

# TRANSPORTATION COMMITTEE

February 16, 2007

AGENDA ITEM NO.: **1**

**Action Requested: APPROVE**

## TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF JANUARY 19, 2007

The meeting of the Transportation Committee was called to order by Vice Chair Jim Madaffer (City of San Diego) at 9:02 a.m. See the attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Deputy Mayor David Druker (North County Coastal) and a second by Vice Chair Madaffer, the Transportation Committee approved the minutes from the December 8, 2006, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Don Bellamu, a member of the public residing in Boulevard, asked about the availability of vanpools traveling from Imperial to San Diego County. Executive Director Gary Gallegos stated that an interregional program already existed and the majority of vans come from Riverside County. Mr. Gallegos referred Mr. Bellamu to staff member Jack Boda for further follow-up.

Councilmember Phil Monroe (South County) asked if we currently support vans crossing county lines. Mr. Gallegos stated the Transportation Committee and the Board have already adopted a policy that gives limited funds to interregional vanpools; but that the first priority is to vans originating and staying within San Diego County. Mayor Art Madrid (East County) suggested that Mr. Bellamu contact the Southern California Association of Governments (SCAG), as Imperial Valley is a member of that organization, to determine if funds are available; but Mayor Madrid also suggested this item be referred to the Borders Committee to ensure cooperation between regions.

Sandor Shapery (Regional Planning Stakeholders Working Group) stated that he is often contacted by citizens questioning the synchronization of traffic signals within and between adjoining communities and is interested in knowing if improvements could be made for traffic to flow more smoothly. Mr. Gallegos stated that work with the 18 cities is currently underway, and the first phase should be launched beginning the first part of this year.

Deputy Mayor Druker mentioned that the North County Transit District (NCTD) has added buses to Escondido Route 350 due to construction. He believes if signal priorities in the plans were acted on quickly, the need for added buses and the extra operational dollars would be eliminated.

Vice Chair Madaffer welcomed Paul Nieto (San Diego County Regional Airport Authority [SDCRAA]) as a new member and acknowledged Xema Jacobson (SDRAA) as the alternate. Also mentioned was Deputy Mayor Druker continuing to represent North County Coastal until such time as the Transportation Committee representatives were decided. Vice Chair Madaffer also introduced and welcomed Executive Assistant Lois Meza, Mr. Gallegos' assistant, as the clerk for the committee.

### **CONSENT ITEMS**

Vice Chair Madaffer noted that Consent Items 3, 5, and 7 were pulled for discussion. Consent Item 11 was pulled and returned to staff. The remaining Consent Items 4, 6, 8, 9, 10, and 12 were approved with one motion.

4. TRANSPORTATION DEVELOPMENT ACT CLAIM AMENDMENTS (APPROVE)

In June 2002, the County of San Diego agreed to divest transit operations to the Metropolitan Transit System (MTS). Several open but inactive claims previously under the County Transit System have been identified. MTS has requested that all inactive claims be closed and any remaining funds returned to MTS to use as part of its FY 2008 Capital Improvement Program. On December 14, 2006, MTS approved the close-out of these claims, which total \$2,633,467. The Transportation Committee is asked to approve Resolution No. 2007-14, closing the claim numbers.

6. GUIDING PRINCIPLES AND OBJECTIVES FOR DEVELOPMENT OF FY 2008 TRANSIT OPERATING BUDGETS (APPROVE)

The responsibilities for programming transit operating and capital funding reside with SANDAG and its role as the Regional Transportation Planning Agency. As in prior years, the Transportation Committee approves guiding principles and objectives for the Metropolitan Transit System (MTS) and NCTD for use in preparing their operating budgets. The proposed guiding principles and objectives have been reviewed by the staff of both transit agencies and reflect their comments and input.

8. 2007 REGIONAL TRANSPORTATION PLAN WHITE PAPER: ENERGY (INFORMATION)

A number of white papers are being developed for the 2007 Regional Transportation Plan (RTP). This paper discusses Energy Demand and Infrastructure. The information in this report will be used in the development of the 2007 RTP.

9. 2007 REGIONAL TRANSPORTATION PLAN WHITE PAPER: INTERREGIONAL TRANSPORTATION (INFORMATION)

Several white papers are being developed for the 2007 RTP. This paper describes current interregional travel patterns, discusses projected growth in interregional trips and implications for interregional travel, and identifies issues and potential solutions for evaluation. The information in this report will be used in the development of the 2007 RTP.

10. 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 the work of the CHSRA. This report is the regular quarterly update to the Transportation Committee.

12. JANUARY TRANSIT SERVICE CHANGES (INFORMATION)

This report will provide an overview of the changes being planned by MTS and NCTD for January 2007 implementation. The January service changes include the final set of changes from the Comprehensive Operational Analysis (COA).

