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Councilmember, City of San Diego

Jack Dale, Vice Chair
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Deputy Mayor, Del Mar
(Representing **North County Coastal**)

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Mayor, Escondido
(Representing **North County Inland**)

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Deputy Mayor, Chula Vista
(Representing **South County**)

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County of San Diego

Bob Emery, *Chair Pro Tem*
Metropolitan Transit System

Ed Gallo, *Chairman*
North County Transit District

Paul Nieto
**San Diego County Regional
Airport Authority**

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Ben Hueso, *Councilmember*
City of San Diego

Art Madrid
Mayor, La Mesa
(Representing **East County**)

Jerry Kern
Councilmember, Oceanside
(Representing **North County Coastal**)

Bob Campbell
Councilmember, Vista
(Representing **North County Inland**)

Phil Monroe
Councilmember, Chula Vista
(Representing **South County**)

Greg Cox, *Vice Chairman*
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Bill Horn, *Supervisor*
County of San Diego

Harry Mathis, *Chairman*
Metropolitan Transit System

Jerome Stocks
North County Transit District

David Druker
North County Transit District

Vacant
**San Diego County Regional
Airport Authority**

Advisory Members

Pedro Orso-Delgado
District 11 Director, Caltrans

Sandor Shapery
**Regional Planning
Stakeholders Working Group**

Kevin Siva (Los Coyotes)/
Albert Phoenix (Barona)
**Southern California Tribal
Chairmen's Association**

Gary L. Gallegos
Executive Director, SANDAG



TRANSPORTATION COMMITTEE AGENDA

Friday, March 2, 2007
9 a.m. to 12 noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

- **2006 STATE TRANSPORTATION IMPROVEMENT PROGRAM**
- **LAKE HODGES BICYCLE AND PEDESTRIAN BRIDGE FUNDING**

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MISSION STATEMENT

The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, plans, engineers, and builds public transit, and provides information on a broad range of topics pertinent to the region's quality of life.

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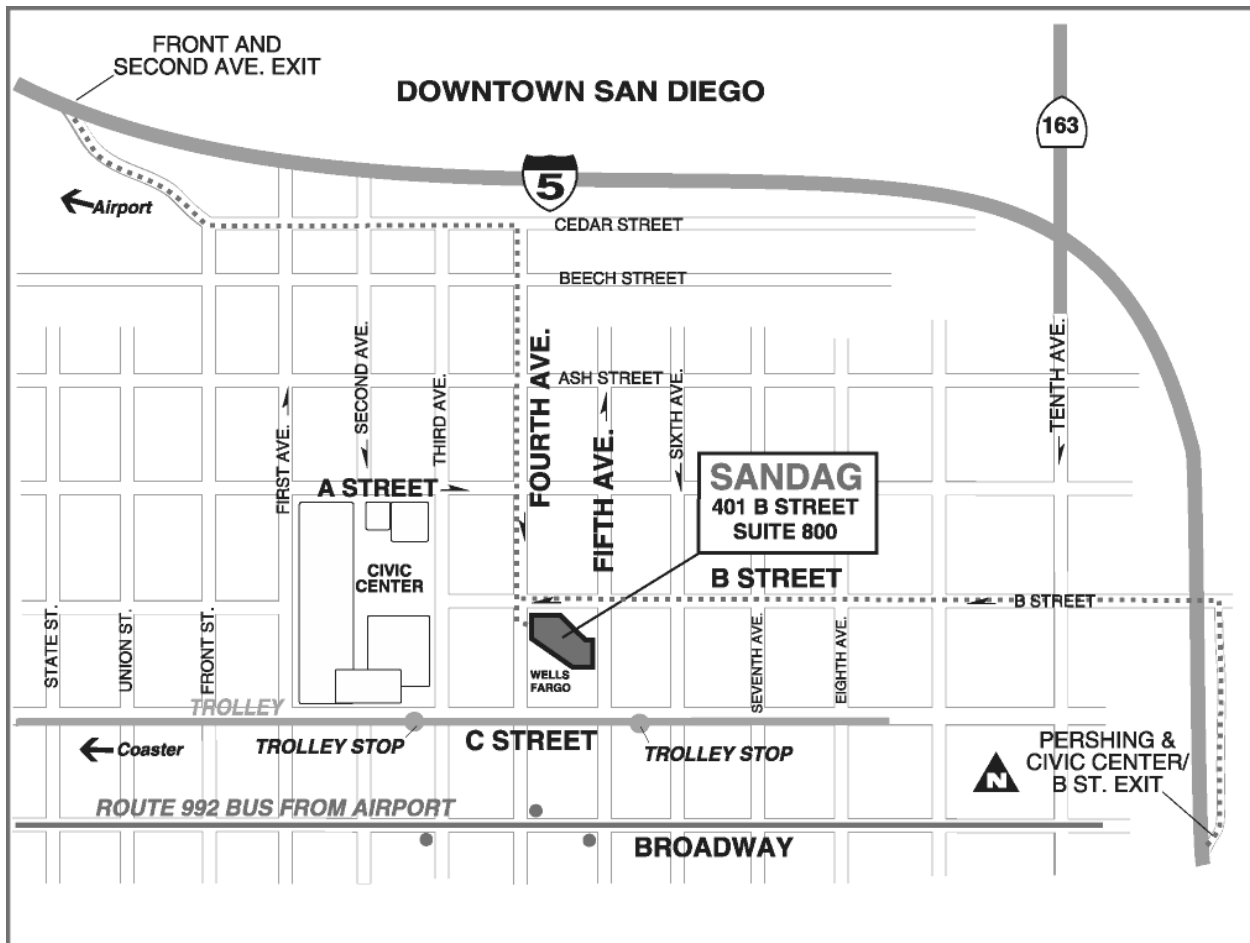


