

# TRANSPORTATION COMMITTEE

August 19, 2005

AGENDA ITEM NO.: **1**

**Action Requested: APPROVE**

## TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF JULY 15, 2005

The meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal) at 9:06 a.m. See the attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Councilmember Jerry Rindone (South County) and a second by Councilmember Bob Emery (Metropolitan Transit System [MTS]), the Transportation Committee approved the minutes from the June 17, 2005, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Councilmember Rindone congratulated everyone for an outstanding ribbon cutting for the Green Line.

Councilmember Emery encouraged Committee members to ride the Green Line if they haven't already done so. He said it is a line worth taking.

Mayor Art Madrid (East County) echoed those comments. He said that the opening ceremony appeared to be professionally orchestrated, and he was impressed with it.

Mayor Madrid congratulated Councilmember Phil Monroe (South County) on his comments at yesterday's MTS Board meeting in response to letters received from two County Supervisors requesting that MTS continue heavily subsidized rural bus services. Those same Supervisors opposed the *TransNet Extension*.

Chair Kellejian echoed statements made about the Green Line. He said that it is already a success. He added that there have been a lot of underground stations in the world, and the San Diego State University (SDSU) Station is second to none.

Leon Williams, Chair of the MTS Board, said that you need to "Be seen on the Green."

Councilmember Jim Madaffer (City of San Diego) also congratulated everyone on the new line. He thanked MTS staff for arranging a tour in advance of the opening with 35 community leaders. The tour was quite rewarding for them. He reminded Committee members about the significant financial contributions that this region has made toward the

Green Line, and the decision to spend the extra money to route it through the University as opposed to going along Interstate 8 (I-8). Given that fact, he expressed his concern with some of the actions taking place by the SDSU Administration with respect to a project under development for over the past 18 years with the community and the SDSU Foundation. This project encompasses shopping venues and theatres with over 1,000 parking spaces and includes classroom space and 1,400 beds for students. He felt that the Transportation Committee was lulled into producing the necessary funds to move the tracks into SDSU. Now, the University has decided to take this development project over from the SDSU Foundation. The SDSU Administration is exhibiting a mentality that produces discontent within the adjacent community. This development project will receive opposition from the community if the University takes it over. He wants to make sure the University honors the commitment it made to SANDAG and the people when we spent the additional money necessary to go into SDSU.

Action: Upon a motion by Councilmember Madaffer and a second by Mayor Madrid, the Transportation Committee directed staff to add this issue to a future agenda.

Councilmember Monroe announced that Chula Vista Mayor Steve Padilla is our new Coastal Commissioner replacing San Diego Councilmember Scott Peters. He congratulated Mayor Padilla and thanked Councilmember Peters for his service.

Chair Kellejian noted that Councilmember Peters will be formally congratulated at the League of California Cities' dinner next week in Solana Beach.

## CONSENT ITEMS

Chair Kellejian noted that Agenda Item 12 was removed from the Consent Calendar at the request of a member of the public. He asked for a motion on Consent items 3 through 11.

3. 2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) QUARTERLY AMENDMENT (APPROVE)

At its July 23, 2004, meeting, the SANDAG Board of Directors 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. 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. 2006-01, approving Amendment No. 10 to the 2004 RTIP.

Councilmember Monroe asked about the change for the City of Coronado. Gary Gallegos, Executive Director, replied that no more than 30 percent of these funds can be used for maintenance purposes.

Councilmember Monroe asked if the amount for local streets and roads is divided differently. Mr. Gallegos responded that the uses for the funds are different in the new *TransNet* Ordinance than they were in the past *TransNet* Ordinance. We can use the funds for construction but not maintenance. There is a difference between maintenance and rehabilitation. All three cities are using programmed funds. The *TransNet* Ordinance

requires each jurisdiction to submit a plan, and the plans have to be found to be consistent with *TransNet* goals and objectives. In addition, we need to work through the Independent Transportation Oversight Committee (ITOC). There is no need to program funds that far in advance. We will come back and work through those details with the various cities.