Action: Action: Upon a motion by Deputy Mayor Stocks and a second by Mayor Holt Pfeiler, the Transportation Committee approved Consent Items 4, 6, 8, 9, 10, and 12, including Resolution No. 2007-14.

11. COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN AD HOC WORKING GROUP (INFORMATION)

This report provides information about the proposed Coordinated Public Transit Human Services Transportation Plan Ad Hoc Working Group. This working group would oversee the development of this new federally required plan and would aid in best complying with the public involvement requirements outlined by the draft federal guidance.

Action: This item was pulled and returned to staff due to the existence of another committee that could incorporate those members of the proposed committee.

Other items pulled from the Consent Calendar were discussed at this point.

3. APPOINTMENT TO SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (APPROVE)

SANDAG recently established the Social Services Transportation Advisory Council (SSTAC) to advise SANDAG on transportation issues for seniors, persons with disabilities, and persons of limited means. This action was taken in order to be in compliance with the Public Utilities Code (PUC) by fulfilling the membership, representation, and organization requirements set forth in the code. One of the SSTAC membership positions has been recently vacated. The Transportation Committee is asked to approve the appointment of a new member to SSTAC as the representative of potential transit users who are 60 years of age or older.

Councilmember Monroe stated that our CTSA contract now is with FACT (Full Accessible Coordinated Transportation) in Oceanside and inquired about whether the actions of FACT and the SSTAC and its members are in tandem.

Councilmember Monroe suggested there may be an overlap between the Subcommittee on Accessible Transit (SCAT) and FACT programs, and questioned whether both committees could be combined. Karen King stated the two committees served different purposes and Danielle Kochman concurred that the California Public Utilities Commission (PUC) required both committees to continue.

Action: Upon a motion by Supervisor Ron Roberts (County of San Diego) and a second by Councilmember Monroe, the Transportation Committee approved the appointment of Clive Richards to SSTAC as the representative of potential transit users who are 60 years of age or older.

5. 2006 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM: QUARTERLY AMENDMENT NO. 2 (APPROVE)

At its meeting on August 4, 2006, the SANDAG Board adopted the 2006 Regional Transportation Improvement Program (RTIP), the five-year program of major transportation projects in the San Diego region covering the period from FY 2007 to FY 2011. The Federal Highway Administration and Federal Transit Administration approved the 2006 RTIP on October 4, 2006. SANDAG processes amendments to the RTIP on a quarterly basis based on requests from member agencies.

Jose Lopez, a member of the public representing the Fox Canyon Neighborhood Association, requested that the Fox Canyon project (SD138) be retained on the 2006 RTIP list. Since 1997, this community has been working on a much-needed connecting road that provides a secondary emergency entrance and exit into its neighborhoods. Mr. Gallegos stated this project was pulled from the *TransNet* list at the request of City of San Diego due to its being a local city project. Vice Chair Madaffer explained its being removed from the list was due to the termination of another project in the area; however, he believed that in another six months the city will once again add this project to the *TransNet* list along with the larger project and other potential development in the area. Vice Chair Madaffer encouraged Mr. Lopez to stay active in the pursuit of this project, and to participate in the city budget discussions when the *TransNet* list is being contemplated between April and May of this year.

Action: Upon a motion by Mayor Holt Pfeiler and a second by Deputy Mayor Stocks, the Transportation Committee adopted Resolution No. 2007-15 and approved Amendment No. 2 to the 2006 RTIP.

7. 2007 REGIONAL TRANSPORTATION PLAN WHITE PAPER: EMERGING TECHNOLOGIES IN TRANSPORTATION (INFORMATION)

Technological advances are keys to achieving our regional mobility goals. Vehicle Infrastructure Integration (VII) is a set of applications and emerging technologies that create a wireless internet for vehicles and roadside transportation. VII applications include elements of the Automated Highway System and Intelligent Vehicle technologies, which were demonstrated in the San Diego region starting in the 1990s. The white paper evaluates these major trends and technologies as possible contributors to the region's long-range transportation goals over the next 30 years and beyond. Major technologies were discussed,

including issues, policy implications and recommendation for the 2007 RTP, and future analysis. The information in this report will be used in the development of the 2007 RTP.

Deputy Mayor Druker commented that as we look toward emerging technologies (monorails and people movers) we should remain mindful of the fact that we have chosen specific technologies such as the Coaster which runs on both the Sprinter and Trolley tracks specifically for two reasons – maintenance and interchangeability. However, we still should consider new transportation ideas such as gondolas running from the valleys to the mesas in the Sorrento Valley area, specifically between Sorrento Valley Road and Sorrento Valley Boulevard, in order for area employees to get to the train station, thereby alleviating much traffic congestion.

