Corridor between I-5 and SR 905
Several of these corridors and projects include transit components in the Regional Transportation Plan. To advance the multimodal corridor development identified in the RTP, the following transit projects are recommended for inclusion in the TransNet Early Action Program. If approved by the SANDAG Board, these projects would be included in the draft TransNet Plan of Finance and related Regional Transportation Improvement Program (RTIP) amendments over the next few months.

**I-15 Bus Rapid Transit Project**

The TransNet extension includes development of bus rapid transit services and facilities along the I-15 corridor from Escondido to downtown San Diego, via Mid-City (Attachment 2). Expansion of the Tier 2 I-15 Early Action Managed Lanes Project to accommodate the transit component would include:

- Completion of the three BRT stations at Del Lago, Rancho Bernardo, and Sabre Springs/Penasquitos along the managed lanes segment currently under construction between Centre City Parkway and SR 56
- A new or expanded BRT station in north Escondido
- A new BRT station, transit center, and direct access ramp (DAR) at Miramar College in Mira Mesa
- Freeway transit lanes between Mission Valley and SR 94 in the median of I-15
- Two new BRT stations in the Mid-City area of San Diego at El Cajon Boulevard and University Avenue to tie into the Mid-City Transit Plazas in these locations
- Enhanced bus stops in downtown San Diego to accommodate the BRT services
- Restructuring of existing express bus services in the corridor into BRT services
- Implementation of a new BRT service from Escondido to downtown San Diego via Mid-City
- Acquisition of BRT vehicles for the restructured and new BRT services in the corridor

Activities related to the transit component of the project would involve planning and design of the BRT facilities, development of the corridor BRT operating plan, and acquisition of the vehicles. These activities and facilities would be incorporated into the overall I-15 Corridor project budget and schedule.

SANDAG has received letters from Congresswoman Susan Davis and several Mid-City residents supporting inclusion of the Mid-City capital and service component of the I-15 BRT project in the Early Action Program. In addition, at the March 11, 2005 Executive Committee meeting, Mid-City resident Steve Russell testified and submitted a statement on behalf of the Mid-City community supporting the Mid-City component of the I-15 BRT project in the Early Action Program (Attachment 3).

**South Bay Bus Rapid Transit Project**

Planning, preliminary engineering, and environmental work has been underway for several years on the South Bay BRT project between Otay Ranch and downtown San Diego (Attachment 4). This TransNet project will travel on dedicated transit right-of-way in Otay Ranch and will take advantage of a segment of the future managed lanes on I-805 between Olympic Parkway in Chula Vista and SR 94. It includes five stations in the Otay Ranch transit oriented villages and three stations along I-805 connected to the managed lanes via direct access ramps. Future phases include service to the Otay Mesa Border crossing.
Activities to advance the project include continuation of the design and environmental work associated with the transit facilities in coordination with the environmental document preparation for the I-805 managed lanes project. It is possible that the South Bay BRT could be implemented in advance of the I-805 managed lanes by phasing the transit project. A phased BRT project would involve development of the BRT stations and transitway in the Otay Ranch segment and operation of the BRT on converted freeway shoulder lanes along I-805 until implementation of the I-805 managed lanes is complete. We continue to work with Caltrans and the California Highway Patrol to conduct a demonstration of transit use of freeway shoulder lanes as an interim solution for BRT until managed lanes are available for BRT services.

**Mid-Coast Super Loop**

Planning and design for the Mid-Coast Super Loop have also been underway for several years. The Super Loop is proposed to be a high quality bus transit circulator in the University City area that includes extensive application of transit priority treatments and customer amenities. The Super Loop will connect the University of California, San Diego with the heart of University City’s high intensity office, retail and residential areas, and act as a distributor for the future Tier 1 Early Action Mid-Coast light rail project (Attachment 5). Advancing the Super Loop as part of the Early Action Program would ensure that this supporting service is in place when the Mid-Coast LRT begins service and provide early implementation of a planned TransNet project in this major urban center. Activities to advance the Super Loop would include design and construction of the previously identified transit priority treatments and stations, and acquisition of vehicles.

**Status of Other Transit Projects**

The Showcase BRT, from San Diego State University to downtown San Diego via El Cajon and Park Boulevards, is not recommended for inclusion in the Early Action Program at this time. As work has advanced on the Showcase project, it has become apparent that there are community and design challenges to our ability to implement the transit priority treatments along the arterial streets that are necessary to create a true BRT in this corridor. As a result, we are rethinking the application of the Showcase project and will ask the Independent Transit Planning Review consultant and Peer Review Panel to evaluate the appropriateness and feasibility of bus rapid transit and/or transit priority measures in this corridor. We will return to the Transportation Committee at a future date with a revised proposal to redefine the Showcase BRT into a program of enhanced transit services in this corridor.