4. TRANSPORTATION DEVELOPMENT ACT (TDA) CLAIM AMENDMENTS: CITIES OF CHULA VISTA, EL CAJON, ESCONDIDO, AND LEMON GROVE (APPROVE)

The Cities of Chula Vista, El Cajon, Escondido, and Lemon Grove have indicated that construction has been completed on various bicycle and pedestrian projects. Unexpended TDA funds from these projects remain, and the allocations for these TDA claims must be reduced. The Transportation Committee is asked to approve Resolution No. 2006-02 approving revisions for the various completed projects. Unexpended TDA funds plus accumulated interest would be returned to the Local Transportation Fund.

5. TRANSPORTATION DEVELOPMENT ACT REQUEST FOR APPROVAL FOR A CAPITAL PROJECT FOR NATIONAL CITY TRANSIT SYSTEM (APPROVE)

Included in the FY 2004 TDA Claim No. 253 for the Metropolitan Transit System (MTS) are unused TDA balances held by agencies within the MTS service area. National City Transit has requested \$75,000 from its unallocated TDA reserve to purchase radios for its fleet and dispatch center. The MTS Board is scheduled to approve this request at its July 14, 2005, meeting. Subject to MTS Board approval, the Transportation Committee is asked to approve the radio purchase as an eligible TDA capital project for National City Transit.

6. FEDERAL FUNDING FOR HIGH-SPEED MAGNETIC LEVITATION PLANNING (APPROVE)

The U.S. Senate version of the pending federal multi-year transportation reauthorization bill includes a funding program under the Secretary of Transportation for High-Speed Magnetic Levitation (MAGLEV) preconstruction planning. The Transportation Committee is asked to authorize staff to apply for funding through this program or other federal programs to study the feasibility of MAGLEV in the major interregional corridors of Interstates 5, 8, and 15 in the San Diego area. The County of San Diego and the San Diego County Regional Airport Authority have already indicated their support for such an application.

Chair Kellejian commented that including Interstates 5 (I-5), I-8, and I-15 is revolutionary, and we will be looking forward to this MAGLEV feasibility study.

7. AGREEMENT TO ACCEPT A \$1,000,000 CONTRIBUTION FROM BARRATT AMERICAN, INC., TO WIDEN STATE ROUTE (SR) 52 (RECOMMEND)

To fulfill a commitment to voters as part of the recent approval to develop Fanita Ranch in the City of Santee, Barratt American, Inc., proposes to contribute \$1,000,000 to widen SR 52 in the westbound direction between Interstate 15 (I-15) and Mast Boulevard. The Transportation Committee is asked to recommend that the SANDAG Board of Directors authorize the Executive Director to enter into an Agreement with Barratt American, Inc., to accept the contribution for the design of the SR 52 widening project.

Councilmember Madaffer thanked Barratt American, Inc., for fulfilling its commitment for this money for SR 52.

8. CALTRANS SETTLEMENT OF CONSTRUCTION CLAIMS FOR THE SR 125 SWEETWATER SEGMENT (RECOMMEND)

Caltrans has requested that SANDAG provide funds for construction claims on two stages of the SR 125 Sweetwater project. The claims are a result of state-enacted Wage Order 16 requiring contractors to provide construction personnel with a 10-minute break twice a day. Project contingencies for these two projects have been exhausted and therefore require an infusion of new funds to settle the outstanding claims. The Transportation Committee is asked to recommend that the Board of Directors approve the settlement of the SR 125 Sweetwater construction claims.

9. INDEPENDENT TRANSIT PLANNING REVIEW – SUMMARY OF SECOND PEER REVIEW PANEL MEETING (INFORMATION)

This item summarizes the results of the second meeting of the Peer Review Panel, which was held June 20-21, 2005.

10. LOS ANGELES–SAN DIEGO–SAN LUIS OBISPO RAIL CORRIDOR AGENCY (LOSSAN) BOARD OF DIRECTORS MEETING REPORT (INFORMATION)

The LOSSAN Rail Corridor Agency seeks to increase ridership, revenue, capacity, reliability, and safety on the coastal rail line from San Diego to Los Angeles to San Luis Obispo. Known as Amtrak's Pacific Surfliner corridor, it is the second busiest intercity passenger rail corridor nationwide and Amtrak's fastest growing. This report summarizes the actions from the LOSSAN Board meeting on June 1, 2005.