Mr. Shapery commented that he has been a proponent of pushing advancements in technologies and that even though it's prudent to utilize existing infrastructures, we should not rule out all other technologies unless we look at the total financial analysis. He's an advocate of Maglev and other electrified rail technologies, and the best way to utilize these emerging technologies and to make them successful is to fit them into the existing infrastructures rather than having to develop entirely new infrastructures.

Linda Culp, Senior Planner, remarked on the capacity systems comments made earlier and said that it would be a good idea to prudently monitor new technology ideas, especially the Phase 2 Maglev Study future analysis as we continue to update RTPs.

Sam Johnson, Integrated Information Systems Manager, noted that with regards to VII, staff was monitoring the actions of the U.S. Department of Transportation (US DOT) and whether they have adopted it as one of their nine major initiatives. As we develop our new Intelligent Transportation Systems (ITS) Strategic Plan, we will be looking at it and returning to the committee to provide information.

Mr. Gallegos noted that US DOT is in the process of developing urban partnerships with the federal government, and they will be allocating approximately \$250 million and focusing on a few major areas. During a recent legislature hearing, Assistant Secretary Duvall highlighted that San Diego, Los Angeles and San Francisco were prime candidates for one of these urban partnerships. If San Diego was successful in being selected, it would bring money to advance some of the ITS work the Board has already approved in the RTP.

Action: This item was presented for information only.

## REPORTS (13 through 19)

### 13. INFRASTRUCTURE BOND FUNDING: STATE TRANSPORTATION IMPROVEMENT PROGRAM AND STATE LOCAL PARTNERSHIP PROGRAM (APPROVE)

Jose Nuncio, Senior Engineer/Financial Programming, stated that Proposition 1B approved by the voters in November will add nearly \$20 billion to various transportation programs. The California Transportation Commission (CTC) has requested the regions to submit programming proposals for the 2006 State Transportation Improvement Program (STIP) Augmentation and the newly created State & Local Partnership Program (SLPP). This report described the development criteria and timeline program for submittal to the Transportation Committee and the Board. The Transportation Committee has been requested to recommend that Caltrans include seven interregional STIP rail projects (listed below) in its statewide list for programming. Additionally, the Transportation Committee has been requested to approve the release of \$146,908 in Regional Surface Transportation Program (RSTP) funds to Caltrans over two and one half years for reimbursable positions required to implement the National Environmental Policy Act (NEPA) Delegation Pilot Program.

The deadline to submit projects for the 2006 STIP Augmentation is April 2, 2007. The CTC will adopt the 2006 STIP Augmentation at its June 7, 2007 meeting. In order to comply with the CTC's schedule and also provide opportunity to the Transportation Committee and the Board to provide feedback, staff proposed the following schedule: February 16, 2007 – STIP and SLPP Recommendations to Transportation Committee; March 2, 2007 – STIP and SLPP Recommendation to Transportation Committee (if needed); and March 23, 2007 – STIP and SLPP Recommendations to the Board of Directors.

Deputy Mayor Druker stated the NCTD Board has not looked at these recommendations nor approved them, and that the priorities we send to Caltrans should include maintenance and safety. Therefore, he believed we should move No. 6 Sorrento-Miramar Phase 1 and No. 5 NCTD Timber Bridge to the top of the list as Nos. 2 and 3, respectively.

Mr. Gallegos mentioned that we must keep in mind there is \$45 million available statewide and that by moving our priorities we may not be competing as well. The current list is consistent with the action recently taken by the NCTD Board, and discussions recently occurred regarding STIP and RTP programming during the 2006 STIP.

NCTD Executive Director Karen King mentioned prioritizing was difficult, but for this particular submission all factors were considered.

Caltrans District 11 Director Pedro Orso-Delgado reminded the Committee there would be future opportunities to fund various projects, and that we are currently developing the Goods Movement Action Plan and some of these projects could be contained within its criteria.

Deputy Mayor Stocks stated the proposals were consistent with the NCTD goals.

MTS Chair Pro Tem Robert Emery inquired as to the actual process for developing the project list. Mr. Nuncio stated that the guiding principles have been both project readiness and how it supports the *TransNet* program.

Mr. Gallegos mentioned that 15 percent of funds are available for non-Early Action projects, and that NCTD and MTS should do their best to prioritize their lists of potential STIP-eligible transit projects.

Mayor Madrid reminded the Committee that the priorities are set to ensure our region has the best opportunity for the funding on a statewide competitive basis.