BOB LEITER
Director of Land Use and Transportation Planning

Attachments

Key Staff Contact: Toni Bates, (619) 699-6950; tba@sandag.org
**Project Description**

**Tier 1 Projects**

1. SR 76 - Widening  
   ($180 million)

2. SR 52 - New freeway  
   ($240 million)

3. Mid-Coast LRT  
   ($670 million)

**Tier 2 Projects**

4. I-15 Managed Lanes - North and South Extension  
   ($340 million)

5. SR 52 - HOV/Managed Lanes (Reversible)  
   ($170 million)

6. I-5 North Coast Corridor - Environmental Effort  
   ($27.8 million)  
   Total Cost $980 million

7. I-805 Corridor - Environmental Effort  
   ($26 million)  
   Total Cost $1,240 million

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**Early Action Projects**

January 2005

- **Project Locations**
- **Phase Divisions**

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**SANDAG**
I-15 Corridor BRT Project: Escondido - Downtown San Diego

- 35 mile long corridor
- Stations spaced 4-5 miles on average
- Part of regional system of high-speed LRT and BRT routes

SANDAG
April 15, 2005

Mr. Mickey Cafagna, Chairman
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101-4231

Dear Chairman Cafagna:

I am writing in support of adding the Mid City Bus Rapid Transit System in the Early Action Plan for the implementation of the TransNet extension. As the federal representative of Mid City, I know first hand how critical this project is for the ongoing community and economic development of this area.

As you know from SANDAG’s previous support of the creation of transit plazas at the University Avenue and El Cajon Boulevard interchanges with Interstate 15, this corridor features the busiest bus routes in the County. The demand for transit services at these connectors remains high and is expected to grow. Additional support from TransNet funds for the Mid City Bus Rapid Transit System will help expand services in this area and meet the increasing demand from residents traveling to job centers in other parts of our region.

I appreciate the work that SANDAG does every day to help our region meet its transportation needs and improve our collective quality of life. Your consideration of the Mid City Bus Rapid Transit System for the TransNet Early Action Plan is very much appreciated.

With warm regards,

SUSAN A. DAVIS
Member of Congress

SAD:trg

cc: Jay Powell, City Heights Community Development Corporation
April 13, 2005

Honorable Mickey Cafagna, Chairman and Board Members
SANDAG
401 B Street, Suite 800
San Diego, CA 92101-4231

RE: Mid City San Diego Bus Rapid Transit System

Dear Chairman Cafagna and SANDAG Board Members:

I am writing as a resident concerned with community and economic development in the Mid City San Diego region to support inclusion of the Mid City Bus Rapid Transit System in the Early Action Plan for implementation of the TransNet extension.

Many organizations and businesses have promoted the revitalization of this area through direct investment and advocacy to stimulate economic reinvestment. A critical component to the economic development is access to jobs for residents of City Heights and Mid City and access for others in the region to the new Metro Career Center located at the City Heights Transit Plaza.

SANDAG has invested in two transit plazas to provide the first phase of improvements for interconnections at University Avenue and El Cajon Boulevard interchanges with the I-15 freeway. These stations service two of the busiest East-West bus lines in the County. In addition, they serve adjacent interim express routes running North and South from off ramp stations. These interim stations have provided fast routes to residents traveling to job centers in downtown San Diego and in North County and there is already high ridership and high demand for this service to be expanded.

The I-15 freeway was specifically designed through the Mid City area to provide space in the median for Rapid Bus Transit lanes and platforms and elevators for in-line stations serving this system at the City Heights and Boulevard transit plazas. The transit plaza improvements include space to accommodate the necessary elevators down to the in-line stations. It is important that this section of I-15 be included for engineering evaluation, design and implementation in the Early Action Plan for TransNet.

Your consideration is greatly appreciated.

Respectfully,

[Signature]

Eldon Thompson
March 11, 2004

Honorable Chair and Members of the SANDAG Executive Committee:

I am speaking today on behalf of myself and others in the Mid-City communities with regards to the TransNet Early Action Program approved by the SANDAG Board on January 28, 2005.

First I would like to commend the Board for its aggressive efforts to deliver expeditiously on the promises made in the TransNet reauthorization.

TransNet was broadly supported in my community of City Heights and in the other communities that make up Mid-City. My neighbors and I recognize not just the value but the necessity of good transit service in our urban communities, and we supported TransNet for this reason.

What concerns me, and where I seek your advice, is in regard to the program that has been approved for the I-15 corridor.

As I understand the Early Action Program that was approved, it speaks of improvements to the I-15 corridor, north and south, from Escondido to the 163 in Kearny Mesa in order to implement BRT service in this corridor.

Certainly no one can argue with the necessity of mass transit in this corridor. I have recently made several trips to the California Center for the Performing Arts at rush hour, and I understand the compelling need.

But to those of us in Mid-City, there appears to be a glaring gap in the proposed corridor improvements. Specifically, we would hope to see the completion of the HOV/BRT lanes through the I-15 corridor in Mid-City, as well as the median stations at El Cajon Boulevard and University Avenue.

From the standpoint of the efficiency of the Escondido-Downtown link, this stretch of the freeway is significant. But from the perspective of our Mid-City communities, completing our link to the north and to the south is vital.

Although I have left the office of Councilmember Toni Atkins in order to return to school, I continue to volunteer my time to some projects in Mid-City. Chief among these is an effort to recruit employment to the region. Underemployment is one of our chief woes, and a lack of access to employment opportunities is one of the root causes of this problem.
Those of us who have worked in economic development for many years have always referred to the proposed I-15 corridor transit service as "the jobs train".