Welcome to SANDAG. Members of the public may speak to the Transportation Committee on any item at the time the Committee is considering the item. Please complete a Speaker's Slip, which is located in the rear of the room, and then present the slip to Committee staff. Also, members of the public are invited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

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TRANSPORTATION COMMITTEE

Friday, March 2, 2007

ITEM #		RECOMMENDATION
+1.	APPROVAL OF FEBRUARY 16, 2007, MEETING MINUTES	APPROVE
2.	PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS	
	<p>Members of the public will have the opportunity to address the Transportation Committee on any issue within the jurisdiction of the Committee. Speakers are limited to three minutes each and shall reserve time by completing a "Request to Speak" form and giving it to the Clerk prior to speaking. Committee members also may provide information and announcements under this agenda item.</p>	

CONSENT ITEMS (3 through 4)

+3.	LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO (LOSSAN) RAIL CORRIDOR AGENCY BOARD OF DIRECTORS MEETING REPORT (Linda Culp)	INFORMATION
	<p>The LOSSAN Rail Corridor Agency seeks to increase ridership, revenue, capacity, reliability, and safety on the coastal rail line from San Diego to Los Angeles to San Luis Obispo. Known as Amtrak's Pacific Surfliner corridor, it is the second busiest intercity passenger rail corridor nationwide and Amtrak's fastest growing. The report summarizes the actions from the LOSSAN Board meeting on January 10, 2007.</p>	
+4.	MARCH 2007 TRANSIT SERVICE CHANGES (Dave Schumacher)	INFORMATION
	<p>This report summarizes the service changes to be implemented by Metropolitan Transit System (MTS) on March 4, 2007. This is the final set of service changes required by the Comprehensive Operational Analysis (COA). The changes were approved by the MTS Board following a public hearing in March 2006. All of the changes are consistent with the regional transit policy. No service changes are being made by North County Transit District (NCTD).</p>	

REPORTS (5 through 6)

+5.	2006 STATE TRANSPORTATION IMPROVEMENT PROGRAM AUGMENTATION (Jose Nuncio)	RECOMMEND
	<p>Proposition 1B, approved by the voters in November 2006, adds \$2 billion to the State Transportation Improvement Program (STIP). The California Transportation Commission (CTC) has indicated that as part of this 2006 STIP Augmentation, nearly \$164 million is available for programming in the San Diego region. The Transportation Committee is asked to recommend that the Board of Directors approve a funding request to the CTC for various high priority regional projects to program these new funds.</p>	

+6. LAKE HODGES BICYCLE AND PEDESTRIAN BRIDGE FUNDING
(Stephan Vance)

APPROVE

The Transportation Committee is asked to approve an additional \$1.875 million in FY 2009 *TransNet* Bicycle, Pedestrian, and Neighborhood Safety funds for the Lake Hodges bicycle and pedestrian bridge. This allocation will complete funding for the bridge, allow it to meet the California Transportation Commission's deadlines for project completion, and preserve \$4.5 million that would be lost to the region.

7. UPCOMING MEETINGS

INFORMATION

The next meeting of the Transportation Committee is scheduled for Friday, March 16, 2007, at 9 a.m.

