

# TRANSPORTATION COMMITTEE

June 2, 2006

AGENDA ITEM NO.: **1B**

**Action Requested: APPROVE**

## TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF MAY 19, 2006

The meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal) at 9:10 a.m. See the attached attendance sheet for Transportation Committee member attendance.

Chair Kellejian welcomed Councilmember Norine Sigafoose as a representative of the North County Transit District (NCTD).

Chair Kellejian congratulated Sandy Shapery on his recent wedding.

### 1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Councilmember Toni Atkins (City of San Diego) and a second by Councilmember Bob Emery (Metropolitan Transit System [MTS]), the Transportation Committee approved the minutes from the April 21, 2006, meeting. Councilmember Sigafoose abstained from this vote.

### 2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Jay Powell, representing the City Heights Community Development Corporation (CDC), distributed two items: a picture of the Los Angeles Orange Line bus rapid transit (BRT) bus and an accompanying article from the American Planning Association (APA) magazine, and a news release from San Diego Mayor Jerry Sander's office announcing that the Metro Villas/Metro Career Center has been selected as a national model for smart planning by the National Association of Housing and Redevelopment Officials. He said Los Angeles has done a tremendous job with BRT, and there is good information in that article. We are trying to promote BRT in the Mid-City area. Mr. Powell invited Transportation Committee members to an International Village celebration on June 3 in City Heights. MTS will be there to provide community outreach on the new transit routes.

Chuck Lungerhausen, a member of the public, provided a status of his fundraising efforts for the Multiple Sclerosis (MS) Walk. He said that if all funds pledged are paid before May 31, the total amount of these donations should be greater than \$5,700. He thanked all who donated toward this cause. He commented that the possible move of the Chargers to another county location will require major expenditures in infrastructure on roads and the trolley just to replace what we have now at Qualcomm Stadium. He hoped that the

proposed infrastructure bonds will include funding to purchase new low-floor trolley cars and to rehabilitate stations to accommodate these vehicles.

Gary Gallegos, Executive Director, announced that SANDAG was recognized by the San Diego Taxpayers Association by receiving the Grand Watchdog award for the *TransNet* Environmental Mitigation Program (EMP). He noted that MTS was also recognized for its work on the Comprehensive Operations Analysis (COA).

Don Stillwell, a member of the public, commented on bus routing problems, including transfers at Kaiser Hospital bus stops, between the 15-minute frequency on the #13 bus and the 30-minute frequency on the #14 bus. He thought that this will cause overcrowding, especially since the #14 bus route serves grade school, middle school, and high school students. He suggested that: (1) the #14 bus continue to operate to the Grantville Trolley Station, (2) the #13 bus stop at Grantville be the terminal for that route, and (3) every other #13 bus go to Kaiser Hospital to match the 30-minute frequency on the #14. This would eliminate the potential overcrowding and the need for transfers between routes at Kaiser Hospital.

### **CONSENT ITEMS (3)**

3. 2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP): FINAL AIR QUALITY EMISSIONS ANALYSIS FOR AMENDMENT NO. 16 (APPROVE)

SANDAG received requests to add capacity-increasing projects to the 2004 RTIP, which prompted a new regional emissions analysis. A draft air quality conformity analysis report was accepted for distribution and public comment at the April 21, 2006, Transportation Committee meeting. To date, no comments have been received. Amendment No. 16 incorporates the capacity-increasing projects and finalizes the air quality conformity analysis report. The Transportation Committee is asked to adopt Resolution No. 2006-18, approving Amendment No. 16 to the 2004 RTIP, including its air quality conformity determination and the conformity redetermination of the 2030 Revenue Constrained Regional Transportation Plan: 2006 Update.

Action: Upon a motion by Mayor Lori Holt Pfeiler (North County Inland) and a second by Supervisor Bill Horn (County of San Diego), the Transportation Committee adopted Resolution No. 2006-18, approving 2004 RTIP Amendment No. 16, including the final air quality conformity analysis and conformity redetermination for the 2030 RTP: 2006 Update.