As Mr. Gallegos can attest, many years of many people's lives were spent to design this freeway to support exactly the kind of transit service that will someday run in this corridor.

While hundreds of millions are being spent on land acquisition and bus flyovers for BRT service in the North County, the rights-of-way and platforms are ready right now and waiting in Mid-City.

Because of this, the cost of completing these lines through Mid-City should be much less than in other segments of the corridor. What is needed are construction of bus lanes in the existing freeway medians, and vertical connections from the medians to the existing stations at El Cajon Boulevard and University Avenue. These improvements ought to be completed in concert with the rest of the I-15 corridor.

I am here today to let you know what our concerns are and to ask your advice and support in securing the resources we need in order to fulfill this long-standing promise to Mid-City.

I will add that we are looking very closely at the Smart Growth Incentive Program as one way that we might advance the design of these stations, but we need your support if we are ever going to see them implemented.

Mid-City is already one of the most densely populated areas of the entire region; University Avenue supports the busiest single transit route in the region, and the El Cajon Boulevard corridor is proposed to be the site of the Transit First Showcase Pilot Project.

Because there are existing, high volume east-west transit services in this region, and identified station platforms already in our possession, enhanced service in the I-15 corridor has the potential for incredible synergy, high farebox recovery, and immeasurable economic benefits to the region. For these reasons, this corridor is an unparalleled low-investment/high yield opportunity for this agency.

This board has traditionally been very supportive of the concepts that I am speaking of today. I ask for your support and your guidance in bringing the Mid-City I-15 improvements off of the back burner and back into the forefront of your agenda.

Thank you for your time and consideration.

Stephen Russell
April 20, 2005

Honorable Mickey Cafagna, Chairman and Board Members
San Diego Association of Governments (SANDAG)
401 B Street, Suite 800
San Diego, CA 92101-4231

RE: Mid City San Diego Bus Rapid Transit System

Dear Chairman Cafagna and SANDAG Board Members:

I am writing as a resident concerned with community and economic development in the Mid City San Diego region to support inclusion of the Mid City Bus Rapid Transit System in the Early Action Plan for implementation of the TransNet extension.

Many other residents, organizations and businesses have promoted the revitalization of this area through direct investment and advocacy to stimulate economic reinvestment. A critical component to the economic development is access to jobs for residents of City Heights and Mid City and access for others in the region to the new Metro Career Center located at the City Heights Transit Plaza.

SANDAG has invested in two transit plazas to provide the first phase of improvements for interconnections at University Avenue and El Cajon Boulevard interchanges with the I-15 freeway. These stations serve two of the busiest East-West bus lines in the County. In addition, they serve adjacent interim express routes running North and South from off-ramp stations. These interim stations have provided fast routes to residents traveling to job centers in downtown San Diego and in North County and there is already high ridership and high demand for this service to be expanded.

The I-15 freeway was specifically designed through the Mid City area to provide space in the median for Rapid Bus Transit lanes and platforms and elevators for in-line stations serving this system at the City Heights and Boulevard transit plazas. The transit plaza improvements include space to accommodate the necessary elevators down to the in-line stations. It is important that this section of I-15 be included for engineering evaluation, design and implementation in the Early Action Plan for TransNet.

Your consideration is greatly appreciated. Please contact me at _______ if you have further questions and please keep me advised of the status of this most important public transit facility improvement.

Sincerely,

[Signature]

cc Mayor Dick Murphy, City of San Diego
Supervisor Ron Roberts, County of San Diego
Councilmember Toni Atkins, City of San Diego
Councilmember Jim Madaffier, City of San Diego
Councilmember Scott Peters, City of San Diego
Councilmember Tony Young, City of San Diego
Gary Gallegos, Executive Director, SANDAG
The Honorable Mickey Cafagna  
Chairman, Board of Directors  
SANDAG  
401 B Street, Suite 800  
San Diego, CA 92101  

Dear Mickey:  

I am writing in support of adding the Mid City Rapid Transit System to the Early Action Plan for the implementation of the TransNet extension. As an elected representative of San Diego County, I know how important this project is to the development of the Mid-City area.  

SANDAG’s creation of transit plazas at University Avenue and El Cajon Boulevard have created the busiest bus routes in the County. The demand for transit services is growing rapidly. Additional support from TransNet funds for the Mid City Bus Rapid Transit System will meet the demand from residents traveling to jobs in other parts of the region.  

I appreciate your consideration of adding the Mid City Bus Rapid Transit System to the TransNet Early Action Plan. If you have any questions, please contact me or Mario C. López of my staff at (619) 422-5963.  

Sincerely,  

[Signature]  

BOB FILNER  
Member of Congress  

BF/1b  
2199267
April 26, 2005

Honorable Joe Kellejian, Chairman
SANDAG Transportation Committee
401 B Street, Suite 800
San Diego, CA 92101-4231

RE: Inclusion of Mid City I-15 Bus Rapid Transit System in SANDAG TransNet Early Action Program

Dear Chairman Kellejian and Transportation Committee Members:

Please find attached the Resolution adopted by the Board of Directors for City Heights Community Development Corporation (CHCDC) in support of adding the Mid City I-15 Bus Rapid Transit System to the TransNet Early Action Program.

