

TRANSPORTATION COMMITTEE

July 7, 2006

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS

Meeting of June 16, 2006

The meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal) at 9:02 a.m. See the attached attendance sheet for Transportation Committee member attendance.

Chairman Kellejian asked that everyone stand and that Councilmember Rindone lead in saluting the flag.

1. APPROVAL OF JUNE 2, 2006, MEETING MINUTES

Action: Upon a motion by Mayor Holt Pfeiler (North County Inland) and a second by Councilmember Emery (Metropolitan Transit System), the Transportation Committee approved the minutes from the June 2, 2006, meeting. The motion passed unanimously.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chairman Kellejian congratulated SANDAG's Executive Director Gary Gallegos, who was presented with the Pursuit of Excellence Award on June 15, 2006, at the Women's Transportation Seminar (WTS) Annual Awards Banquet. He also noted that the Metropolitan Transit System (MTS) was presented with the Employer of the Year Award.

Don Stillwell, a San Diego resident, expressed his concern regarding safety of school children accessing the bus. He noted that the bus stops near and Crawford High School, especially Route #14, and the bus stops near and around Kaiser Hospital, especially Route #13, are not safe for the residents nor the school children. He urged the Board to do something about this problem before someone gets seriously hurt.

Paul Klein, a resident of San Marcos, noted that he is being sued by the North County Transit District (NCTD) in imminent domain court. His problem is that he was initially offered \$2,000 for his property and now NCTD will pay the appraised value of \$90,000. In his opinion, this was a clear abuse by the agency of the imminent domain process and how they operate. With the full funding grant agreement that NCTD has, it promised to follow the law and has not been doing so. NCTD should be following all of the federal rules but it is not. Homeowners and business owners should be compensated accordingly at the fair value market rate. NCTD could lose \$145 million in federal funding for violating the law. This is a sad situation.

CONSENT ITEMS (3 through 5)

3. 2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP): AMENDMENT NO. 17 (APPROVE)

The 2004 Regional Transportation Improvement Program (RTIP), adopted by the Board in July 2004, is the five-year program of major transportation projects in the San Diego region covering the period from FY 2005 to FY 2009. During the course of the two-year RTIP cycle, SANDAG processes amendments on a quarterly basis or more frequently when an urgent matter arises. SANDAG has determined that one project, the Intermodal Transportation Management System, requires an urgent amendment in order to obligate the federal funds by this summer. The Transportation Committee is asked to adopt Resolution No. 2006-21, approving Amendment No. 17 to the 2004 RTIP.

4. METROPOLITAN TRANSIT SYSTEM FEDERAL TRANSIT ADMINISTRATION SECTION 5311 (F) GRANT APPLICATIONS (APPROVE)

MTS plans to submit two grant applications to Caltrans requesting funding for operations and capital support for rural services. The applications for funds under the Federal Transit Administration (FTA) Section 5311(f) Intercity Bus Program each request \$200,000. One application requests operating revenues for service from rural communities into the San Diego urban area to provide access to shopping and medical services. The second application requests funding toward completion of the East County Bus Maintenance Facility which supports these rural services. The Transportation Committee is asked to adopt Resolution No. 2006-22, approving the application as required by Caltrans.

5. FALL 2006 NCTD SERVICE CHANGES (INFORMATION)

NCTD is proposing several changes for FY 2007 including a modest fare increase and the realignment of a number of bus routes to improve efficiency and increase revenues. On May 18, 2006, the NCTD Board held a public hearing and adopted the proposed service changes. In accordance with SANDAG Policy No. 018: Regional Transit Service Planning and Implementation, NCTD is responsible for implementing local and minor service changes in consultation with SANDAG. Regionally significant service changes require a SANDAG administrative review for consistency with regional plans and policies. NCTD's proposed changes have been reviewed by SANDAG staff and meet the requirements of Policy No. 018. This report is provided to the Transportation Committee so that Committee members are aware of the proposed changes to the regional transit system.

Action: Upon a motion by Councilmember Emery (MTS) and a second by Chairman Horn (County of San Diego), the Transportation Committee approved Consent Items 3 through 5, including Resolutions No. 2006-21 and No. 2006-22.

REPORTS

6. PUBLIC HEARING: FINAL 2006 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RECOMMEND)

Chairman Kellejian mentioned that this item is a Public Hearing. Staff will be heard first, then he will take questions from the Transportation Committee members regarding the staff report. After the questions, there will be a public comment period and then he will close the Public Hearing and the Transportation Committee will take action.