8. ADJOURNMENT

+ next to an agenda item indicates an attachment

TRANSPORTATION COMMITTEE

March 2, 2007

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF FEBRUARY 16, 2007

The meeting of the Transportation Committee was called to order by Chair Jim Madaffer (City of San Diego) at 9:03 a.m. See the attached attendance sheet for Transportation Committee member attendance.

Chair Madaffer recognized Kevin Siva and Albert "Boxie" Phoenix, new advisory representatives for the Southern California Tribal Chairmen's Association. He also acknowledged Admiral Bruce Boland from the San Diego County Regional Airport Authority.

1. APPROVAL OF MEETING MINUTES (APPROVE)

Mayor Lori Holt Pfeiler (North County Inland) noted a correction to page 11 of the January 19, 2007, minutes. She stated that she, rather than Chair Madaffer, made the motion to approve FY 2008 federal transportation appropriations proposals.

Action: Upon a motion by Mayor Pfeiler and a second by Councilmember Bob Emery (Metropolitan Transit System [MTS]), the Transportation Committee approved the January 19, 2007, meeting minutes, as amended.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chuck Lungerhausen, a member of the public, mentioned the upcoming 2007 National Multiple Sclerosis (MS) Society Walk on April 28-29, 2007, and the MS Water Walk on April 20 at the Mission Beach Plunge. He thanked the members for their past and continued support for this cause. Mr. Lungerhausen also mentioned the need to fund more trolleys with the half-cent sales tax measure.

Don Stillwell, a member of the public, noted SANDAG efforts to improve highways and local streets, but expressed concern that not enough attention was being paid to public transit. He recommended putting a trolley line in the I-15 corridor to serve activity centers such as the Wild Animal Park in Escondido.

CONSENT ITEM (3)

3. TRANSIT REVENUE APPORTIONMENTS AND PROJECTIONS (RECOMMEND)

By March 1 of each year, SANDAG provides operating revenue estimates and allocations to the transit operators and to local agencies for the nonmotorized program. The

Transportation Committee is asked to recommend that the Board of Directors approve these estimates and allocations at its February 23, 2007, meeting.

Action: Upon a motion by Mayor Holt Pfeiler and a second by Deputy Mayor Jerry Rindone (South County), the Transportation Committee recommended that the SANDAG Board of Directors at its February 23, 2007, meeting: (1) adopt the FY 2008 apportionments for various federal, state, and local revenues; and (2) approve the revenue projections for FY 2009 to FY 2012 for these revenues, as contained in Attachments 1 through 5 of the agenda report.

REPORTS (4 THROUGH 9)

4. INTERSTATE 15 BUS RAPID TRANSIT OPERATIONS PLAN UPDATE (APPROVE)

Barrow Emerson, SANDAG Senior Planner, presented the staff report concerning the Interstate 15 (I-15) Bus Rapid Transit (BRT) Operations Plan. He was joined by Conan Cheung, MTS Director of Planning and Performance Monitoring.

Mr. Emerson summarized the October 2006 Transportation Committee approval of the initial I-15 BRT Operations Plan for service to downtown San Diego, and direction to staff to evaluate service options to Sorrento Mesa/University City/University of California, San Diego (UCSD). He provided an overview of the three Sorrento Mesa/University City/UCSD alignment options that were evaluated, including travel times, patronage, and population forecasts.

He noted that BRT vehicle types have not yet been decided, and that operational issues such as these would be further evaluated by staff and brought back to the Committee at a future date. Mr. Emerson continued by summarizing staff's recommendations for the Mira Mesa Boulevard alignment, and its reasons for recommending MTS as the service operator for the 2012 I-15 BRT Operations Plan.

Councilmember Emery commented about the need for queue jumpers and other priority measures on Mira Mesa Boulevard. He said that even though this is a more direct alignment, it would be more difficult to operate a premium express service on it because of traffic congestion and lack of transit-friendly accommodations.

Mayor Art Madrid (East County) noted that he would like to see a potential merger of MTS and North County Transit District (NCTD) if we're serious about providing state-of-the-art transit service for the region.

Sandy Shapery, representing the Regional Planning Stakeholders Working Group, confirmed the problem with traffic congestion in the Sorrento Valley area along Mira Mesa Boulevard.