It is our understanding that the SANDAG Transportation Committee will be considering this item at their May 6, 2005 meeting. We urge your support and leadership on this issue. I have also attached a copy of the letter provided to the Transportation Committee meeting of March 18, 2005 requesting this action.

As that letter and the Resolution outline, the in line stations, access ways including elevators at the two mid city transit plazas and dedicated lanes for this route are essential facilities for the economic development of City Heights and the Mid City region. They will provide swift, convenient transportation to job centers both north and south of the Mid City as well as access to thousands of job seekers from throughout the Metro region into the new Metro Career Center located directly adjacent to the City Heights Transit Plaza.

Thank you again for your support and leadership and please contact me or our Director of Community and Economic Development, Wendy Hope at 584-1535, if you have any questions regarding this matter.

Sincerely,

[Signature]

Jay Powell, CHCDC Executive Director

Encl Resolution in Support of I 15 Bus Rapid Transit System
March 17, 2005 CHCDC letter to SANDAG Transportation Committee

Cc: Toni Bates
    Bob Leiter
RESOLUTION  To Include Mid-City I-15 Bus Rapid Transit System in the SANDAG TransNet Early Action Program

Whereas the Mid-City Communities Plan, adopted in 1998, identifies the junctions of I-15 at University Avenue and El Cajon Boulevard and as key regional transit nodes; and

Whereas substantial investments have already been made into the Boulevard and City Heights Transit Plazas at these interchanges by CalTrans, SANDAG, and the City of San Diego; and

Whereas the establishment of high-speed, high-frequency transit connections to employment centers to the north and south are critical to the continued economic development of the Mid-City communities; and

Whereas SANDAG is proceeding with an Early Action Program to implement TransNet—funded projects on a cost effective and time sensitive basis; and

Whereas the I-15 corridor north of Highway 163 is included in this Early Action Program; and

Whereas there are substantial benefits to Mid-City and to the San Diego region as whole that would result from including the entire I-15 corridor in the Early Action Program;

Now Therefore, the Board of Directors of the City Heights Community Development Corporation urges the Board of Directors of SANDAG to include the Mid-City I-15 corridor transit lanes, stations and elevators in SANDAG’s TransNet Early Action Program for completion in concert with the entire I-15 corridor Bus Rapid Transit project.

Adopted this date:  April 26, 2005
March 17, 2005

Chairman and Members, Transportation Committee
San Diego Association of Governments (SANDAG)

RE: SANDAG Transportation Committee Docket Agenda Item #5, Amendment of RTIP

Dear Chairman and Transportation Committee Members:

I am writing on behalf of the City Heights Community Development Corporation (CHCDC) regarding the proposed amendments adding TransNet Early Action expenditures to the SANDAG RTIP (Item #5 on the March 18, 2005 Transportation Committee agenda).

I have attached a letter presented to the SANDAG Executive Committee earlier this month by City Heights resident Steve Russell regarding this matter and requesting that the Mid City segment of the I-15 Bus Rapid Transit (BRT) system be added to the Early Action project list for I-15.

As the letter outlines significant work and right of way dedication has already been completed in the Mid City segment to recommend the addition of this segment to your Early Action Plan. We request that the engineering scope of work include evaluation of interconnecting stations at the Transit Plazas located at I-15 and El Cajon Boulevard (Boulevard Marketplace Transit Plaza), University Avenue (City Heights Transit Plaza) and the intersection with the extended East Mission Valley trolley line.

The limited hours express buses currently established at the two Mid City transit intersections have demonstrated a need to move residents from City Heights and Mid City San Diego to job centers north and south. CHCDC is participating with representatives to the Mid City Network Advisory Committee and the MTS Comprehensive Analysis Advisory Committee. We have identified the completion of the north-south BRT line in the I-15 median and in line stations with elevator access as a key priority in the Mid City Transit network to improve the economic viability of the Mid City and its residents.

We believe that the scope of work can be modified at a marginal expense to accommodate the necessary evaluation of these stations, facilities and services and will result in a more comprehensive rapid public transit system for the I-15 corridor as a part of your Early Action Plan for TransNet. Thank you for your consideration of this amendment and please contact me at (619) 584-1535, if you require additional information or clarification regarding our request.

Sincerely,

Jay Powell, CHCDC Executive Director

Enc March 11, 2005 Letter to SANDAG Executive Committee
April 22, 2005

The Honorable Mickey Cafagna and SANDAG Board Members
San Diego Association of Governments (SANDAG)
401 B Street, Suite 800
San Diego, CA 92101-4231

Re: Mid City San Diego Bus Rapid Transit System

Dear Chairman Cafagna and Members:

As a State Senator representing the Mid City San Diego area, I am writing to support inclusion of the Mid City Bus Rapid Transit System in the Early Action Plan for implementation of the TransNet extension. Expediting this system will accelerate community and economic development already flourishing in the Mid City.

Many organizations and entities have actively promoted the revitalization of this area through direct investment and advocacy to stimulate economic reinvestment. A critical component to the economic development is access to jobs for residents of City Heights and Mid City, as well as regional access to the new Metro Career Center located at the City Heights Transit Plaza.