Sookyung Kim, SANDAG's Senior Financial Program Manager, noted that as the region's Metropolitan Planning Organization (MPO), SANDAG is required by state and federal law to develop and adopt a Regional Transportation Improvement Program (RTIP) every two years. The 2006 RTIP is a \$6.1 billion multi-year program of proposed major highway, arterial, transit, and nonmotorized projects, including the *TransNet* Program of Projects. As required by federal regulations, SANDAG conducted an air quality conformity analysis of all regionally significant capacity increasing projects in the 2006 RTIP. The analysis demonstrates that the 2006 RTIP meets the air quality conformity requirement.

At its May 19 meeting, the Transportation Committee accepted the draft 2006 RTIP for distribution and public comment, and scheduled a public hearing for today. As of today, staff has not received any significant public comments; however requests for clarifications related to the air quality document from FHWA and to the project listings and fiscal analysis in the RTIP document from Caltrans programming office have been received. These minor changes will be incorporated into the final document.

Chairman Kellejian opened the Public Hearing. There were no Transportation Committee member comments and there were no public speakers. He noted for the record that there was an e-mail presented by J.W. Stump regarding this item. Chairman Kellejian closed the Public Hearing.

Action: Upon a motion by Councilmember Madaffer (City of San Diego), and a second by Chairman Stocks (North County Transit District), the Transportation Committee held a public hearing for the 2006 RTIP including its air quality conformity analysis and the air quality re-determination of the 2030 Revenue Constrained Regional Transportation Plan (RTP): 2006 Update; directed staff to finalize the 2006 RTIP, including responding to any significant public comments received during the public hearing; and recommended to the SANDAG Board of Directors the adoption of the 2006 RTIP including its air quality conformity analysis and the air quality re-determination of the 2030 Revenue Constrained RTP: 2006 Update.

7. PUBLIC HEARING: MIRA MESA TRANSIT CENTER ENVIRONMENTAL DOCUMENT (RECOMMEND)

Chairman Kellejian mentioned that this item also is a Public Hearing. Staff will be heard first, then he will take questions from the Transportation Committee members regarding the staff report. After the questions, there will be a public comment period and then he will close the Public Hearing and the Transportation Committee will take action.

Barrow Emerson, SANDAG's Senior Regional Planner, provided the Transportation Committee with an overview of the proposed Mira Mesa Transit Center. He provided an orientation to the location of the proposed transit center in the Mira Mesa area, on the north border of Miramar College, just west of I-15 and south of Mira Mesa Blvd. He showed the committee the proposed layout of the transit center, which includes 8 bus bays with passenger shelters and a communications and restroom facility for the MTS operators. The Transit Center concept has been developed as a cooperative effort between Miramar College, SANDAG and MTS. The facility is proposed to be leased by SANDAG from the Community College District on a long-term (99 years), nominal cost (\$1 per year) basis. The final design will be developed during the next year and the facility is proposed to open in 2008. The transit center will serve as the key access point to the transit system in the Mira Mesa and Scripps Ranch communities and will be served by at least 5 bus routes. The benefits for transit patrons will be an improved waiting and transfer environment. In addition, the new transit center will allow more direct and convenient bus service for Miramar College students. Under its recently adopted Master Plan, the college will expand from its current student population of 8,000 to 25,000 at build-out. The other major beneficiary of the new transit center will be the transit operator, MTS, who will in some cases see reduced operating costs as well as have a safer and more efficient layover facility for drivers.

Chairman Kellejian opened the Public Hearing. There were no Transportation Committee member comments.

Public Comment:

Ryan Murphy, from the San Diego Community College District Miramar College, stated that he was excited that there will be a transit center in the Mira Mesa area that will directly serve the College. This action will be beneficial to both the residents in the community and the college students.

Chairman Kellejian closed the Public Hearing.

Action: Upon a motion by Councilmember Madaffer and a second by Chairman Stocks, the Transportation Committee recommended that the SANDAG Board adopt the final MND for the project.

8. PROPOSED FY 2007 TRANSIT AGENCY OPERATING BUDGETS (APPROVE)

Renee Wasmund, SANDAG's Director of Finance, noted that SANDAG is responsible for approving the transit agencies budgets for funding. Last month, NCTD and MTS submitted their budgets to the Transportation Committee. MTS approved its budget on June 8, 2006, and NCTD approved its budget yesterday.