Action: Upon a motion by Deputy Mayor Stocks and a second by MTS Chair Pro Tem Emery, the Transportation Committee directed staff to prepare STIP funding proposals that meet the guidelines of the STIP and SLPP programs established by the CTC, and that maximize and leverage the use of *TransNet* and other regional funds. The Transportation Committee also recommended that Caltrans include the following interregional STIP rail projects in its statewide list for programming.

1. Encinitas Grade Separated Pedestrian Crossing, construction: \$1.248 million
2. Double Track North Coast Rail Corridor in Carlsbad, construction: \$18 million
3. Double Track North Coast Rail Corridor in Oceanside, preliminary engineering and environmental: \$2 million
4. Miramar Hill Realignment, preliminary engineering and options assessment: \$1 million
5. North County Transit District (NCTD) Timber Bridge Replacement Program: \$50 million
6. Sorrento-Miramar Phase 1, construction: \$35 million
7. Double Track North Coast Rail Corridor between Cardiff and Solana Beach Passing Track, preliminary engineering and environmental: \$2.5 million

Lastly, the Transportation Committee approved the release of \$146,908 in RSTP funds to Caltrans over a time period not to exceed two and one half years for implementation of the NEPA Delegation Pilot Program.

14. PROPOSED CHANGES TO FasTrak<sup>®</sup> PROGRAM – TRANSPONDER AND ACCOUNT FEES ASSESSMENT (RECOMMEND)

Vice Chair Madaffer prefaced the staff report by stating he was the only “no” vote on this issue at the Transportation Committee meeting in October. Staff then went before the Board and the staff recommendation was rejected. The Board directed staff to report back to the Transportation Committee with a report on the FasTrak program that addressed a number of issues including: an analysis of its business and operational costs, benchmarks of the program against other tolling facilities around the state, and identifying incentives for commuters to use the program. Finally, the Board requested that staff develop additional program options for consideration that would address some of the operational issues.

Vice Chair Madaffer congratulated staff for its considerable progress since its last appearance before the Transportation Committee in October.

Derek Toups, Associate Planner, reported that at its October 27, 2006, meeting, the Board of Directors instructed staff to evaluate the Interstate 15 (I-15) FasTrak program fee structure and report back to the Transportation Committee on alternative funding strategies. Staff has

evaluated the FasTrak program policies, fees, and associated program costs, and has completed a peer assessment of other FasTrak toll operators and priced high-occupancy-toll (HOT) lane facilities. The proposed options include: Option A - \$1 per month transponder lease fee plus \$1.50 per month account maintenance fee with a \$3 incentive plan; Option B (staff-recommended) - \$1 per month transponder lease fee plus \$2.50 per month account maintenance fee with a \$5 incentive plan; and Option C - \$5 per month account maintenance fee, inclusive of transponder fee, with a \$5 incentive fee. In addition to selecting one of the three options, the Transportation Committee also was asked to recommend to the SANDAG Board that it authorize staff to negotiate a funding agreement with MTS for continued funding of transit operations in the I-15 corridor using surplus toll revenue that would result from the assessment of the proposed transponder and/or account fees.

A discussion by the Committee ensued regarding the different toll/deposit practices of the other regions.

Mr. Shapery mentioned possessing several Orange County transponders and paying a \$30 deposit fee for each. He was curious as to why we had not picked up on this revenue-source practice. He stated that these deposits were held in a noninterest bearing account and with approximately 175,000 users, the fee per transponder would equate to \$5 million in additional revenue, which when invested at 5 percent adds up to an additional \$250,000.

Mr. Toups responded by saying that all toll agencies handling credit cards take a pre-authorization charge and a \$40 deposit per transponder is charged to all cash and check paying customers, which represents less than 2 percent of our total customer base. He also believed that the other toll agencies were not actually holding any money for those credit card accounts but that they were doing so for cash and check customers.

Mr. Shapery stated that a constant \$30 account balance was maintained and that they reduced it every time he went on the toll and then they hit the credit card and raised it back up again; so, in fact, the \$30 is taken off at the beginning and maintained by the toll agency indefinitely.

Mr. Toups stated that we use a similar replenishment method as do other agencies and that we charge the credit card \$40 when a user gets below a certain balance (for us it is \$10), and then we automatically replenish the card. We do that to minimize the number of times we charge the credit card to reduce credit card fees. We also have the option of putting these dollars into an interest-bearing account; however, our financial department has determined the amount of interest we would be receiving was less than the amount of fees we would be paying to manage the account, thereby offsetting each other. As we continue to grow we will look at putting the money into more aggressive interest-bearing accounts.

Mayor Madrid inquired as to whom Mr. Shapery should continue to keep his account with – Orange County or San Diego. Mr. Toups stated that decision would be determined by the action taken today.