Deputy Mayor David Druker (North County Coastal) thought that staff should continue to look at State Route (SR) 56 alignment, as it is a more direct route to the area. He also asked the Committee to consider implementing queue jumpers and other priority measures on Mira Mesa Boulevard sooner than 2012 in order to improve travel times for existing bus service along that corridor.

Councilmember Emery concurred with Deputy Mayor Druker's suggestion for accelerating the implementation of transit priority measures along Mira Mesa Blvd.

Gary Gallegos, Executive Director, stated that staff would look at ways to implement transit priority measures in the corridor, and would report back to the Committee.

Action: Upon a motion by Deputy Mayor Druker and a second by Councilmember Emery, the Transportation Committee approved: (1) an I-15 corridor BRT operations plan for 2012 that includes BRT service to both downtown San Diego and the Sorrento Mesa/University City/UCSD area, with an alignment along Mira Mesa Boulevard for the Sorrento Mesa/University City/UCSD service; and (2) identification of MTS as the operator for the 2012 BRT operations plan. The Committee also directed staff to report back on its findings regarding transit priority measures on Mira Mesa Boulevard.

5. PROPOSED CHANGES TO FasTrak® PROGRAM – TRANSPONDER AND ACCOUNT FEES ASSESSMENT (RECOMMEND)

Derek Toups, Associate Planner, presented the staff report on this item. Renee Wasmund, Director of Finance, detailed the interest earned for the I-15 FasTrak program, as had been requested by Committee members at the January meeting.

Mr. Toups summarized the total FasTrak business costs, which equate to approximately \$100,000 per month, or \$5.00 per month per account. He noted that the fixed contractor costs are \$64,000 per month (a subset of the total business costs), or approximately \$3.50 per month per account.

Mr. Toups continued by highlighting the components of the proposed business model recommended by the Transportation Committee. It includes a \$1.00 per month per transponder fee and a \$3.50 per month account maintenance fee. Both would be offset by I-15 tolls paid. The business model also achieves a number of benefits, such as incentives to motivate use, cost recovery, and parity with other toll operators, among others. He provided examples of how the fees would apply, from a customer's perspective.

First Vice Chair Jerome Stocks (Encinitas) thanked staff for its efforts in coming back with a better business model for the FasTrak program.

Mr. Shapery commended staff and inquired about how prepaid toll deposits were handled. Mr. Toups responded by summarizing the financial practices that Ms. Wasmund highlighted in her portion of the presentation, and by explaining how credit card charges were handled.

Deputy Mayor Rindone asked about the funding agreement with MTS and asked if there would be as much revenue passed through to MTS as in the past. Mr. Gallegos replied that a Memorandum of Understanding (MOU) would be implemented following action by the SANDAG Board of Directors. He noted that in the short-term, the pass-through funding would be less than prior year levels, but that once the Managed Lanes were expanded and opened to traffic, a higher revenue stream was expected. Mr. Gallegos mentioned that by law, any net revenues earned above and beyond operating costs is to be used to enhance public transportation and carpool services in the I-15 corridor.

Deputy Mayor Rindone expressed concern that the MTS I-15 corridor service may be reduced based on declining revenue. He asked whether it would be appropriate to consider increasing FasTrak fees to raise more revenue for transit.

Chair Madaffer said that the idea of raising fees was proposed by staff, but rejected by the SANDAG Board. However, with today's proposal, forthcoming Managed Lanes improvements, and changes to operations once the Managed Lanes are open, we expect to see some significant changes beginning in 2008.

Mayor Madrid mentioned that this program was started as a pilot program in 1996, and the original business model had not been modified since its inception. He requested a periodic review of this program.

Jack Boda, Director of Mobility Management and Project Implementation, stated that within the next year, SANDAG will have both a consultant and a contractor onboard to assist us in developing a new incentive-friendly pricing system. Staff expects to return to the Committee and Board with regular program updates, including how to handle enforcement, toll algorithms, and the overall FasTrak business plan. Caltrans also is interested in recovering some of its costs to operate and maintain the Managed Lanes, and we will need to work with Caltrans and the two transit agencies to determine the best use of the net FasTrak revenue in the I-15 corridor.

Mr. Boda also said that there are approximately 13,000 drivers interested today in using the South Bay Expressway. One of our concerns is that if we don't take some action today regarding our transponder and account fee policies, these people may sign up for a free transponder from SANDAG. This may further exacerbate our program cost deficit.

Chair Madaffer said that today's action was an interim one, and that there would be much further discussion of program policies in the future.