Councilmember Emery (MTS) commented that this is the first time that MTS has approved a budget without having to utilize any of its proposed reserves.

Chairman Kellejian thanked both agencies for laying out the budgets to the Transportation Committee in a way that was easy to understand.

Councilmember Monroe (South County) noted that he was proud that MTS has a balanced budget. He expressed concern that the deficit is getting bigger regarding maintenance costs.

Councilmember Madaffer stated that it is impressive to see MTS and NCTD working together and stated that it is important to move this item forward.

Action: Upon a motion by Councilmember Madaffer and a second by Councilmember Stocks, the Transportation Committee voted to approve the NCTD and MTS Fiscal Year 2007 operating budgets for funding.

9. TRANSPORTATION PROJECT BUDGET SHORTFALLS (RECOMMEND)

Jose Nuncio, presented to the Transportation Committee several regional projects that require additional funding. In some cases, the additional funds required are associated with cost increases whereas other projects require funds to continue and expand their implementation beyond their previously approved program level. Staff highlighted the SPRINTER Cost increases, which range from \$42 to \$55 million, and are due to government approval delays, Hurricane Katrina, freight traffic requirement, higher construction management costs, CCOs for actual costs, FTA requirements, and off-site environmental mitigation. Staff pointed out that a combination of all these factors have attributed to the cost increases. Other project increases have resulted from increased cost of right-of-way, changes in design, unanticipated regulatory reviews, program implementation and expansion. There are funding for these projects which only goes through FY 2009. Staff noted that the Rideshare Program needs an extension to FY 2011. There is a \$622 million budget shortfall through FY 2011. The current funding available through FY 2011 is \$119.3M. This is within the RTIP time period. Staff indicated that a prioritized approach should be followed. That would include that projects under construction should receive funding first, followed by funding for previous commitments not yet programmed, then projects that are ready to go within 1 year should be considered and last to receive funding should be the new projects. Between now and November 2006, NCTD may need to access additional funding over and above what has already been allocated to them.

Mr. Nuncio outlined a proposal to fund the shortfall on the SPRINTER by using a combination of the proceeds from the Infrastructure Bonds scheduled to be placed in the November ballot and NCTD funds, including NCTD's balance from the original *TransNet* measure in FY 2008. Mr. Nuncio further elaborated that the nearly \$20 billion statewide bond contains \$4 billion for Public Transportation projects that are anticipated to be distributed to the transit agencies in a manner similar to the State Transit Assistance program. NCTD would receive approximately \$50 million to \$60 million from this element of the bonds. If the voters reject the Infrastructure Bonds, however, a contingency plan is to redirect \$34 million in CMAQ funds from the I-15 corridor as a loan to the SPRINTER project. The remainder of the shortfall would be made up with NCTD funds. The \$34 million loan would be paid back to the *TransNet* Major Corridor program through a future regional adjustment of the 85/15 split for *TransNet* EAP/Non-*TransNet* EAP projects that the Board approved for RSTP, CMAQ, and STIP funds when it adopted the *TransNet* Plan of Finance in December 2005.

Chairman Horn questioned when the \$34 million that is proposed to be redirected will be needed. Mr. Nuncio responded that it wouldn't be needed until 2008.

Gary Gallegos, SANDAG's Executive Director, stated that in 2008, funding would be redirected to provide monies for the I-15 and BRT projects in order to fund the projects until 2011.

Mr. Nuncio listed the projects that the Transportation Committee is being requested to fund. Those projects are SPRINTER, SR 125 Right of Way, SR 56 Right of Way, Rideshare, Bike Trails, ITS Operating Needs, and El Camino Real.

Mr. Gallegos stated that SANDAG staff would continue to work with the City of San Diego to keep the project on a development scheduled but would bring that project back to request additional funding if needed. This is a way of managing cash.

Mr. Nuncio indicated that the current funding available is \$119.3 million, less \$41 million for the RSTP & CMAQ project, less \$3.4 million for TCRP funding, leaving \$74.7 million to cover the costs of some of the funding shortfall or to match the funds from the Infrastructure Bonds that are going to the voters in November. These funds are mainly *TransNet* funds and therefore, some of the capital and vehicle replacement project needs that are eligible for *TransNet* Major Corridor funds could qualify for these funds.