### **CHAIR'S REPORT (4)**

4. RESPONSE TO CITY HEIGHTS COMMUNITY DEVELOPMENT CORPORATION LETTER OF APRIL 21, 2006 (INFORMATION)

At the April 21, 2006, Transportation Committee meeting, the City Heights Community Development Corporation (CDC) submitted a letter requesting that the Interstate 15 (I-15) Bus Rapid Transit (BRT) project components through the Mid-City area be identified

separately in the Regional Transportation Improvement Program (RTIP). Chairman Kellejian sent a response letter to the City Heights CDC indicating that the Mid-City component of the I-15 BRT project will be listed separately in the 2006 RTIP, as requested.

Councilmember Atkins expressed her appreciation for staff's attention to this matter and for the response.

Chair Kellejian noted that there was one request to speak.

Jay Powell, representing the Mid-City CDC, expressed appreciation for this response.

Councilmember Phil Monroe (South County) said he visited the Mid-City transit plaza area, but there seems to be a disconnect with what has been planned and what is on the street today. He said that objections are being raised about buses having to enter the fast lanes of the freeway to get to the center platforms, and he asked how we are working to resolve that issue.

Chair Kellejian cautioned that this item is not on the agenda for discussion.

Mr. Gallegos stated that we have to build infrastructure to make the BRT project work in this segment. The BRT will need a dedicated bus lane so that it will not have to operate across the freeway lanes to get to the middle platform. The freeway was designed to accommodate the dedicated lanes, but there was not sufficient money to construct the dedicated bus lane at the time the bridges were built.

Chair Kellejian said this issue will be discussed in a future agenda item and we will track this project.

Action: This item was presented for information.

## **REPORTS (5 through 11)**

### **5. DRAFT FY 2007 TRANSIT AGENCY OPERATING BUDGETS (INFORMATION/POSSIBLE ACTION)**

Renee Wasmund, Finance Director, stated that in accordance with Senate Bill (SB) 1703, SANDAG is responsible for approving the transit agency budgets for funding. On February 17, 2006, the Transportation Committee approved the guiding principles and objectives for the development of the FY 07 transit operating budgets, as well as the revenue estimates and allocations for the transit agencies. This information has been used by the transit agencies in the development of their FY 07 budgets. She said that the budgets are scheduled for approval at the June 16 Transportation Committee meeting.

Paul Jablonski, MTS Chief Executive Officer, provided a historical recap for both transit operations and the budget. The operational highlights were the Mission Valley East (MVE) opening, the COA, and continued consolidation of administration/support functions at MTS. He noted that the FY 07 fare structure remains constant—they are not recommending any changes to the fare structure at this time. The budgetary highlights include the FY 06 mid-

year adjustment covering the \$3.6 million energy impact, no use of contingency reserves, and no additional use of nonrecurring revenues. There were across-the-board nonpersonnel expense reductions. He also reviewed the funding of operations utilizing recurring revenues from FY 05 to FY 07 and the funding of capital (operating) dollars from FY 06 to FY 07.

Mr. Jablonski reviewed the FY 07 financial status related to revenues, expenses, fuel rates (diesel/CNG [compressed natural gas]), COA implementation, and the MTS Capital Improvement Program. He showed graphs related to the impact of rising fuel costs. He noted that every one cent increase in diesel fuel equals an additional \$28,000 in diesel costs and \$70,000 for compressed natural gas (CNG) costs. Due to the phased approach for COA implementation, the FY 07 savings will total \$719,000. FY 08 will see the full effect of the COA changes. He provided a five-year forecast for the Capital Improvement Program (CIP), which indicates severe shortages over time. This issue is critical, and MTS is hoping that the bond proposal will add a significant source of revenue to take care of the aging infrastructure problems.