Deputy Mayor Druker asked for the total annual revenue. Mr. Toups responded that projected revenue for the current fiscal year was \$1.2 million and that the all-time maximum revenue of \$2.4 million was collected in FY 2003.

MTS Chair Pro Tem Emery asked about the status of renegotiations of the MTS service provided on I-15 and of the income projections being considerably less than in previous years. He also inquired about the long-range ramifications for MTS and what we expect to provide with only half the revenue expected from FasTrak. MTS has been budgeting about \$1 million in FasTrak revenue and with current projections that will all go away because our own expenses will exceed revenue. The \$1 million provides the entire subsidy for all of the high-profile express routes such as the 810 from Escondido, the 820 from Poway, the 850 from Rancho Penasquitos, and the 860 from Rancho Bernardo. If the whole corridor (including frequently-serviced Route 20) is considered, then it accounts for 25 percent of the entire subsidy in the I-15 corridor. This issue is of particular interest to MTS because it recently signed a new contract for 26 new express buses for delivery sometime in June. The FasTrak subsidy goes toward funding this service. The MTS will need to deal with the issue if it occurs. One million dollars of subsidy has been programmed into I-15 service planning. The moneys allocated for the I-15 BRT service are not what we probably need for the services desired and it most likely will put a further substantial dent in those services.

Mr. Gallegos added that we consider this a short-term issue until the entire managed lanes are open and the customer base will increase because we now are attracting customers all the way from Escondido to San Diego. We should start opening pieces of that in 2007 – 2008, and the whole stretch opening in 2012. Secondly, according to law that guides this, the first key is to manage the facility so that it always operates on a high level of service and any excess revenues were to enhance transit service. FasTrak legislation never intended this would be the sole funding source for the transit service but was to enhance what we could do and use as a management tool. It was not meant to maximize revenue but to maximize the facility. Excess revenue would go toward transit. But before we can even get to that we have to pay for enforcement, i.e. pay the California Highway Patrol (CHP) for enforcement (whose costs are going up faster than inflation). As we open the new facility and as revenues increase we also have to pay for some of the enhanced maintenance costs that Caltrans would experience. It further emphasizes that we have many questions to answer as we get closer to the BRT and to the full implementation of the I-15.

Deputy Mayor Stocks commented that SANDAG is getting worked by the Orange and Riverside accounts. We are giving away for free what others are charging a fee or deposit for. We need to look at our business model and that action needs to be taken as word gets out that we are handing out \$30 transponders for free and monitoring their accounts, mailing marketing items, and not charging them anything for any of that service. Therefore, establishing some type of fee is advantageous. Now the decision is how much per month and how much do we credit, etc. The dollar-for-dollar reduction model/offset seems a desirable option that does not appear in any of the three options provided by staff.

Chief Economist Marney Cox responded by stating that we have fixed costs and that each account incurs that cost of approximately \$3.50.

Jack Boda, Director of Mobility Management and Project Implementation, stated that very shortly we will be going into the second generation of the FasTrak system, and we have a very intricate algorithm that will look at these types of incentives and billing. We want to take a look at incentive as we start to have more people use the FasTrak system. We may be able to work into the algorithm, with Board approval, some credit back for using the system for a car-pool type situation. We have a very outdated algorithm we are working with and

we don't own it. The program is owned by Transcore and we'd rather have our own. In the next year you'll see some proposals back which will make us look more futuristic. SR 125 will be opening and we will have many people in the South Bay that will want to get in on the SANDAG deal to get around the transponder fees. So we want parity first and foremost; then we will look at creative ways in the next penetrations to do the things we are discussing.

Mr. Boda continued that a month ago, staff said they would come back very quickly within this coming year with a new plan. Currently, the I-15 facility has one entrance and one exit point so you're on it for the eight miles. On the new facility we will be able to get on and off at various points. The direction this Committee and the Board has given us is to look at a per-mile transaction fee so that the complexity of the transactions on I-15 will go up tremendously because of short and long length, and we need to modernize the system.

Deputy Mayor Stocks asked if we have the technology to do a current dollar-for-dollar offset. Mr. Cox stated the concern is if we start charging the \$3.50 minimum cost that many of the inactive accounts would drop off and then the remaining active accounts even though charged \$3.50 would be challenged to offset our basic average operational costs.

Vice Chair Madaffer stated he was surprised that other FasTrak facilities around the state charge these costs and in San Diego we haven't and that is not good business. Our goal should be to increase the use of our managed lanes through incentives. As the new system opens up it will be the most unique managed lanes set-up in the state and we obviously have to be ready for it and staff guarantees us they will be.

Further discussion regarding available options A, B, and C emphasized the concern, from a parity standpoint, that Option C may make better sense because it is more consistent with what South Bay is going to be doing.