Mr. Gallegos added that SANDAG staff has been discussing with MTS and NCTD staff how the funding would be distributed if the infrastructure bonds pass. If more funding is received from the infrastructure bonds, that would reduce the need for borrowing funds. The key piece to this issue is to leverage the bonds with the funding that SANDAG already has.

Public Comment:

Kathy Keehan, with the San Diego Bicycle Coalition, spoke in favor of the three bike projects. They are important linkages for the County. She requested that the Transportation Committee support funding for these projects.

Paul Cline, a San Marcos resident, requested that the Transportation Committee oppose the increase in funding for the SPRINTER project. He noted that he is a public transportation supporter but the eminent domain issue with NCTD is out of control. Once that issue is resolved, it will be a black eye for the region. He expressed concern regarding the increase in costs for the SPRINTER project. He mentioned that NCTD has approximately \$114 million in the bank from a bond measure so NCTD isn't hurting as bad as it projects.

Councilmember Emery indicated that he wanted to make three comments. First regarding the funding for the SPRINTER, cost increases are inevitable and will happen and nothing can be done about it. With a project of this magnitude, he mentioned that it is a reasonable request and staff has done a good job bringing options to the Transportation Committee if the bonds don't pass. Secondly, in one of the revised handouts that the Committee has received regarding sources for funding it makes reference to *TransNet* funds that are earmarked to the agencies for operations. It states that the agencies can also use the funds

for capital expenditures. This Committee and the SANDAG Board have recognized that those funds will be managed by the transit agencies and will be used for the replacement of the CMAQ funding for MTS up through 2009 and the operation of the East Line. Third, he recapped on the comments made by Councilmember Monroe related to the capital needs of the transit districts. The Transportation Committee needs to look at the priority lists of capital needs because of the funding shortfall.

Councilmember Rindone noted that it is clear that the Transportation Committee is committed to operating both MTS and NCTD and their capital needs will move up on the priority list. The Green Line stations have been retrofitted but there can't be a superior portion of the system in some areas but not others. There is also a need to continue to retrofit the full extension of the Blue Line. As major new projects are built, he asked if the SPRINTER cost increases are the top of the cost range or is it a best guess.

Karen King, NCTD Executive Director, stated that the SPRINTER cost increase is their best estimate. Construction is more than 50% complete and staff has uncovered the majority of the unknown factors regarding the project and has done a very thorough review. She indicated that the cost is closer to \$55 million than it is to \$47 million, based on the worse case scenario. She added that there are things that occur that are not always in NCTD's control.

Sandor Shapery (SANDAG Stakeholders Working Group) commented that MTS and NCTD have some of the highest farebox recovery in the country. He questioned why there are extremely large numbers for the replacement and rehabilitation of the rail system.

Paul Jablonski (MTS) responded that there are several reasons why replacement numbers are high. The original numbers were based on a 10-year plan that was estimated last summer; the Blue Line is 20 years old; there are cracks in the tracks, aging in the catenary wire, and aging of the equipment overall. The priority to develop the system was to get it up and running in a timely manner. Now that the system has been developed there needs to be funding to maintain it. The system is basically wearing out.

Councilmember Madaffer (City of San Diego) noted that in looking at the original construction of the Green Line, the costs came close to \$100 million a mile so these numbers are nothing new and added that the SPRINTER was part of the original *TransNet* measure. He noted that the City of San Diego will work closely with SANDAG to resolve the cost issues for SR 56.

Councilmember Madaffer made the motion to approve the staff recommendation. Councilmember Stocks seconded the motion.

Councilmember Stocks (NCTD) mentioned that the SPRINTER project has reached an interesting point. It is more than 50% complete but is only between 80-96% funded. There needs to be a way to identify funding to complete the project. He thanked all of the Transportation Committee members for their regional support, the MTS Board for its support, and the SANDAG staff for the creative process regarding the cash management solutions.

Chairman Kellejian stated that the SANDAG Board appreciated NCTD for taking them on the tour of the SPRINTER. It was very enlightening.