Mr. Jablonski reviewed the budget figures, which show a 4.1 percent increase over FY 06. Administrative expenses increased only 2.5 percent, and the five-year outlook shows conservative revenue estimates and costs. Mr. Jablonski showed information comparing MTS with other multimodal systems in California and the West having large bus fleets and light rail systems in three categories: farebox recovery, cost per revenue hour, and subsidy per passenger. MTS compares very favorably.

He summarized the budget information by stating that despite the energy expense impacts, no additional reserves or nonrecurring revenues will be utilized to balance the FY 07 budget, MTS has decreased the use of nonrecurring revenues, operating revenues shifted to capital was \$0 in FY 05 and \$6.5 million in FY 07, MTS costs and productivity compare favorably with other transit agencies, and there are no fare structure changes proposed for FY 07.

Sandy Shapery (Regional Planning Stakeholders Working Group) asked for the breakdown of farebox recovery between bus and rail. Mr. Jablonski provided the following response: 32 percent farebox recovery for the bus and 58 percent for rail; the cost per hour for the bus was \$67.90 and \$329.00 for rail; and the subsidy per passenger was \$1.82 for bus and \$0.67 for rail.

Supervisor Ron Roberts (County of San Diego) commented that the MTS capital reserve is really a general purpose reserve. It is being set up for next fiscal year due to the volatility of the energy markets. He wanted to clarify that MTS has quite a bit of contingency, but if these contingency funds are not adequate, it is anticipated that MTS can use the capital reserve funds.

Councilmember Jerry Rindone (South County) commended Mr. Jablonski and MTS staff for the big turnaround in financial success over the last 18-24 months. He said that while there are still challenges, it is clearly evident that progress has been made to: wean ourselves from using nonrecurring revenues, reduce expenses, increase services, and build toward capital improvement challenges. We also have to keep in mind the refurbishing of the Blue Line to bring up its standard and quality.

Mayor Art Madrid (East County) said that he has heard concerns expressed by neighbors in the downtown area about idling buses and asked if there was a policy regarding that issue. He thought that addressing this issue would save money and keep the air cleaner. Mr. Jablonski replied that the MTS bus idling policy indicates that buses idling more than five minutes should be shut down.

Mr. Jablonski noted that MTS will be working with SANDAG to craft a plan for the infrastructure bond proposal to meet our most significant capital improvement challenges.

Councilmember Monroe said that there has been tremendous improvement in MTS on-time performance, and its ridership is up. The preventative maintenance program instituted over the past two years has resulted in a significant decrease in the average miles between chargeable road miles. In 2001-2002, the number of average miles between chargeable road miles was 5,000, and over the last few months, it has increased to 30,000 miles.

Rick Howard, Deputy Executive Director, NCTD, presented the NCTD budget for FY 07. He provided operational highlights including the Oceanside Transit Center parking garage opening in April 2006, continuing refinement of the Fast Forward service implementation plan, service adjustments and cost reduction strategies, and fare increases for all modes for FY 07 to maintain farebox recovery ratios. He also reviewed FY 07 revenue highlights: passenger fares, grant revenue based on SANDAG estimates using midpoint levels, Transportation Development Act (TDA) reserves used as planned for the Sprinter startup operating costs, and no use of any other nonrecurring revenues in the FY 07 budget. He reviewed the projected ridership impact for the Breeze (at current levels), Fast (2.4 percent decrease), ADA/LIFT (at current levels), and the Coaster (3.2 percent increase). The expense highlights indicate an increase of \$9.3 million over the FY 06 budget. He showed rising nondiscretionary expenses from FY 03 through the FY 07 proposed budget. He also displayed a graph showing rising fuel costs. The average annual cost (including taxes) per one-cent per gallon increase is \$20,000.

Mr. Howard reviewed the proposed FY 07 operating budget (that shows a \$9.3 million increase over the last fiscal year), the reserves, and projected TDA carryover usage. He also reviewed the five-year projections, the five-year CIP summary, and operating statistics.

Chair Kellejian noted the wisdom of the NCTD Board in locking in CNG prices for a five-year period, until 2010. He asked if that figure is uncompressed. Kathy Sweet from NCTD replied affirmatively.