SANDAG has invested in two transit plazas to provide the first phase of improvements for interconnections at the University Avenue and El Cajon Boulevard interchanges off the I-15 freeway. These stations serve two of the busiest East-West bus lines in the County. In addition, they serve adjacent interim express routes running North and South from off ramp stations. These interim stations have provided faster routes to residents traveling to job centers in downtown San Diego and in North County and there is already high ridership and high demand for this service to be expanded.

The I-15 freeway was specifically designed through the Mid City area to provide an easement for Rapid Bus Transit infrastructure for stations serving this system. The transit plaza improvements include space to accommodate platforms and elevators down to inline stations that would be located at the City Heights and Boulevard transit plazas. It is
Chairman Cafagna and Members
April 22, 2005
Page 2

Important that this section of the I-15 be included for engineering evaluation, design, and implementation in the Early Action Plan for TransNet.

Your consideration of the Mid City Bus Rapid Transit System is greatly appreciated. Please feel free to contact me if I can be of assistance to you during this process. I would also appreciate any update that you may provide regarding this vital public transit facility improvement.

Sincerely,

Denise Moreno Ducheny
California State Senator, 40th District

cc: Gary Gallegos, Executive Director, SANDAG
  Councilmember Toni Atkins, City of San Diego

DMD/ef
May 6, 2005

Honorable Joe Kellejian, Chair
SANDAG Transportation Committee
401 B Street, Suite 800
San Diego, CA 92101

Dear Chairman Kellejian and Members of the Transportation Committee,

I write in strong support of including the Mid City Bus Rapid Transit (BRT) System in the Early Action Plan for the implementation of the TransNet extension. The I-15 BRT project from Escondido to downtown via the Mid-City Transit Plazas will provide the critical final transit component essential for the economic revitalization of City Heights and Mid-City.

As a San Diego City Councilmember representing Mid-City and City Heights from 1993 to 2000, I worked closely with SANDAG and Caltrans to develop the transit plaza improvements that would accommodate future BRT lanes, platforms and elevators.

SANDAG provided funding for the project’s first phase with two transit plazas constructed at I-15 and University Avenue and I-15 and El Cajon Boulevard. The high ridership and consistent demand for transit services on these busy east-west and north-south bus lines indicate what’s possible when all planned improvements are in place.

Now is the time to make the vision a reality. By directing staff to include this project in the TransNet Early Action Program, it will become part of the TransNet Plan of Finance and will be heard at the May 20th Transportation Committee meeting when all the Early Action Projects are discussed. The Board will make the final decision on Early Action Projects.

I urge you to vote today to include the Mid City San Diego Bus Rapid Transit System in the Early Action Plan.

Sincerely,

Christine Kehoe
Senator, 39th District
April 13, 2005

Council Member Jim Madaffer  
City of San Diego  
202 "C" Street  
San Diego, CA 92101

RE: Mid City San Diego Bus Rapid Transit System

Dear Mr. Madaffer,

I am writing as a resident concerned with community and economic development in the Mid City San Diego region to support inclusion of the Mid City Bus Rapid Transit System in the Early Action Plan for implementation of the TransNet extension.

Many organizations and businesses have promoted the revitalization of this area through direct investment and advocacy to stimulate economic reinvestment. A critical component to the economic development is access to jobs for residents of City Heights and Mid City and access for others in the region to the new Metro Career Center located at the City Heights Transit Plaza.

SANDAG has invested in two transit plazas to provide the first phase of improvements for interconnections at University Avenue and El Cajon Boulevard interchanges with the I-15 freeway. These stations service two of the busiest East-West bus lines in the County. In addition, they serve adjacent interim express routes running North and South from off ramp stations. These interim stations have provided fast routes to residents traveling to job centers in downtown San Diego and in North County and there is already high ridership and high demand for this service to be expanded.

The I-15 freeway was specifically designed through the Mid City area to provide space in the median for Rapid Bus Transit lanes and platforms and elevators for in-line stations serving this system at the City Heights and Boulevard transit plazas. The transit plaza improvements include space to accommodate the necessary elevators down to the in-line stations. It is important that this section of I-15 be included for engineering evaluation, design and implementation in the Early Action Plan for TransNet.

Your consideration is greatly appreciated.

Respectfully,

[Signature]

Eldon Thompson
April 26, 2005

Honorable Mickey Cafagna, Chairman and Board Members
San Diego Association of Governments (SANDAG)
401 B Street, Suite 800
San Diego, CA 92101-4231

RE: Mid City San Diego Bus Rapid Transit System

I am writing as a representative of an organization, "Teralta Concerned Citizens Association", which is concerned with community and economic development in the Mid City San Diego region to support inclusion of the Mid City Bus Rapid Transit System in the Early Action Plan for implementation of the TransNet extension.

Our organization has actively promoted the revitalization of this area through direct investment and advocacy to stimulate economic reinvestment. A critical component to the economic development is access to jobs for residents of City Heights and Mid City and access for others in the region to the new Metro Career Center located at the City Heights Transit Plaza.

SANDAG has invested in two transit plazas to provide the first phase of improvements for interconnections at University Avenue and El Cajon Blvd, interchanges with the I-15 freeway. These stations serve two of the busiest East-West bus lines in the County. In addition, they serve adjacent interim express routes running North and South from off ramp stations. These interim stations have provided fast routes to residents traveling to job centers in downtown San Diego and in North County and there is already high ridership and high demand for this service to be expanded.