Mayor Madrid noted that the comments made by all relative to incurring to additional costs are relevant, however, there are a number of other factors that the region does have control over. It is critical to look at this issue from a business perspective. He was impressed with the SPRINTER tour, but was shocked and disappointed to see the condition of the bridge near Cal State San Marcos, which eventually needs to be double-tracked. The Committee should be making plans for that now instead of later. The consequences will be significant if the region continues to wait to work on projects in the future – costs will most definitely be higher.

Pedro Orso-Delgado (Caltrans) questioned if there are still pending right-of-way cases pending regarding SR 56.

Mr. Gallegos responded that there is one last case that needs to be resolved.

Chairman Mathis (MTS) pointed out that the MTS Board is a victim of circumstances. The Board knew that these issues would come up years ago. A lot of issues happened that were beyond its control, which has created a deferred situation which is now becoming a crisis.

Councilmember Druker (NCTD) pointed out that the overage on the SPRINTER is only 15% which is amazing compared to other projects. He noted that last week, the SANDAG Board should have been riding the SPRINTER, not touring the construction sites. Had the construction started in 2001, the project would have been completed. There was no way that federal funding would have been received for the project if they had requested that it had been double tracked. If the project doesn't get completed, it'll just sit and cost the region more in the long run.

Chairman Kellejian stated that during the implementation of the SPRINTER, there were requests that were made of the cities along that line that could not be met because NCTD had to keep the cost of the project down or the Federal Transit Administration (FTA) would not have awarded them the full funding grant agreement. There were some verbal commitments made regarding sound walls and NCTD should be taking a look at how the trolley operates in comparison to the SPRINTER project to see how to deal with the sound issue. He added that he was in support of this project.

Councilmember Dale (East County) stated that should the airport be relocated to Miramar, he it could require that I-15 be moved. He asked if the region would be put in a situation where it could be spending millions of dollars on the I-15/managed lanes and then tear it up and move it.

Chairman Kellejian commented that issue is not on the agenda therefore the Transportation Committee should not engage in that discussion now.

Mr. Gallegos indicated that the I-15 project is being built in three phases: from SR 56/Ted Williams Parkway north to Lake Hodges; Lake Hodges to the SR 78; and the retrofit the existing HOV lanes from SR 56 to SR 163. If I-15 needs to be moved, there may be time before this last segment is under construction to consider that. If not, the relocation

of the facility is an impact that should be addressed and mitigated in the airport project, which has to be approved by CEQA and NEPA.

Councilmember Atkins thanked the Transportation Committee for working with the City of San Diego on SR 56. Even though she felt that the project didn't receive the amount of funding that it should have, she still appreciates the support. She stated that she would like to see capital needs for public transit move up on the priority list. Capital needs and maintenance always seem to fall to the bottom of the list and usually get what is left over. If that thought processes changes, that would be good for the region.

Action: Upon a motion by Councilmember Madaffer and a second by Councilmember Stocks, the Transportation Committee recommended approval to the Board of Directors of the programming actions shown in the staff report.

10. STATE ROUTE 125 GAP AND CONNECTOR PROJECT BUDGET ALTERNATIVES (RECOMMEND)

Marney Cox, SANDAG's Chief Economist, commented that this report identifies two issues: (1) cost overruns on the SR 125 Gap and Connector project and (2) improvements to the I-805 that are included in Mobility 2030 that if made, may conflict with the current franchise agreement. The purpose of this report is to recommend a funding approach that would address both these issues. Mr. Cox provided the Committee with a brief background on past project budget decisions authorized by the Board. In the past, the Board has approved the California Transportation Ventures (CTV) requests to increase the project budget, however staff has three concerns over continuing with this trend: (1) continuing to pay the cost overruns does not provide an incentive for CTV and their contractor to find ways to control costs or increase productivity to offset cost overruns; (2) paying for cost overruns is not in line with the intent of a "design build" project; and (3) each time a budget increase is approved, the funds to pay for it must come from other transportation projects in the region. In addition to the budget issues, some of the planned transportation improvements that are included in Mobility 2030 conflict with the current franchise agreement. The franchise agreement contains a "noncompete" clause restricting the region's ability to make capacity improvements in the franchise area that affect traffic levels on the toll road.