Chair Kellejian noted that there is a difference between the two budget presentations and said that the two transit agencies have agreed to work together to develop one format.

Councilmember Rindone said that on slide 5 related to the five-year projections, the crucial issue is nonrecurring TDA and Congestion Mitigation and Air Quality (CMAQ) revenues. He asked what CMAQ money is going away in 2010. Mr. Howard replied that NCTD only receives three years of startup CMAQ funds for the Sprinter and those funds will run out in 2008, and will be replaced with *TransNet* Extension funding.

Councilmember Rindone asked if NCTD has looked at any alternative funding sources. Mr. Howard noted that this number does not include any savings from bus route changes as a result of the opening of the Sprinter.

Mayor Pfeiler stated that at yesterday's hearing, NCTD showed a revenue increase of \$1.1 million, whereas this information shows \$840,000. Mr. Howard responded that numbers are the result of the actual fare increase (\$840,000), plus additional ridership on the Coaster from the parking garage opening up. When you add the two together, the final number is \$1.1 million.

Action: This item was presented for information.

Chair Kellejian noted that Item No. 9 would be taken out of order and discussed next.

9 *TransNet* LOCAL STREET AND ROAD PROGRAM GUIDELINES (RECOMMEND)

Richard Chavez, Principal Transportation Engineer, said that the *TransNet* ordinance requires at least 70 percent of the revenues provided for local streets and road purposes to be used to fund direct expenditures for facilities contributing to congestion relief and that no more than 30 percent of these funds can be used for local street and road maintenance purposes. These new requirements go into effect in 2009. Both the Cities/County Transportation Advisory Committee (CTAC) and the Independent Taxpayers Oversight Committee (ITOC) have worked together with staff to develop these program guidelines. He said the guidelines provide additional clarification to the ordinance requirements. There are five categories of typical types of facilities that are considered to contribute to congestion relief: new or expanded facilities, major rehabilitation and reconstruction, traffic operations, smart growth-related infrastructure, and transit facilities.

Mr. Chavez noted that the guidelines will be applied to *TransNet* funds beginning with FY 09. Jurisdictions can request an exemption from the guidelines. The request must first go to ITOC, then the Transportation Committee. The ITOC did agree with the guidelines except for point 24 related to bus-only lanes. ITOC members thought that only new bus-only lanes should be eligible for congestion relief funding. ITOC felt that converted lanes should not be eligible for congestion relief funding. The CTAC, except for the City of San Diego representative, agreed with the guidelines as written. A letter was included with the agenda item stating the City's position. Staff agrees with all of their concerns except one related to allowing more flexibility for general staff costs.

Mr. Gallegos said he reviewed with legal counsel the City's request for more flexibility for using *TransNet* funds for general staff costs. He said that using these funds for general staff costs would not meet the test of the ordinance.

Chair Kellejian said that the objective of *TransNet* is to pay for more projects not pay for existing staff time.

Chair Kellejian noted that there was one request to speak.

Maryam Babaki, Chair of ITOC, said that Mr. Chavez adequately summarized the ITOC's position. They met twice and defined the guidelines to a point that was acceptable to all parties. The driving force in drafting the guidelines was the intent of the ballot language. She said that 70 percent for local streets and roads should be for direct expenditures for congestion relief. They felt strongly that these guidelines are staying true to the ballot language and requested that they be approved as stated.

Councilmember Rindone pointed out that this is not a policy issue, it is a legal issue. Mr. Chavez has articulated the recommended action, and we need to proceed.

Councilmember Atkins said that they are aware of the concerns expressed and will look to other options to meet their needs and are hopeful those options will present themselves, especially Proposition 42. They are fine with moving forward today as is. They had hoped that the local element would be a little more forgiving; in the long run they will not be the only jurisdiction that will have concerns with how to use these dollars. They will continue to work on this and appreciated the consideration given their concerns.