11. 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 regular quarterly update to the Transportation Committee.

Chair Kellejian noted that on Page 2 of this item it states that the release of the final program-level EIR/EIS report will occur on July 27 at the CHSRA Board meeting in Anaheim. He said that the actual date for this program release will be August 3 at the Orange County Transit Authority.

Action: Upon a motion by Councilmember Rindone and a second by Councilmember Jerome Stocks (North County Transit District [NCTD]), the Transportation Committee approved Consent Items 3 through 11, including Resolution Nos. 2006-01 and 2006-02.

## 12. SENIOR TRANSPORTATION PROGRAM ACTIVITIES STATUS REPORT (INFORMATION)

The March 2004 recommendations of the Senior Access Task Force were to provide short-, mid-, and long-term programs addressing the issue of senior transportation within the region. Since December 2004, staff has initiated work on the mid-term program that includes establishing an inventory of existing transportation services for seniors and conducting a survey of older adult travel needs to better identify and plan for new senior transportation service options that could be implemented through the *TransNet* Senior Transportation mini-grant program. This report includes an outline and status of activities related to the mid- and long-term programs.

### Public Comment:

Gary Baldwin, representing the Transportation Action Group of ECAN (East County Action Network), requested that the Transportation Committee provide a letter of endorsement for programs that impact the low-income seniors and disabled persons of our community, including ZipTrip. The ZipTrip program is a volunteer transportation effort that needs the support of regional agencies such as SANDAG. The necessary budgets to run these community-level transportation services are acquired by achieving recognition. A letter of endorsement from SANDAG would give ECAN the recognition and some advantage to approach potential fund sources. ZipTrip is a small service with long-range goals that would spread throughout the county. He offered to meet with staff on this. He recognized other nonprofit agencies that are providing similar services, such as the Jewish Family Services' College Avenue Senior Center and FISH. He said these small programs fill a gap at the community level that cannot be accomplished through large public services. Chair Kellejian stated that this matter will be referred to staff.

Toni Bates, Division Director of Transportation reported that this agenda item talks about a long-term program designed to address these issues. The mid-term program is underway and includes: the conduct of a survey of all the resources in our region to create a comprehensive inventory of existing transportation services and resources, the conduct of a survey of older adults to identify senior-based travel patterns and demands, identification and mapping of subregions based on senior travel patterns and the available/required resources, identification of gaps/deficiencies in senior transportation for each subregion, compilation of a list of "best practices" using the senior transportation studies, evaluation and identification of best service option(s) for each subregion, and a presentation of those findings to the local communities and jurisdictions. She noted that the long-term program is tied to the *TransNet* Extension and includes a mini-grant program to support the planning and development of innovative new transportation services for seniors.

Mr. Baldwin stated that the mini-grant program is 3-4 years in the future. He hoped that it will not have arbitrary factors for award.

Action: Upon a motion by Councilmember Stocks and a second by Councilmember Madaffer, the Transportation Committee unanimously approved this item.

### **CHAIR'S REPORTS**

13. Chair Kellejian indicated that summary highlights from the Blue Ribbon Committee meeting on July 12, 2005, were distributed to the Committee. He stated that a detailed report on the MTS Comprehensive Operational Analysis (COA) is scheduled for the August 19 meeting. Also, MTS staff will report on the COA technical committee at that time.

### **REPORTS**

14. (THIS ITEM HAS BEEN INTENTIONALLY LEFT BLANK.)
15. TRANSPORTATION PROJECT COST OVERVIEW (INFORMATION)

Richard Chavez, Senior Engineer, reported that prices have been going up and affecting the cost of our transportation projects. A number of sources were used for this study. This presentation will focus on key trends, impacts on the region, opportunities for containing cost, and next steps.

Mr. Chavez reported that the Caltrans annual index from 1972 to 2002 tracked the cost of transportation projects including materials. Since 1980 the index has tracked consistently at a compounded rate of about 2.6 percent. In early 1980 it was more volatile. The price of oil affected the construction index. The current spike is affected by the price of oil. The 2002 price of oil and the price of construction have tracked on a parallel course.