Councilmember Monroe believes the \$5 fee with a dollar-for-dollar offset is most desirable.

Mr. Cox stated that if we have 10,000 inactive users which are costing and not contributing and a considerable percentage drop off when the \$5 fee is enacted then staff would need to return with a new calculation as to what the basic average cost would be.

Mayor Madrid remarked that Mr. Boda's earlier statement regarding a significant change taking place in the not-so-distant future and that we do not make a change now and then again. If we could have the new system done shortly it would behoove us to wait. Mr. Boda said the next generation would occur in 2008 and would take into account variable pricing. A concern is making two major changes within a short time frame. We'll be criticized significantly for being typical bureaucrats. If it makes economic sense to stay as we are as we're making these changes and make just one change that would be preferable.

Mr. Nieto found the presentation illuminating. Option B is too complicated. Option B would be so different from South Bay that it would create confusion in our region. He liked the idea of a \$5 minimum with a dollar-for-dollar offset of usage. From a consumer standpoint this appears easier to understand.

Board of Supervisors Chairman Ron Roberts asked if the transponder cost was included in the \$3.50 operational costs. Mr. Toups stated the transponder cost was above and beyond and that the combined cost per customer was \$5 per month.

Supervisor Roberts stated he believed we neglected to include a very important part of the cost of doing business. He also stated his dismay in our not investing the money being held because the management fee was higher than the return. Renee Wasmund, Director of Finance, stated that the cash comes into our operator, Transcore, who has expenses to pay out, so it's a cash flow issue.

Vice Chair Madaffer stated that staff should come back with the actual cash flow model to better understand exactly how the money is flowing.

At its conclusion, it was determined that staff should return to the next Transportation Committee Meeting with additional information

Action: Upon a motion by Mr. Nieto and a second by Deputy Mayor Stocks, the Transportation Committee recommended that staff return to the next Transportation Committee meeting with additional information about possible scenarios for account management and transponder fees.

15. FY 2008 FEDERAL TRANSPORTATION APPROPRIATIONS PROPOSALS (RECOMMEND)

In October 2006, the Transportation Committee approved the criteria for selecting projects for consideration in the FY 2008 federal transportation appropriations process. Staff has worked with Caltrans, the transit agencies, and local jurisdictions to develop the priorities for the FY 2008 funding cycle.

Action: Upon a motion by Vice Chair Madaffer and a second by Deputy Mayor Stocks, the Transportation Committee recommended that the Board of Directors approve the list of proposed project funding requests for the FY 2008 federal transportation appropriations cycle.

16. BUDGET TRANSFER FOR EMERGENCY REPAIRS (APPROVE)

The Transportation Committee is asked to authorize the Executive Director to execute a Memorandum of Understanding with MTS for fund transfers from MTS to SANDAG to fund emergency repairs to the MTS Blue Line tracks in an amount not to exceed \$350,000, and approve use of change orders to the SANDAG Rail Replacement Broadway Project to rehabilitate track at two grade crossings on the MTS Blue Line as an emergency procurement of construction services through an existing construction contract.

Action: Upon a motion by Chairman Roberts and a second by MTS Chair Pro Tem Emery, the Transportation Committee authorized the Executive Director to execute a Memorandum of Understanding with MTS for fund transfers from MTS to SANDAG to fund emergency repairs to the MTS Blue Line tracks in an amount not to exceed \$350,000, and approved use of change orders to the SANDAG Rail Replacement Broadway Project to rehabilitate track at two grade crossings on the MTS Blue Line as an emergency procurement of construction services through an existing construction contract.

17. FUNDING RECOMMENDATION FOR FY 2006 JOB ACCESS AND REVERSE COMMUTE AND NEW FREEDOM PROJECTS (APPROVE)

The Transportation Committee is asked to recommend to the Board of Directors the list of Job Access and Reverse Commute and New Freedom Projects be approved for funding.

Jay Powell, a member of the community, mentioned his strong support and appreciation for including Route 960; a commuter that goes through mid-city and currently serves people trying to get to work from City Heights and the mid-city area. He also hopes that we can expand the line as well.

Councilmember Monroe asked for clarification on the FACT money. Dan Levy, Senior Planner, stated it was 50 percent; the mobility management was 80 percent and the NCTD for travel training was 50 percent at a 20 percent match. This money is in addition to the contract that we have with FACT to be our CTSA. It is new money and the 20 percent match that FACT needs to put up can be from any source including in-kind. There will be a briefing to the Transportation Committee on FACT at the February 16 meeting.

Supervisor Roberts asked if all New Freedom projects required a 20 percent match. Mr. Levy responded that the first four were operating at a 50 percent match and that mobility management was planning on a 20 percent match.