Mr. Gallegos clarified that the City can request an exception from the guidelines when necessary. We are committed to working with the City of San Diego to look at resources beyond *TransNet*. From a staff perspective, we remain committed to working with the staffs of all the jurisdictions to figure out how we can help get them over their hurdles.

Supervisor Roberts questioned the "maintenance and noncongestion relief" that indicates "pavement overlay (less than 1 inch)." He asked how you protect against going over that amount. Mr. Chavez replied that the 1-inch threshold differentiates between pavement overlay and a slurry seal.

Supervisor Roberts asked if it would be unlikely that slurry seal would be greater than 1 inch. Mr. Chavez responded affirmatively.

Mr. Gallegos stated that the key here is to use the right maintenance or rehabilitation strategy at the right time.

Supervisor Roberts said he doesn't want that type of available money to determine the solution.

Mr. Gallegos stated that this was not the intent and that agencies have the ability to request an exception from the guidelines when necessary.

Action: Upon a motion by Mayor Pfeiler and a second by Councilmember Atkins, the Transportation Committee recommended that the SANDAG Board of Directors approve the guidelines as written. These guidelines would be included under Board Policy No. 031 regarding *TransNet* Ordinance and Expenditure Plan policies as *TransNet* Policy No. 018 and would be used for the 2006 Regional Transportation Improvement Program (RTIP) update. The guidelines would affect all available local *TransNet* funding beginning in FY 2009.

6. DRAFT 2006 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) (ACCEPT)

Sookyung Kim, Programming Manager, reported that SANDAG is required by state and federal law to develop and adopt an RTIP every two years, and the current one expires in October 2006. The new RTIP will cover the period 2007 through 2011, and is a \$6 billion program of major highway, transit, local streets and roads, and other projects. The RTIP includes the state and federally funded transportation projects that are programmed in the State Transportation Improvement Program (STIP) and State Highway Operation and Protection Program (SHOPP). The California Transportation Commission (CTC) adopted the 2006 STIP and SHOPP at its April meeting. This draft RTIP includes the CTC-adopted STIP funded projects for the San Diego region. The final 2006 RTIP is due to the state by August 1.

Ms. Kim stated that the ITOC reviewed the draft list of projects on May 17. The comments provided related to the guidelines recently discussed. Staff requested that cities use the draft version for submitting projects. Out of the 275 projects submitted, 30 were identified as needing additional information. As of today, 6 projects are outstanding, we are still seeking additional clarification and hope to have those resolved before next month. These criteria only apply to local agency projects in the 2009-2011 time period. Several agencies chose not to program projects in the "out" years.

Action: Upon a motion by Councilmember Emery and a second by Councilmember Sigafoose, the Transportation Committee: (1) accepted for review and distribution the Draft 2006 Regional Transportation Improvement Program including its air quality conformity analysis and the draft air quality conformity redetermination of the 2030 Revenue Constrained RTP: 2006 Update; and (2) scheduled a public hearing for the June 16, 2006, Transportation Committee meeting.

7. TRANSIT CAPITAL PROJECT BUDGET ADJUSTMENTS (APPROVE)

Kim York, Project Control Manager, said that staff, in concurrence with MTS staff, has identified \$108,922 of available funding to accomplish critical capital needs for the South Bay Maintenance Facility (SBMF) Property Expansion project. This project consists of purchasing five parcels to expand the site from four to nine acres, permitting up to 150 buses to be operated and serviced from this location. Due to the lack of additional capital funding, the full project has not been completed. The total cost through this phase of the project is \$8.1 million, which provided for the purchase of four parcels plus a partial acquisition on the fifth parcel and a construction project. The construction contract consists of the demolition of one warehouse/office building on the site to provide for critical bus parking, asphalt and concrete work, enhanced security lighting around the facility to provide a safe working environment at night for transit employees, several new sets of heavy-duty lifts for the maintenance shop, and a new air compressor for the main maintenance shop. Some of this work would be funded by transferring monies from two capital projects that are at or near completion and have an overall budget surplus. The MTS Board approved this action on April 27. She noted that the SANDAG Executive Director has authority to approve up to \$100,000 and the Transportation Committee has authority to approve up to \$500,000.