The I-15 freeway was specifically designed through the Mid City area to provide space in the median for Rapid Bus Transit lanes and platforms and elevators for in-line stations serving this system at the City Heights and Boulevard transit plazas. The transit plaza improvements include space to accommodate the necessary elevators down to the in-line stations. It is important that this section of I-15 be included for engineering evaluation, design and implementation in the Early Action Plan for TransNet.

Your consideration in greatly appreciated. Please contact me at 619-584-2360 if you have further questions and please keep me advised of the status of this most important public transit facility improvement.

Sincerely,

Christine Andersen
Teralta Concerned Citizen's Association

cc Mayor Dick Murphy, City of San Diego
Supervisor Ron Roberts, County of San Diego
Councilmember Toni Atkins, City of San Diego
Councilmember Jim Madaffer, City of San Diego
Councilmember Scott Peter, City of San Diego
CouncilMember Tony Young, City of San Diego
Gary Gallegos, Executive Director, SANDAG
April 29, 2005

Honorable Mickey Cafagna, Chairman and Board Members
San Diego Association of Governments (SANDAG)
401 “B” Street, Suite 800
San Diego, CA 92101-4231

RE: Mid City Rapid Transit System

Dear Chairman Cafagna and SANDAG Board Members,

I am writing both as an employer concerned with community and economic development in the City Heights region and in support of inclusion of the Mid City Bus Rapid Transit System in the Early Action Plan for implementation of the TransNet extension.

We have promoted the revitalization of this area through direct investment and advocacy. A critical component to the economic development is access to jobs for residents of City Heights and access for others in the region by locating the new Metro Career Center at the City Heights Transit Plaza.

SANDAG has invested in two transit plazas to provide the first phase of improvements for interconnections at University Avenue and El Cajon Boulevard interchanges with the I-15 freeway. These stations serve two of the busiest East-West bus lines in the County. In addition, they serve adjacent express routes running North and South from off ramp stations. These stations have provided fast routes to residents traveling to job centers in downtown San Diego and in North County and there is already high ridership and high demand for this service.

The I-15 freeway was specifically designed through the Mid City area to provide space in the median for Rapid Bus Transit lanes and platforms and elevators for in-line stations serving this system at the City Heights and Boulevard transit plazas. The transit plaza improvements include space to accommodate the necessary elevators down to the in-line stations. It is important that this section of I-15 be included for engineering evaluation, design and implementation in the Early Action Plan for TransNet.
Your consideration is greatly appreciated. Please contact me at (619)795-2004 if you have further questions. Please keep me advised of the status of this most important public transit facility improvement.

Sincerely,

[Signature]

Matthew C. Hervey
Community Development Director
mhervey@price-entities.com

MCH:llh
April 28, 2005

Honorable Mickey Cafagna, Chairman Members
San Diego Association of Governments (SANDAG)
401 B Street, Suite 800
San Diego, CA 92101-4231

RE: Mid City San Diego Bus Rapid Transit System

Dear Chairman Cafagna and SANDBAG Board Members:

I am copied and writing as a resident/member of Cherokee Point Neighborhood Association an organization concerned with community and economic development in the Mid City San Diego region to support inclusion of the Mid City Bus Rapid Transit System in the Early Action Plan for implementation of the Trans Net extension.

Our organization has actively promoted the revitalization of this area through direct investment and advocacy to stimulate economic reinvestment. A critical component to the economic developments is access to jobs for residents of City Heights and Mid City and access for others in the region to the new Metro Career Center located at the City Heights Transit Plaza.

SANDAG has invested in two transit plazas to provide the first phase of improvements for interconnections at University and El Cajon Boulevard inter changes with the I-15 freeway. These stations serve two of the busiest East-West bus lines in the County. In addition, they serve adjacent interim express routes running North and South from off ramp stations. These interim stations have provided fast routes to residents traveling to job centers in downtown San Diego and in North County and there is already high rider ship and high demand for this service to be expanded.

The I-15 freeway was specifically designed through the Mid City area to provide space in the median for Rapid Bus Transit lanes and platforms and elevators for in-line stations serving this system at the City Heights and Boulevard transit plazas. The transit plaza improvements include space to accommodate the necessary elevators down to the in-line stations. It is important that this section of I-15 be included for engineering evaluation, design and implementation in the Early Action Plan for Trans Net.

Your consideration is greatly appreciated. Please contact me at bettyvaldez@cox.com if you have further questions and please keep me advised of the status of this most important public transit facility improvement.

Sincerely,

Elizabeth T. Valdez, Sr. Citizen

CC Councilmembers City of San Diego
April 21, 2005

Honorable Mickey Cafagna, Chairman and Board Members
San Diego Association of Governments (SANDAG)
401 B Street, Suite 800
San Diego, CA 92101-4231

RE: MID CITY SAN DIEGO BUT RAPID TRANSIT SYSTEM

Dear Chairman Cafagna and SANDAG Board Members:

I am writing to support the inclusion of the Mid City Bus Rapid Transit System in the Early Action Plan for implementation of the TransNet extension.