Staff has been working with CTV to estimate the effects of specific improvements to I-805, including auxiliary lanes, four managed lanes and two general purpose lanes, scheduled to be completed at various future dates. The staff recommendation is to pursue a funding approach that achieves four objectives: (1) use toll road revenue to pay for all cost overruns on the Gap & Connector project and compensate CTV for any toll revenue losses as a result of the capacity improvements to I-805 (to determine cost overruns the initial contract amount of \$100 million will be used); (2) extend tolling for up to ten years; (3) authorize Caltrans to negotiate with CTV to determine the number of additional years, subject to concurrence by SANDAG and affected local jurisdictions - if CTV and Caltrans cannot reach agreement, SANDAG and Caltrans reserve the right to toll the road to cover the cost overruns; and (4) amend the franchise agreement to allow for specific improvements to I-805 and other changes within the franchise area.

Moving this recommendation forward requires changes in the state legislation that governs the SR 125 toll road. At the request of CTV, Senator Ducheny has introduced legislation (SB 463) that would increase the life of the toll road by ten years, provided SANDAG,

Caltrans, and Chula Vista agree. If the Transportation Committee and the SANDAG Board agree, SANDAG staff would work with its regional partners to have the proposed additional points added to the Senator's current bill. Senator Ducheny is prepared to move the bill forward before the current session ends in September 2006.

Sandor Shapery (Stakeholders Working Group) stated that it appears that the majority of the cost overruns have not been justified. He asked if there has been any type of mediation on this issue.

Mr. Cox responded that staff is trying to figure out a way that whatever it costs to build the road should be taken from the revenue stream of the toll road.

Mr. Shapery asked has a third party been involved. Mr. Cox replied no.

Julie Wiley, SANDAG's General Counsel, indicated that staff has not done any alternative dispute on this issue. They have only received information from CTV outlining the project costs overruns.

Chairman Horn (County of San Diego) stated that the negotiations and agreement should include Supervisor Cox.

Mr. Gallegos reminded the Transportation Committee that the original agreement is between CTV and Caltrans, SANDAG's proposed amendment would provide the opportunity for affected jurisdictions to participate in the negotiations.

Public Comment:

Whitney Benzian from Councilmember Hueso's office read a letter from the Councilmember expressing his concerns regarding the project.

Joe Ellis, representing the East Otay Mesa Property Owners Association, discussed his organization's working relationship with CTV on this project. CTV has recently begun working with the Association to include the appropriate facilities in its planning process. There needs to be a commitment from CTV to participate in the building of the SR 905 and the SR 125.

Tom Story, with Sunroad Enterprises, spoke specifically in support of the staff recommendation. He suggested that the SR 905 and Lonestar interchanges be included in the project and mentioned that they can and should be part of future franchise agreements with CTV. They will help to facilitate employment growth in the South Bay Area.

Bob Bahen, President of Transcorp Development, expressed concern with CTV's bill being carried by the Senator. He felt that East Otay Mesa can't be developed without these two critical roads that will help mitigate the traffic. He requested that the Transportation Committee consider what's going on because they're dealing with the future of South County and it needs to be handled in a very careful way so employment can be created over the next 5 to 10 years.

Greg Hulsizer, Chief Executive Officer of CTV, commented that he is in full support of the staff recommendation. He felt that it is a good resolution to the project problems and he has been working with SANDAG staff to incorporate the I-805 improvements, the additional managed lanes and other necessary projects. He added that he is also in support of trying to help fund the projects that the representatives from East Otay Mesa have raised concerns about and is currently working on an assessment district for the Lonestar project.

Councilmember Madaffer thanked SANDAG staff for looking at all the angles on how to resolve this issue. This report allows the Transportation Committee the maximum amount of flexibility and the tools it needs to do what is right for the region.

Councilmember Madaffer made the motion to approve the staff recommendation. Councilmember Emery seconded the motion.

Councilmember Monroe asked why the Transportation Committee shouldn't move forward now on this project and include all the proposed improvements. He felt that the motion should be amended to mention the interchanges at SR 905 and SR 125 and at Lonestar and SR 125, as well as other changes. From Councilmember Hueso's letter and the public comments it appears that mentioning those projects by name was agreeable to all even though they are not individually listed in the agreement.

Mr. Gallegos stated that the I-805 improvements conflict with the noncompete clause and SANDAG would be asked to work on something that it can't without paying for the impacts. Regarding the other improvements, the proposed amendment language was broadened to allow negotiations in terms of figuring out what the other improvements cost and how much time it would take to make the improvements happen. He recognized that those improvements are things that CTV is being asked to build which aren't in its current agreement and will drive up the costs of the project. SANDAG needs to make sure that extending the tolls for 10 years provides the funding needed for all the projects. Also, the developers that are building the homes should be asked why they aren't contributing to some of these improvements. Last, the legislation would allow the affected cities to concur with all the facts of the project before it moves forward.