Mr. Chavez showed the Caltrans quarterly index from 2002 to 2005 that indicated a sharp decrease in 2003, and a normalized rate against national indices. The quarterly comparison and forecast between 2002 and 2005 showed an average increase of about 7 percent. Mr. Chavez showed a comparison between California and two other states, Colorado and Oregon, which indicated higher costs than California. The 2001-2005 construction and home index showed a parallel increase as well.

Mr. Chavez reviewed several construction issues including reduced work windows and material site shortages. He said that premiums are paid for reduced work windows. He showed a map that displayed the asphalt and concrete material sites in the San Diego region. He noted that a number of those sites will disappear in the near future. He added that the SR 78 corridor will have no nearby material sites next year.

Mr. Chavez discussed process issues such as increasing regulations, stakeholder involvement, and increasing litigation. The potential impacts of these issues relate to delivery schedules, project scopes, and program scopes.

Mr. Chavez suggested a number of opportunities to offset the challenges: innovative contracts (A+B [bid on price plus the schedule, and design-build processes]), increased work windows, improved right-of-way processes, and increased material site locations.

Mr. Chavez said that the next steps include working with SANDAG's many transportation partners to improve forecasting, working on refining cost estimates for transportation projects, updating 2002 budgets established in the *TransNet* Ordinance, and developing a Plan of Finance. He noted that more recent revenue forecasts have increased by about 20 percent. He reminded the Committee that the *TransNet* program relies on 20 percent subsidy from the state and federal government. We may not have state funds, and we are waiting for Congress to adopt a new federal transportation act. We will provide more information when the state and federal funding issues have been finalized.

Mayor Madrid asked what we can do to replace this loss of asphalt plants. Mr. Gallegos agreed that this is a challenge and an opportunity. From a staff perspective, we will work with the local jurisdictions. The industry is trying to get a plant permitted in Escondido. The Association of General Contractors (AGC) and the Engineering and General Contractors Association (EGCA) are working with jurisdictions to try to get material plants permitted.

Councilmember Stocks questioned the 7 percent rate of cost increases when bids are coming in with 20 or 30 percent increases. Mr. Chavez said that all projects vary so there may be some projects that are 20 or 25 percent higher, but others come in within the Engineer's Estimate or lower. Overall the rate has been 7 percent.

Mayor Madrid noted that one reason the cost of I-15 has increased is the cost of litigation. Both SR 125 and SR 56 were delayed for a significant number of years due to litigation and the rising costs during that time frame. He doesn't think the general public understands the situation and suggested we provide them with information.

Marney Cox, Chief Economist, said that one of the things we are looking at is a change in our forecasting process. This will provide an opportunity to identify cost increases individually as they impact the cost of the projects. We will be able to identify escalating problems. Mr. Gallegos added that not only will we be able to identify the type of litigation that causes the most problems, but we will be able to try to get a handle on ways to contain those costs.

Mayor Madrid asked that staff report back to the Transportation Committee with a couple of examples of projects and the reasons for their cost increases. Mr. Gallegos agreed to do that, and stated that SR 125 is a good example. He said that on average it takes 5-10 years to complete an environmental document. On a project like SR 125, it has been 12-13 years due to a number of lawsuits. We prevailed through those lawsuits, but the cost of the project has increased from \$400 million to \$500-\$600 million.

Mayor Pro Tem Gallo (NCTD) said that we could use that same argument for a lot of projects. Mr. Chavez noted that on transportation projects, right-of-way costs can make up 50 percent of the project costs.

Brad Barnum, representing AGC, thanked the Committee for its support of Proposition 42 in the state budget. He also recognized Supervisors Roberts and Slater-Price and Lemon Grove Mayor Mary Sessom for their efforts as well. He said that the lack of aggregate is a big problem. Granite Construction is proposing a rock quarry in Riverside County. He asked for support of that proposal. He stated that two issues, tight work windows and storm water requirements, continue to increase costs, and contractors can only work five hours versus eight. As costs continue to rise they are being included in bids. There also are issues related to Caltrans and consistency with staffing and the management of jobs. The AGC is committed to working with Caltrans and SANDAG on these issues.