Action: Upon a motion by Supervisor Horn and a second by Councilmember Emery, the Transportation Committee approved the capital project budget transfer of \$54,820 from the Battery Compartment Upgrade project and \$54,102 from the South Bay Maintenance Facility (SBMF) Compressed Natural Gas (CNG) Fuel Station Improvements project to the SBMF Property Expansion Project.

8. TDA/*TransNet* BICYCLE AND PEDESTRIAN PROJECT SELECTION CRITERIA (APPROVE)

Stephan Vance, Senior Planner, reported that Article 3 of the Transportation Development Act (TDA) provides 2 percent for funding for bicycle and pedestrian projects. The SANDAG Board has been allocating this money on a competitive basis. *TransNet* also provides money for bicycle projects through the same competitive process. Since the FY 05 funding cycle, the recommended allocation process has been based on the use of selection criteria to evaluate and prioritize bicycle and pedestrian projects for funding. This report provides a summary of the process used to develop the selection criteria, describes the criteria and how they support the goals of the Regional Comprehensive Plan (RCP) and the Regional Transportation Plan (RTP), and explains the evaluation process used to select the projects that are recommended to the Transportation Committee and SANDAG Board of Directors. He reviewed each of the project selection criteria: community support/consistency with community plan, minimum design standard, Regional Housing Needs Assessment (RHNA), project readiness, geographic factors/GIS, completes the connection/linkage in existing bicycle-pedestrian network, safety improvements, innovation and design, connection to regional transportation corridor or transit linkage, matching funds, and cost benefit.

Supervisor Roberts questioned why the criteria related to “completes the connection/linkage in existing bicycle-pedestrian network” has one of the lowest criteria points when he felt it should have the highest. He thought completing the networks should be the most important criterion. Mr. Vance responded that the working group only recommended this criterion to receive 10 points; however, he agreed that if you are going to complete a network, this should be a high priority.

Chair Kellejian agreed with Supervisor Roberts. He asked Mr. Vance if the Transportation Committee could revise the criteria points. Mr. Vance replied affirmatively.

Councilmember Phil Monroe (South County) expressed a desire for the Transportation Committee or the SANDAG Board to work toward funding the network of bikeways rather than leaving this to the individual jurisdictions. He suggested that the criterion be changed from “Completes Connection” to “Contributes to the Connection.”

Councilmember Monroe asked if the RHNA criteria is pass/fail. Mr. Vance responded affirmatively. Mr. Gallegos added that only those jurisdictions with approved Housing Elements are eligible for this funding. Once the others get their Housing Elements approved, they will be eligible for funding.

Councilmember Dave Druker (North County Coastal) asked how many links are currently missing in terms of the bicycle network. Mr. Vance said that information would come from the RTP process.

Councilmember Druker suggested the following change to the criteria points: GIS-15, Completes Connection-20, and Connection to Regional Transportation-20. He said that it is important that we get these connections done.

Supervisor Roberts was not opposed to that suggestion; however, getting the networks done should be the highest priority. We don't know how many links are incomplete in the existing networks.

Councilmember Emery asked if it is possible to bring this item back with a list of the missing links in the bicycle networks.

Supervisor Horn agreed that the big priority should be the connection of the network. We should not put in part of a bike path just because it is eligible for funding; rather, we should complete a link that is more necessary to complete the network.

Mr. Vance reminded the Committee that the TDA statutes require us to notify the County Auditor by July 1 of the projects selected; however, he thought staff could identify short segments that are critical links to bikeway networks in time to meet that deadline.

Pedro Orso-Delgado, Caltrans District 11 Director, suggested that connecting the regional network should be the first priority and then move to use the selection criteria for other projects.

Bob Leiter, Director of Transportation and Land Use, suggested that staff report back at the next Committee meeting with the requested information.