As a long time resident and full time activist for the Mid City Community for twenty-four years I have worked shoulder to shoulder with other residents to revitalize this neighborhood. When the I-15 freeway was being planned, the community had the foresight to plan for space in the median for Rapid Bus Transit lanes, platforms and elevators for in-line stations serving this system at the City Heights and Boulevard transit plazas. Public transportation is critical for the economic development of this area for residents to access jobs. Mid City is the heart of San Diego. What is good for Mid City will be good of the entire region.

Thank you for your consideration. I can be contacted at 619-563-4014.

Sincerely,

Linda Pennington

Linda Pennington,
Volunteer Director, Project CLEAN

Copies to:
Mayor Dick Murphy, City of San Diego
Supervisor Ron Roberts, County of San Diego
Councilmember Toni Atkins, City of San Diego
Councilmember Scott Peters, City of San Diego
Councilmember Tony Young, City of San Diego
Gary Gallegos, Executive Director, SANDAG
April 26, 2005

Honorable Mickey Cafagna, Chairman and Board Members
San Diego Association of Governments (SANDAG)
401 B Street, Suite 800
San Diego, CA 92101-4231

RE: Mid City San Diego Bus Rapid Transit System

I am writing as a representative of an organization, "Teralta Concerned Citizens Association", which is concerned with community and economic development in the Mid City San Diego region to support inclusion of the Mid City Bus Rapid Transit System in the Early Action Plan for implementation of the TransNet extension.

Our organization has actively promoted the revitalization of this area through direct investment and advocacy to stimulate economic reinvestment. A critical component to the economic development is access to jobs for residents of City Heights and Mid City and access for others in the region to the new Metro Career Center located at the City Heights Transit Plaza.

SANDAG has invested in two transit plazas to provide the first phase of improvements for Interconnections at University Avenue and El Cajon Blvd. interchanges with the I-15 freeway. These stations serve two of the busiest East-West bus lines in the County. In addition, they serve adjacent interim express routes running North and South from off ramp stations. These interim stations have provided fast routes to residents traveling to job centers in downtown San Diego and in North County and there is already high ridership and high demand for this service to be expanded.

The I-15 freeway was specifically designed through the Mid City area to provide space in the median for Rapid Bus Transit lanes and platforms and elevators for in-line stations serving this system at the City Heights and Boulevard transit plazas. The transit plaza improvements include space to accommodate the necessary elevators down to the in-line stations. It is important that this section of I-15 be included for engineering evaluation, design and implementation in the Early Action Plan for TransNet.

I myself am a daily bus rider and have in pursuit of better employment found it impossible to get access to the better jobs in the areas located North of City Heights because of the current lack of efficient travel time and access to those better jobs. I look forward to the time when the deserving residents in the Mid-City areas have the opportunity to find better employment by reasonable access to these jobs.

Your consideration is greatly appreciated. Please contact me at 619-584-2360 if you have further questions and please keep me advised of the status of this most important public transit facility improvement.

Sincerely,

Susan Ringo, President
Teralta Concerned Citizen's Association

cc: Mayor Dick Murphy, City of San Diego
    Supervisor Ron Roberts, County of San Diego
    Councilmember Toni Atkins, City of San Diego
    Councilmember Jim Madaffer, City of San Diego
    Councilmember Scott Peder, City of San Diego
    CouncilMember Tony Young, City of San Diego
    Gary Gallegos, Executive Director, SANDAG
RESOLUTION

Whereas the Mid-City Communities Plan, Adopted in 1998, identifies the junctions of I-15 at University Ave. and El Cajon Blvd. and as key regional transit nodes; and

Whereas substantial investments have already been made into the Boulevard and City Heights transit Plaza at these interchanges by CalTrans, SANDAG, and the City of San Diego; and

Whereas the establishment of high-speed, high-frequency transit connections to employment centers to the north and south are critical to the continued economic development of the Mid-City communities; and

Whereas SANDAG is proceeding with an Early Action Program to implement TransNet-funded projects on a cost effective and time sensitive basis; and

Whereas the I-15 corridor North of Highway 163 is included in this Early Action Program; and

Whereas there are substantial benefits to Mid-City and to the San Diego region as whole that would result from including the entire I-15 corridor in the Early Action Program;

Now Therefore, the Teralta Concerned Citizens Association urges the Board of Directors of SANDAG to include the Mid-City I-15 corridor transit lanes, stations and elevators in SANDAG's TransNet Early Action Program for completion in concert with the entire I-15 corridor Bus Rapid Transit project.

Approved, April 26, 2005
April 29, 2005

Honorable Mickey Cafagna, Chairman and Board Members
San Diego Association of Governments (SANDAG)
401 B Street, Suite 800
San Diego, CA 92101-4231

RE: Mid City San Diego Bus Rapid Transit System

Dear Chairman Cafagna and SANDAG Board Members:

I am writing as President of the Cherokee Point Neighborhood Association, an organization concerned with community and economic development in the Mid City San Diego region to support inclusion of the Mid City Bus Rapid Transit System in the Early Action Plan for implementation of the TransNet extension.