Councilmember Madaffer indicated that he would not support an amendment because he doesn't want to put anything in the motion today that may negotiate against SANDAG's position later down the line. There won't be any dispute for the need of these projects. The more important issue is who pays for the projects and how they are paid for.

Mr. Cox mentioned that the improvements should be done in a cost-effective manner, in whatever jurisdiction they fall.

Pedro Orso-Delgado added that Caltrans is in full support of the staff recommendation and would like to roll the additional costs associated with the project into the agreement. Regarding the upgrades to the interchanges, he would prefer look at the details and develop funding options to present to the Board.

Councilmember Rindone noted that the City of Chula Vista is in support of the staff recommendation. If nothing happens then they'll try something different. He read comments from the City of Chula Vista into the record. Those comments are:

"To the extent that CTV at a later date pursues an additional Franchise extension beyond 2051 under Section 9.1(b) of the DFA, SANDAG and the City of Chula Vista will support CTV in its efforts to obtain legislation permitting extension of the Lease for an additional term sufficient to permit the recovery of a reasonable return on investment in the manner contemplated by the DFA.

CTV understands that the City of Chula Vista and SANDAG are interested in accelerating the construction and opening to traffic of SR 125 interchanges at Rock Mountain and Otay Valley Road. This will require amending the current Toll Road Agreement between the City of Chula Vista and CTV.

CTV and the City of Chula Vista will work in good faith to amend the existing Toll Road Agreement between the CTV and the City of Chula Vista to accelerate the design, construction, and operation of the Rock Mountain interchange to be operational by December 2008.

CTV and the City of Chula Vista will work in good faith to amend the existing Toll Road Agreement to provide for the design, construction, and opening for operation of the Otay Valley Road interchange by 2015."

Mayor Madrid commented that the extension of the SR 125 toll road is a critical project to the region. He would like to see the developers contribute funding to this plan.

Action: Upon a motion by Councilmember Madaffer and a second by Councilmember Emery, the Transportation Committee voted to support Alternative 1 and directed staff to take this recommendation to the Board for approval. Alternative 1 authorizes staff to pursue a funding approach that would: (1) pay for cost overruns on the Gap and Connector portion of SR 125 and compensate the toll road operator for any revenue losses with toll revenue; (2) extend tolling for up to ten years; (3) authorize Caltrans to negotiate with CTV to determine the number of additional years, subject to concurrence by the SANDAG Board and affected local jurisdictions; and (4) amend the franchise agreement to allow for specific improvements to I-805 as well as other changes within the franchise area.

11. DRAFT 2006 CONGESTION MANAGEMENT PROGRAM (ACCEPT)

Mario Oropeza, SANDAG's Senior Regional Planner, provided the Transportation Committee with background information on the Congestion Management Program (CMP) and summarized the changes in the draft 2006 update. The CMP was established with the passage of Proposition 111 in 1990, which created a new funding initiative to help balance the new funding with efforts to address congestion at its source. SANDAG is the designated Congestion Management Agency (CMA) for the San Diego region. There are six required CMP elements: roadway monitoring, multimodal performance measures, Transportation Demand Management (TDM), land use analysis, capital improvement program, and

deficiency plan requirements. The 2006 CMP update changes include an updated roadway Level of Service (LOS) analysis, an updated transit corridor analysis, and a new analysis of deficient roadways.

Action: Upon a motion by Mayor Holt Pfeiler (North County Inland) and a second by Councilmember Emery, the Transportation Committee voted to accept the Draft 2006 Congestion Management Program Update for public review and schedule a public hearing for its July 21, 2006, meeting.