Paul Jablonski, MTS Chief Executive Officer, asked about the projected revenues in the short-term. Mr. Boda responded that projected annual revenues are approximately \$500,000 for FY 2008.

Ed Gallo (NCTD) asked where the excess revenues might go. Mr. Gallegos responded that state law mandates net revenues must go to public transit or/or carpool services in the I-15 corridor.

Supervisor Ron Roberts (County of San Diego) asked what staff expects will happen if the proposed transponder and account fees are put into place. Marney Cox, Chief Economist, believed that of the 19,000 account holders approximately 13 percent overall would close their accounts. He also estimated that the increase in fees would generate an additional \$400,000 to \$600,000 per year in revenues.

A concern was raised by NCTD Chair Gallo as to why the public was being asked to further subsidize public transit. He voiced opposition to the recommended action.

Pedro Orso Delgado (Caltrans) provided a brief history of and rationale for the FasTrak program which has been in operation for a decade.

Deputy Mayor Rindone amended his original motion. He asked that staff report back on the effects of the program fee changes.

Action: Upon a motion by Deputy Mayor Rindone and a second by Mayor Pfeiler, the Transportation Committee recommended that the SANDAG Board of Directors: (1) approve the FasTrak \$1.00 per month transponder fee, and \$3.50 per month account maintenance fee, with credits to offset fees based on tolls paid; and (2) authorize staff to negotiate a funding agreement with MTS. The action included direction to staff to report back to the Committee within six months of the implementation of the fee changes.

6. 2006 STATE TRANSPORTATION IMPROVEMENT PROGRAM AUGMENTATION (INFORMATION/POSSIBLE ACTION)

Jose Nuncio, Senior Engineer, reported that the infrastructure bond measure (Proposition 1B) approved by the voters in November 2006 added \$2 billion to the State Transportation Improvement Program (STIP) account. He summarized the \$164 million of funding available through the STIP Augmentation, consisting of a \$85 million highway target, a \$35 million transit target, and \$44 million in advanced funds in FY 2012.

Mr. Nuncio described the adopted SANDAG STIP funding priorities – to finish what has been started, to focus on the *TransNet* Early Action Program (EAP), and to fund ready-to-go projects. He went over the options for funding *TransNet* EAP highway projects: SR 52 Extension, I-15 Managed Lanes (South), and SR 52 Managed Lanes Widening. Options for *TransNet* EAP transit projects include I-15 Bus Rapid Transit (BRT) Stations, Blue Line Trolley Vehicles, and Blue Line Trolley Station Improvements. He continued by describing the options for non-*TransNet* EAP projects, which include the regional Smart Card project, transit projects recommended by MTS and NCTD, and the SANDAG noise barrier retrofit program, among other priorities. Mr. Nuncio concluded by summarizing the next steps in the STIP Augmentation process.

Chair Madaffer mentioned the upcoming California Transportation Commission (CTC) hearing on February 20, 2007, on the Proposition 1B Corridor Mobility Improvement Account (CMIA) program. He said that we were in a better position than other regions to present transportation projects that were ready to go.

Deputy Mayor Druker stated that the proposed programming represented a balanced allocation of funds across the various project priorities, both highway and transit.

Councilmember Emery asked staff to distribute a list of CTC members to the Committee.

Mayor Madrid commented that CTC Commissioner John Chalker has played a key role for the San Diego region, and that we should be able to benefit because we are better organized than other regions that encompass multiple counties.

NCTD Chair Gallo thanked Chair Madaffer for his leadership. He stated that the San Diego region should be rewarded for its aggressive efforts in transportation.

Mr. Gallegos mentioned that San Diego local officials and business leaders also were planning to appear at the February 20 CTC hearing.

Mr. Shapery added that Commissioner Chalker was recently selected to be Vice Chair of the CTC.

Action: Upon a motion by Deputy Mayor Rindone and a second by Councilmember Emery, the Transportation Committee directed staff to develop a draft letter of support for the SANDAG CMIA proposals.

7. RURAL HIGHWAY 94 STATUS REPORT (INFORMATION)

Elisa Arias, Principal Planner, introduced Caltrans Project Manager Sam Amen, who reported on the progress made and future work to be done on the SR 94 Rural Corridor. Mr. Amen described the corridor, current environmental efforts and operational projects underway, needs and problem areas, outreach activities, and the development schedule for short-term and long-term improvement projects..