Deputy Mayor Druker asked about there being different rules in FY 2007 and requested insight into what that might mean. Mr. Levy said that in 2007 any project must be included in the Coordinated Transportation Plan, which we are currently putting together. The final guidance on how to do that has still not been released by the federal government. They allowed us to run a competitive process this year without that coordinated plan so that the projects this year were not in a previous plan for New Freedom. For JARC, they were projects that were in the Welfare to Work study done previously.

Mayor Madrid asked about the funding being for a single year only with no commitment for future years and if we anticipate any kind of incentive or criteria that would continue funding for successful programs. Mr. Levy stated that the funding could be renewed but that there is no commitment. When the coordinated plan is done we will look at what ends up being operated. All the projects are in areas where there are service gaps and deficiencies and those are the kinds of things that we'll look at funding under the coordinated plan.

Action: Upon a motion by Councilmember Monroe and a second by MTS Chair Pro Tem Emery, the Transportation Committee recommended to the SANDAG Board of Directors that the list of Jobs Access and Reverse Commute and New Freedom Projects provided in Tables 1 and 2 of the staff report be approved for funding.

18. SPRINTER PROJECT STATUS REPORT AND SANDAG INDEPENDENT ASSESSMENT (INFORMATION)

Jim Linthicum, Division Director of Engineering and Construction, provided a monthly status report on the SPRINTER rail project, and stated that the most significant event was NCTD's Amended Recovery Plan gaining acceptance by FTA on December 8, 2006, and that there

should be no further holds on the federal money. The SPRINTER project construction continues to advance toward completion. The new and vacant positions on the project team have been filled. Nineteen of 32 miles of track have been placed and the DMU brake testing has begun. No problems have been identified to date. Overall, the four contracts are 73 percent complete at the end of December compared to 70 percent the previous month. All the major civil work should be completed by March, with the exception of the stations, which will be completed by fall. The systems work such as signaling and communication is critical which includes start-up work i.e., pre-revenue training and testing of the system.

The critical path for all of these items shows revenue operations being completed in February 2008 compared to last month's report which was January 2008; therefore an area of concern. That is being mitigated on two fronts by adding more crews to their systems efforts and also by having the general contractor open up more areas for the systems subcontractors to work. This delay can also be mitigated as mentioned in past reports by having NCTD and its contract operator perform more of the start-up activities concurrent with the actual construction work. Mr. Linthicum has attended meetings in the past month where they are brainstorming ways to do that. Therefore, given all the above, a December 2007 start of revenue operations is still very achievable.

The estimate to complete the construction increased by \$2 million over the past month to \$447 million. Three major reasons include: (1) fine tuning mainline cost; (2) moving environmental work from operations to capital; and (3) more conservative formula to calculate the contingency reserved for quantity overruns. The largest pending change order is the repair of the landslide at Rancho del Oro which is approximately \$2 million, and when the work is completed in the next few months it will increase the change order percentage. A concern is keeping the project on schedule. The contractor is taking all the right steps to mitigate the delays in the system work but he needs to be more aggressive and creative to keep the project on a December 2007 revenue operations date. The mainline contractor believes he has additional direct and overhead costs due to the number of design changes on the contract. The contractor has submitted a portion of its costs and NCTD is reviewing those costs. The contractor is expected to submit the remainder of its costs over the next few months.

Councilmember Monroe mentioned that at the last report there were issues with some of the cities not processing things as quickly as required. Mr. Linthicum said some of the initial concerns were in eastern San Marcos and Escondido where initial trains are being tested and that is less of a concern. However, as the train testing proceeds to the west to Oceanside, we will need to work with each city to resolve their concerns.

Action: This item was presented for information only.

19. 2007 REGIONAL TRANSPORTATION PLAN NETWORK DEVELOPMENT: UNCONSTRAINED HIGHWAY AND TRANSIT NETWORKS (INFORMATION)

Principal Planners Mike Hix and Dave Schumacher presented a progress report on the 2007 RTP and the development of the unconstrained highway and transit networks. The Unconstrained Network is not limited by revenues and establishes the long-range vision for the highway facilities and the transit service to meet the region's travel demand in the year 2030. The RTP was coordinated with Caltrans, MTS, NCTD, and other agencies and local jurisdictions. The network reflects the extensive transit plan review that will set the stage to create revenue scenarios. The transit strategy includes developing a network of urban core routes with

10-minute, all-day service and arterial rapid bus networks and suburban services geared to demand. Refinements to the 2003 RTP Unconstrained Transit Network included the development of a high-frequency local bus/rapid bus network in urban core areas, and a shift from BRT in arterial corridors to rapid bus services. Other key components of the 2007 Unconstrained Transit Network include transit arterial priority to capital improvements needed for high-speed and reliable services, including a multimodal managed lanes strategy with BRT priority and in-line stations. Also critical are the continued rehabilitation and expansion of the rail network as well as the implementation of Smart Growth principles supporting transit.