12. FY 2007 TDA/*TransNet* BICYCLE AND PEDESTRIAN PROJECTS (RECOMMEND)

Chris Kluth, SANDAG's Project Manager for the Bicycle and Pedestrian Working Group, presented the Transportation Committee with the draft Project Selection Criteria and the list of recommended bicycle and pedestrian projects for FY 2007. At its May 19, 2006, meeting, staff presented the Committee with the draft project selection criteria that had been developed by the bicycle and pedestrian working group. The Committee discussed the scoring and the relative weights assigned to the selection criteria, focusing on the issue of gap closure in a bicycle network. From a policy perspective there also was discussion about how to address the issue of funding large regional bicycle projects, such as the Bayshore Bikeway and Inland Coastal Rail Trails. As a follow-up, at the June 2, 2006, Transportation Committee meeting, staff presented an outline to address the gap closure and regional funding issues at a future meeting. After some discussion, the Committee decided that the originally recommended criteria should be used to rank projects submitted for the current FY 2007 funding cycle.

Staff provided the Committee with this year's summary of call for projects. This year there is approximately \$3.6 million in TDA/*TransNet* funding that is available for bicycle and pedestrian-related projects. SANDAG issued a call for projects in February and March 2006 we received 43 applications from 9 member agencies that totaled over \$14.7 million. The project review and selection process included project presentations, a review panel, and project web page in order to make the process as transparent as possible. At the April and May 2006 meetings of the Bicycle and Pedestrian Working Group, scoring results were received and the Working Group made project recommendations to the Transportation Committee. There were 14 projects that were recommended for funding. Of the 14 recommended projects, 6 are capital improvement projects that total \$2.36 million, and 5 projects were for bicycle and pedestrian master plans, safety and education programs, and bicycle parking projects totaling approximately \$415,000. There are three projects from previous and/or multi-year commitments that total the balance of the \$3.6 million available.

Next steps will be to return to the Transportation Committee in the fall to continue the discussion from the last two Working Group meetings and incorporate modifications into the project selection criteria to better address the issue of gap closure in the regional bicycle and pedestrian network. In addition, SANDAG recently received a Caltrans Community Based Transportation Planning Grant for \$160,000 to produce a Regional Bicycle Master Plan. Through this plan, staff is looking forward to working with the Transportation Committee over the coming year to develop policy goals and objectives that will be used to help build the regional bikeway network and promote bicycling as a safe and viable transportation alternative.

Councilmember Monroe asked how staff is going to work on the revised criteria. Mr. Kluth responded that staff will take the Transportation Committee's recommendation back to the Working Group, discuss the issue, and bring recommendations back to the Transportation Committee for approval.

Mr. Gallegos stated that staff will encourage the Working Group to present options for the Transportation Committee to consider.

Action: Upon a motion by Mayor Holt Pfeiler and a second by Supervisor Roberts, the Transportation Committee: (1) approved the current project application and evaluation criteria as they apply to the FY 2007 funding cycle for bicycle and pedestrian projects funded under the TDA and *TransNet* programs; and (2) recommended the list of bicycle and pedestrian projects to the Board of Directors for approval at its June 23, 2006, meeting.

13. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for 9 a.m. on Friday, July 7, 2006.

14. ADJOURNMENT

Chair Kellejian adjourned the meeting at 11:10 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
JUNE 16, 2006**

GEOGRAPHICAL AREA/ ORGANIZATION	JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING	COMMENTS
North County Coastal	City of Solana Beach	Joe Kellejian (Chair)	Member	Yes	
	City of Oceanside	Jim Wood	Alternate	No	
North County Inland	City of Poway	Mickey Cafagna	Member	No	
	City of Vista	Judy Ritter	Alternate	Yes	Can only attend for an hour
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	
	----	Toni Atkins	Member	Yes	
	----	Jerry Sanders	Alternate	No	
County of San Diego	----	Bill Horn	Member	Yes	
	----	Ron Roberts	Alternate	Yes	
	----	Greg Cox	Alternate	No	
Metropolitan Transit System	City of Poway	Bob Emery	Member	Yes	
	MTS	Harry Mathis	Alternate	Yes	
North County Transit District	City of Encinitas	Jerome Stocks	Member	Yes	
	City of Solana Beach	Lesia Heebner	Alternate	No	
	City of Carlsbad	Norine Sigafoose	Alternate	No	
San Diego County Regional Airport Authority	City of Lemon Grove	Mary Sessom	Member	Yes	
	Governor's Appointee	Xema Jacobson	Alternate	No	
ADVISORY/LIAISON Caltrans	----	Pedro Orso-Delgado	Member	Yes	
	---	Bill Figge	Alternate	No	
Regional Planning Stakeholders Working Group	---	Sandor Shapery	Member	Yes	
	---	Bill Anderson	Alternate	No	

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