Councilmember Monroe said that it is not a matter of adjusting points; it is a matter of where to put the money. A lot of our jurisdictions are trying to have bikeways in their cities. At the regional level we have a network we are trying to complete. The priority should be for a regional connection. That's what we want to do here.

Mr. Gallegos stated that we will come back with a map that shows where the missing pieces are.

Councilmember Atkins commented that the linkage of existing bicycle paths also includes pedestrians.

Action: This item was tabled to the next Transportation Committee meeting.

#### 10. LOCALIZED AGGREGATE SHORTAGES (INFORMATION)

Mr. Chavez reported that sand, gravel, and crushed rock, collectively called aggregate, are necessary materials for the construction of transportation infrastructure. Aggregate is used to make concrete, asphalt, and the structural roadbed for street and highway projects. Mr. Chavez stated that 80 percent of every cubic yard of concrete is aggregate.

Mr. Chavez said that the escalating cost of aggregate and the lack of new aggregate supply sites within the region are negatively impacting the cost of transportation projects. There

are currently 14 aggregate sites available, which is a decrease from 48 over the last 26 years. The region now imports more than half its needs, which has a corresponding increased cost. Aggregate is currently being brought into the region from Los Angeles County, Imperial County, and Ensenada, Mexico. In response to local need, the City of Escondido approved an asphalt production plant in September 2005. This plant will be able to produce 150,000 tons of asphalt per year. After 2008, this will be the only asphalt plant available in the North County area. It is estimated that North County alone consumes 500,000 tons of asphalt per year.

The price of material becomes secondary to the transportation cost. Sand and aggregate is mined and brought from the Port of Ensenada, which is not an efficient way of getting the material to the market. He noted that San Diego is rich in aggregate resources. A good portion is at Miramar or in conflict with habitat areas. SANDAG staff will continue to monitor the industry. The draft environmental document for the Liberty Quarry will be reviewed by staff, and a recommendation will be given to the Transportation Committee and SANDAG Board. We may look at opportunities for land swaps. Prices of oil also affect the cost of transportation projects. He commented that the price of oil cannot be controlled locally, but the price of aggregate can.

Mr. Chavez noted that we received letters from Caltrans Director Will Kempton related to the statewide impact and from California Commercial Asphalt, LLC, related to the cost impact of having to import aggregate.

Supervisor Roberts said that the Governor has recognized this material shortage as one of the major issues and has been encouraging the local areas to deal with it.

Chair Kellejian noted that there were a number of requests to speak on this item.

Vic Bionness, San Diego County Water Authority, stated that they have also been experiencing challenges with aggregate shortages. Costs have increased 10 percent or greater. Some of that is related to material cost increases for steel, lumber, fuel, and cement. They look forward to continuing their relationship with SANDAG on this item. We need to address this from a regional perspective.

Dr. Matt Ron, San Diego State University (SDSU), said that they are seriously concerned about the Liberty Quarry proposed in Riverside County. The quarry is an incompatible use with an adjacent SDSU ecological area. A letter dated May 10, 2006, from SDSU President Stephen Weber to Gary Gallegos emphasized the importance of a position in opposition to the Liberty Quarry without a thorough environmental review.

Gary Johnson, Granite Construction, said that he submitted a memo to SANDAG and met with Mr. Chavez on this subject. He said that San Diego County uses over 15 million tons of aggregate a year and imports about half of it. Much of it comes through Riverside County. An aggregate facility project that has been in planning and development for 20 years will come on line in four years, but in the meantime other facilities are shutting down. There is still a severe shortage of this material. The Liberty Quarry is ideally situated to serve the Riverside and San Diego County areas. Two-thirds of this material would go into north San Diego County. Being able to obtain this material would reduce the number of trucks on

the road in both counties, resulting in less congestion on Interstate 15 (I-15) and I-215, and it would reduce transportation emissions from goods movement.

Warren Colson, EnviroMINE, Inc., a consultant with the aggregate industry, distributed information on the aggregate shortage. He said that we need a regional aggregate policy. We have abundant resources, but we need the political will to be able to get to them.