Our organization has actively promoted the revitalization of this area through direct investment and advocacy to stimulate economic reinvestment. A critical component to the economic development is access to jobs for residents of City Heights and Mid City and access for others in the region to the new Metro Career Center located at the City Heights Transit Plaza.

SANDAG has invested in two transit plazas to provide the first phase of improvements for interconnections at University Avenue and El Cajon Boulevard interchanges with the I-15 freeway. These stations serve two of the busiest East-West bus lines in the County. In addition, they serve adjacent interim express routes running North and South from off ramp stations. These interim stations have provided fast routes to residents traveling to job centers in downtown San Diego and in North County and there is already high ridership and high demand for this service to be expanded.

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On April 26, 2005 the association unanimously adopted Cherokee Point Neighborhood Association Resolution 4-2005 and all present affixed their signatures. It is herewith forwarded.

Your consideration is greatly appreciated. Please contact me at 619-285-1611/alstaz@yahoo.com if you have further questions and please keep me advised of the status of this most important public transit facility improvement.

Sincerely,

Charles A. Stasukevich

cc  Mayor Dick Murphy, City of San Diego
    Supervisor Ron Roberts, County of San Diego
    Councilmember Toni Atkins, City of San Diego
    Councilmember Jim Madaffer, City of San Diego
    Councilmember Scott Peters, City of San Diego
    Councilmember Tony Young, City of San Diego
    Gary Gallegos, Executive Director, SANDAG
CHEROKEE POINT NEIGHBORHOOD ASSOCIATION

RESOLUTION 4-2005

Whereas the Mid-City Communities Plan, adopted in 1998, identifies the junctions of I-15 at University Avenue and El Cajon Boulevard and as key regional transit nodes; and

Whereas substantial investments have already been made into the Boulevard and City Heights Transit Plazas at these interchanges by CalTrans, SANDAG, and the City of San Diego; and

Whereas the establishment of high-speed, high-frequency transit connections to employment centers to the north and south are critical to the continued economic development of the Mid-City communities; and

Whereas SANDAG is proceeding with an Early Action Program to implement TransNet-funded projects on a cost effective and time sensitive basis; and

Whereas the I-15 corridor north of Highway 163 is included in this Early Action Program; and

Whereas there are substantial benefits to Mid-City and to the San Diego region as whole that would result from including the entire I-15 corridor in the Early Action Program;

Now Therefore, the Cherokee Point Neighborhood Association urges the Board of Directors of SANDAG to include the Mid-City I-15 corridor transit lanes, stations and elevators in SANDAG's TransNet Early Action Program for completion in concert with the entire I-15 corridor Bus Rapid Transit project.

Adopted this date: April 26, 2005
Ricardo Daniel Castillo
Name Printed
Signature
3922 44th St S.P. CA 92105
Address
Kathleen Collins
Name Printed
Signature
4774 Muir Ave 92107
Address
Sally Yard
Name Printed
Signature
3250-18 Via Marsi 92037
Address
Rosa Gonzalez
Name Printed
Signature
3665 37th St San Diego CA
Address
Keith Rothchild
Name Printed
Signature
3795 37th St SOCAL 92105
Address
Erica Rothchild
Name Printed
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3795 37th St SOCAL 92105
Address
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<tr>
<th>Name Printed</th>
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<tbody>
<tr>
<td>Lisa Mets</td>
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<td>3127 Altadena Ave, San Diego 92105</td>
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<td>Dana Collins</td>
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<td>3559 Dwight St, San Diego 92104</td>
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<tr>
<td>Eduardo Duarte</td>
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<td>2287 Princeton Lane, Chula Vista 91915</td>
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<tr>
<td>Juan Moreno</td>
<td></td>
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<tr>
<td>3803 Central Ave, San Diego 92105</td>
<td><a href="mailto:Juan.Moreno@xerox.com">Juan.Moreno@xerox.com</a></td>
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<tr>
<td>Felipe Valdez</td>
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<td>3333 Eagle St, National City 92150</td>
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<td>John C. M.</td>
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<td>4834 38th St, P.O.</td>
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CHPT RES 4-2005 - April 26, 2005 4
Marcelo X. Angeles Alvarez  
Name Printed  
3515 36th St. San Diego, CA, 92104  
Address  
Signature  

Cristina Sullivan  
Name Printed  
3404 Cherokee Ave. San Diego, CA 92104  
Address  
Signature  
gardengirl92104@yahoo.com  

Robert Unser  
Name Printed  
3600 35th St. San Diego, CA 92104-4403  
Address  
Signature  

Martin Valdec  
Name Printed  
3634 Fir St. San Diego, CA 92104  
Address  
Signature  

Martha Duarte  
Name Printed  
2289 Shiny Stone Ln. Chula Vista, CA 91915  
Address  
Signature  

Stephen Russell  
Name Printed  
9406 Cherokee Ave.  
Address  
Signature  
92104  

CHPT RES 4-2005 - April 26, 2005
Marine Carano
4133 42nd Street

Kathryn Goetz
3216 35th St, SD, CA 92104

Anne Runge
12218 Sunrise Ct, Poway, CA 92064

Name Printed
Signature
Address

Name Printed
Signature
Address

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Address

CHPT RES 4-2005 - April 26, 2005