Dan Fauchier, representing EGCA, provided statistics related to the asphalt market in San Diego County. In 2008, without any new facilities, the asphalt production capabilities in San Diego County will be 750,000 tons less than in 2004. This represents 27 percent of today's demand. North County will be served by Miramar, which is 30 miles away, or Corona, which is 65 miles away. In 2010, the largest plant in San Diego will close, taking another 500,000 tons of production out of availability. In five years, production capabilities will be able to cover only half the demand for asphalt in San Diego County. He noted that there is a two-year minimum time frame to permit, construct, and start an asphalt plant after the location is secured.

Mr. Fauchier said that we have a true pending crisis that will affect prices and availability. San Diego is at the forefront of the problem in California. The next area with rock and sand shortages is the greater Los Angeles basin. We are currently importing sand from as far away as Vancouver, Canada, and Mexico. He urged the Transportation Committee to take an open view and encourage the addition of asphalt plants.

Councilmember Madaffer asked if Mexico was prohibiting the exportation of sand. Mr. Fauchier said that he has heard about that, but as yet it hasn't happened; they are still able to import sand from Mexico.

Mayor Madrid asked if there is any way to place a dollar value on the increase of that product for monitoring purposes. Mr. Fauchier replied that sand suppliers won't give him numbers due to price fluctuations; however, he has seen 30-40 percent price increases on some materials due to work in China.

Mayor Madrid said that the public needs to understand the costs associated with obstructionism.

George Weir, representing Weir Asphalt Construction in Escondido, said that he has been in the asphalt business and a contractor since 1980. He has witnessed the decrease in the number of asphalt plants from seven plants to one plant. He noted that the same region is served by eight concrete plants. He pointed out that there is only a two-hour shelf life for asphalt so they don't have time to travel long distances from plants to jobs. The asphalt industry has not done a good job of getting out the message. He said that new asphalt plants are very clean and take a lot less space than in the past. They have seen an asphalt price increase of 20 percent and are looking at a 30 percent increase for the future. This increase has a dramatic impact on everyone. He asked that the Transportation Committee support local cities, like Escondido, that are considering approval of an asphalt plant permit.

We need to have a local source for this material. He said that there are a lot of misconceptions about this industry.

Councilmember Emery wondered if there is a possibility of merging two projects or a series of projects. The San Diego County Water Authority is embarking on a project related to the El Capitan Reservoir that includes a tunnel. A lot of rock will come out of that project. He asked if there is a way that the rock can be used for materials production.

Chair Kellejian asked Councilmember Gallo to keep the Committee informed about the efforts to site an asphalt plant in Escondido.

Chair Kellejian asked Mr. Barnum to report back to the Committee about the rock quarry proposal in Riverside County near I-15.

Supervisor Pam Slater-Price (County of San Diego) said that it sometimes can be counterproductive to have one region support a project outside its area. She was not sure if a public show of support is the best way to go about it and suggested that the AGC evaluate this effort carefully.

Councilmember Peters suggested that staff follow up with the Water Authority on the project mentioned by Councilmember Emery.

Supervisor Ron Roberts (County of San Diego) mentioned that Supervisor Greg Cox has an excellent ongoing relationship with the Supervisors in Riverside County and suggested that the AGC brief him on the rock quarry project.

Councilmember Monroe brought up another problem, which is the lack of trades people. He recently talked with the president of a local organization who said that there will be a shortage of trades people in the State of California. He mentioned that the trades have apprentice programs.

Councilmember Monroe announced that Coronado will be opening a new city hall and community center today.

Councilmember Gallo stated that the proposed asphalt plant in Escondido would be environmentally cleaner burning than the new Sempra plant.

Mr. Gallegos said that a place to start is for staff to work with the industry and determine where the opportunities are and report back to the Transportation Committee. We can play an advocacy role once we determine where the opportunities lie.