The Unconstrained Highway Network changes, additions, and deletions from the last RTP were presented as were the corridors that continue to experience high levels of congestion. The next steps include refining cost estimates of the projects and then, by using the Board-adopted evaluation criteria, rank all projects that then can be discussed at the upcoming Board Retreat; upon which we can create the revenue constrained and reasonably expected scenarios. Staff will be bringing these projects back to this Committee for discussion at the March 2 meeting.

Jay Powell, representing the City Heights Community Development Corporation, spoke about the impact of the RTP on the centerline and the mid-city BRT system. The plan does emphasize a strategy that includes inline stations and Smart Growth which are important aspects; however, it does not address a strategy that feeds the centerline and that gets people to and from job centers in all directions.

Duncan McFetridge and Jana Clark, representing Save Our Forests and Ranchlands (SOFAR), presented information about the importance of speaking the truth regarding transportation and what it means to the community, the globe, and the nation. They expressed concern over the unconstrained transit portion of the plan never getting funds nor being completed; and the constrained roadway portion of the plan getting the funds and being completed. They then presented data regarding the current mode split being 2 percent transit during peak periods rather than the 5 percent reported in Mobility 2030. The 10 percent target of the region does not seem achievable without major changes in policy. Also mentioned was the high cost of cars with regard to accidents, loss of time, global warming, disincentives for independent alternative fuel programs, etc.

MTS Chair Pro Tem Emery, speaking as a North County resident, remarked on the rapid growth of Ramona and the high levels of congested traffic in and out of the community, especially in the downtown area where SR 67 and 78 intersect. He recommended that we look ahead to 2030 that identify this growing problem as it impacts the entire region. Mike Hix commented that road widening on 67 and 78 is being addressed.

Deputy Mayor Druker would like to see further widening of I-5 north of SR 78 in anticipation of a potential relocation of the Chargers stadium. He would like to pursue discussions about possible scenarios with light rail around the region particularly from Riverside down the I-15 to Qualcomm Stadium and the Lindbergh International Airport, as well as light rail along Palomar Airport Road and SR 76, and around the centerline area. He believes we need to present a vision to the public and let the voters decide.

Mayor Madrid requested a separate meeting to further discuss this issue.

Vice Chair Madaffer stated that more discussion would be taking place at the Board Retreat.

Kathy Keehan, advisory member with the Regional Planning Stakeholders Working Group, would like clarification regarding which bus projects on the RTP list are being cancelled or allowed to remain. She also addressed the issue of increased traffic on SR 78 east of I-15 as a result of the casino patronage, and inquired how we should allocate resources for this matter. On a personal note, Kathy would like to see a map of all the underserved transit areas where service is more than a distance of one-half mile away.

Action: This item was presented for information only.

20. UPCOMING MEETINGS INFORMATION

The next meeting of the Transportation Committee is scheduled for Friday, February 16, 2007.

21. ADJOURNMENT

Vice Chair Madaffer adjourned the meeting at 11:34 a.m.

**CONFIRMED ATTENDANCE  
SANDAG TRANSPORTATION COMMITTEE MEETING  
January 19, 2007**

GEOGRAPHICAL AREA/ORGANIZATION	JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING
North County Coastal		Vacant	Member	?
	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 Coronado	Phil Monroe	Member	Yes
	City of Chula Vista	Jerry Rindone	Alternate	Yes
City of San Diego	----	Jim Madaffer (Vice Chair)	Member	Yes
	----	Scott Peters	Alternate	No
	----	Ben Hueso	Alternate	No
County of San Diego	----	Ron Roberts	Member	Yes
	----	Bill Horn	Alternate	No
	----	Greg Cox	Alternate	No
Metropolitan Transit System	City of Poway	Bob Emery	Member	Yes
	MTS	Harry Mathis	Alternate	Yes
North County Transit District		Ed Gallo	Member	No
		Jerome Stocks	Alternate	Yes
		Dave Druker	Alternate	No
San Diego County Regional Airport Authority		Paul Nieto	Member	Yes
	Governor's Appointee	Xema Jacobson	Alternate	Yes
ADVISORY/LIAISON Caltrans	----	Pedro Orso-Delgado	Member	Yes
	—	Bill Figge	Alternate	Yes
Regional Planning Stakeholders Working Group	—	Sandor Shapery	Member	Yes
		Gary Nordstrom	Alternate	No
		Kathy Keehan	Alternate	Yes