Kirk Bradbury, American Public Works Association (APWA), San Diego and Imperial Counties Chapter, said they recognize the growing need and the implications of the local shortage to project costs and schedule delays. He thanked SANDAG staff for being proactive on this issue, and encouraged the elected officials to allow the development of new aggregate material sites.

Dan Fauchier, EGCA, complemented SANDAG staff for research on this issue. By 2008, we will produce about half the asphalt we will need. We will only have one facility in the county. We have to work together in regional planning to find areas that will work. Plants now are better neighbors with newer technology.

Carmen Kasner, President, San Diego Section of American Society of Civil Engineers (ASCE), said that this information is of grave concern to civil engineers and the public as a whole. The lack of sources for aggregate make projects almost impossible to build. Aggregate is used in many projects. Having many more truck trips on the road degrades air quality. We want to work with the local jurisdictions to identify solutions.

Brad Barnum, Association of General Contractors (AGC), congratulated SANDAG on its efforts to get the infrastructure bond measure on the November ballot. SANDAG's hard work has also paid off for Proposition 42 protection. He congratulated Mr. Gallegos for the work he did for San Diego on this matter. He said that they need SANDAG's help in obtaining permitting for materials plants. Other companies are experiencing problems with obtaining materials, especially those providing materials for the Sprinter.

Mayor Art Madrid (East County) asked if construction sites are recycling their materials and how much do we recover from these sites. He would like a report on this. Mr. Orso-Delgado replied on behalf of Caltrans by stating that every broken up piece of concrete from work on I-5, I-15, and I-805 is recycled and reused.

Councilmember Bob Campbell (North County Inland) questioned Mr. Chavez about the cement shortage. Mr. Chavez said that was a big issue until Congress passed a treaty with Mexico to supply cement, which has eased the shortage.

Sandor Shapery, Regional Planning Stakeholders Working Group, said that we are all trying to balance the environment with quality of life issues. He wondered if SDSU has looked at studying alternative sites that could be utilized or ways to mitigate the situation so both challenges can be resolved. Mr. Chavez said that information will be included in the Liberty Quarry environmental document to be released later this year.

Action: This item was presented for information.

11. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for Friday, June 2, 2006, at 9 a.m. It will be followed by a Joint meeting with the RPC that will begin at 10 a.m.

12. ADJOURNMENT

Chair Kellejian adjourned the meeting at 11:35 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE  
SANDAG TRANSPORTATION COMMITTEE MEETING  
MAY 19, 2006**

GEOGRAPHICAL AREA/ ORGANIZATION	JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING	COMMENTS
North County Coastal	City of Solana Beach	Joe Kellejian (Chair)	Member	Yes	
	City of Del Mar	David Druker	Alternate	Yes	
North County Inland	City of Escondido	Lori Holt Pfeiler	Member	Yes	
	City of Vista	Bob Campbell	Alternate	Yes	
East County	City of Santee	Jack Dale	Member	Yes	
	City of La Mesa	Art Madrid	Alternate	Yes	
South County	City of Chula Vista	Phil Monroe	Member	Yes	
	City of Coronado	Jerry Rindone	Alternate	Yes	
City of San Diego	----	Jim Madaffer	Member	No	
	----	Toni Atkins	Alternate	Yes	
	----	Jerry Sanders	Alternate	No	
County of San Diego	----	Bill Horn	Member	Yes	
	----	Ron Roberts	Alternate	Yes	
	----	Greg Cox	Alternate	No	
Metropolitan Transit Development Board	City of Poway	Bob Emery	Member	Yes	
	MTS	Harry Mathis	Alternate	Yes	
North County Transit District	City of Encinitas	Jerome Stocks	Member	No	
	City of Solana Beach	Lesia Heebner	Alternate	Yes	
	City of Carlsbad	Noreen Sigafoose	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	Yes	
	----	Bill Figge	Alternate	Yes	
Regional Planning Stakeholders Working Group	----	Sandor Shapery	Member	Yes	
	—	Bill Anderson	Alternate	No	