Councilmember Monroe asked if the material plants have to disappear. Mr. Weir said that six of the seven plants are already gone and have been replaced by commercial development or housing. The one remaining North County asphalt plant is in San Marcos near the University of California (UC) San Marcos, and there are no agreements in place to ensure its continuing existence.

Mayor Madrid asked if there is a product that can be substituted for the aggregate, such as rubber. Mr. Weir stated that they already use rubber in the industry.

Mayor Madrid said that the supply of sand from Mexico was interrupted for a period of time as a result of politics in Mexico.

Action: Upon a motion by Councilmember Rindone and a second by Councilmember Emery, the Transportation Committee directed staff to work with the industry on this issue.

16. UPCOMING MEETINGS

Chair Kellejian noted that the meeting scheduled for Friday, August 5, 2005, has been cancelled. The next meeting of the Transportation Committee is scheduled for August 19, 2005. He also mentioned that there will be a joint meeting with the Regional Planning Committee on September 2, 2005, on the Smart Growth Pilot Program.

17. CLOSED SESSION PENDING LITIGATION PURSUANT TO GOVERNMENT CODE SECTION 54956.9: REGIONAL WATER QUALITY CONTROL BOARD COMPLAINT NO. R9-2005-0062 AGAINST MTDB/MTS REGARDING THE MISSION VALLEY EAST LIGHT RAIL TRANSIT PROJECT; CONFERENCE WITH LEGAL COUNSEL

Councilmember Rindone asked for a legal counsel opinion on whether he, Councilmember Emery, and Supervisor Roberts as MTS Board members, could participate in this closed session. Julie Wiley, Deputy General Counsel, stated her belief that MTS and SANDAG interests are aligned and there are no conflicts of interest.

Chair Kellejian adjourned the meeting into a closed session at 10:14 a.m. The meeting was reconvened into open session at 10:44 a.m.

Ms. Wiley reported the following from the closed session: the Transportation Committee was informed of the status of settlement negotiations and directions were given to negotiators.

18. ADJOURNMENT

Councilmember Rindone announced a celebration to rename SR 125 the South Bay Expressway on Friday, July 22, 2005, at 12 Noon, at Sweetwater Summit Park. He invited Transportation Committee members and alternates to this ceremony, which includes a luncheon. Mr. Gallegos noted that there is a SANDAG Board meeting that morning.

Chair Kellejian adjourned the meeting at 10:47 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE  
SANDAG TRANSPORTATION COMMITTEE MEETING  
JULY 15, 2005**

GEOGRAPHICAL AREA/ ORGANIZATION	JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING	COMMENTS
North County Coastal	City of Solana Beach	Joe Kellejian (Chair)	Member	Yes	
	City of		Alternate	No	
North County Inland	City of Poway	Mickey Cafagna	Member	No	
	City of Vista	Judy Ritter	Alternate	No	
East County	City of Santee	Jack Dale	Member	No	
	City of La Mesa	Art Madrid	Alternate	Yes	
South County	City of Chula Vista	Jerry Rindone	Member	Yes	
	City of Coronado	Phil Monroe	Alternate	Yes	
City of San Diego	----	Jim Madaffer	Member	Yes	
	----	Scott Peters	Alternate	Yes	
County of San Diego	----	Ron Roberts	Member	Yes	
	----	Pam Slater-Price	Alternate	Yes	
	----	Dianne Jacob	Alternate	No	
Metropolitan Transit Development Board	City of Poway	Bob Emery	Member	Yes	
	MTS	Leon Williams	Alternate	Yes	
North County Transit Development Board	City of Encinitas	Jerome Stocks	Member	Yes	
	City of Vista	Judy Ritter	Alternate	No	
	City of Escondido	Ed Gallo	Alternate	Yes	
San Diego County Regional Airport Authority	City of Lemon Grove	Mary Sessom	Member	No	
	Governor's Appointee	Xema Jacobson	Alternate	No	
ADVISORY/LIAISON Caltrans	----	Pedro Orso-Delgado	Member	No	
	—	Bill Figge	Alternate	Yes	
Regional Planning Stakeholders Working Group	—	Sandor Shapery	Member	Yes	

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