Theell Fowler, a member of the public, noted the significant number of accidents and fatalities that have occurred on SR 94 over the last few years, because of the road's sharp curves and the increase in long trucks using the stretch of road. He mentioned the need to straighten the road's curves and provide operational improvements such as passing lanes. He also encouraged more California Highway Patrol (CHP) enforcement in order to provide patrols during the afternoon peak periods.

Councilmember Emery commented on the changing environment of the "back country" with the widening of the roads and the housing subdivisions that are springing up.

Chair Madaffer asked Caltrans District 11 Director Orso Delgado to respond to Mr. Fowler's concern about longer trucks using the road. Mr. Orso Delgado replied that the road is signed for 55-foot trucks, but some 65-foot trucks have been witnessed, and Caltrans is working with CHP on the enforcement issue.

Action: This item was presented for information only.

8. UPDATE ON THE COORDINATED TRANSPORTATION SERVICES AGENCY (INFORMATION)

Karen King, NCTD Executive Director, mentioned Councilmember Phil Monroe's involvement with Full Access and Coordinated Transportation (FACT), the new Consolidated Transportation Service Agency (CTSA) for the San Diego region. She then introduced Rob Carley, Executive Director of FACT, who provided an overview of FACT.

Mr. Carley summarized the agency's vision, recent milestones, changing demographics (aging of our population), and current transportation services in the region. He stated that FACT aims to coordinate the diverse services and be a one-stop shop for its clients, who include seniors, low income, and otherwise disadvantaged individuals. He described the role of FACT as the CTSA and certain grant funded work that was underway, as well as what is planned for the future.

Admiral Bruce Boland (San Diego County Regional Airport Authority) asked if FACT was coordinating with the 211 service provider. Mr. Carley responded yes.

Action: This item was presented for information only.

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

Jim Linthicum, Director of Engineering and Construction, provided the monthly status report on the progress of the NCTD SPRINTER Rail Project, which converts an existing 22-mile freight rail corridor into a Diesel Multiple Unit (DMU) transit system connecting Oceanside, Vista, unincorporated County areas, San Marcos, and Escondido. Mr. Linthicum provided an overview of current progress, including 22 of 32 track miles completed, 11 of 15 station platforms poured, delivery of station canopies in March, start of work on parking lots and repair of the Rancho Del Oro Landslide, and continued testing of the DMU vehicles.

Mr. Linthicum described recent efforts to keep the project on schedule as well the schedule for the remaining work. He also described the estimate at completion (\$447.7 million), which is less than the project budget (\$484.2 million). He noted that a project concern is the large number of work areas left incomplete. If not properly mitigated, this presents the potential for future delay to critical activities and the start of pre-revenue training.

Action: This item was presented for information only.

NCTD Chair Gallo stated that he would like to reconsider his opposition vote to the prior FasTrak agenda item. General Counsel said that it was only possible to change a vote by re-opening the agenda item. Mr. Gallo declined to do so, but stated that he would like his support for the staff recommendation to be noted on the record.

10. UPCOMING MEETINGS (INFORMATION)

The next meeting of the Transportation Committee is scheduled for Friday, March 2, 2007, at 9:00 a.m.

11. ADJOURNMENT

Chair Madaffer thanked the staff and Committee for their work and adjourned the meeting at 11:30 a.m.

**CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
February 16, 2007**

GEOGRAPHICAL AREA/ ORGANIZATION	JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING
North County Coastal	City of Del Mar	David Druker	Member	Yes
	City of Oceanside	Jerry Kern	Alternate	No
North County Inland	City of Escondido	Lori Holt Pfeiler	Member	Yes
	City of Vista	Bob Campbell	Alternate	No
East County	City of Santee	Jack Dale (Vice Chair)	Member	Yes
	City of La Mesa	Art Madrid	Alternate	Yes
South County	City of Coronado	Jerry Rindone	Member	Yes
	City of Chula Vista	Phil Monroe	Alternate	No
City of San Diego	----	Jim Madaffer (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	Yes
		Jerome Stocks	Alternate	No
		David Druker	Alternate	No
San Diego County Regional Airport Authority		Bruce Boland	Member	Yes
		Vacant	Alternate	No
ADVISORY/LIAISON Caltrans	----	Pedro Orso-Delgado	Member	Yes
	—	Bill Figge	Alternate	No
Regional Planning Stakeholders Working Group	—	Sandor Shapery	Member	Yes
		Gary Nordstrom	Alternate	No
		Kathy Keehan	Alternate	No
SCTCA	—	Kevin Siva	Member	Yes
		Albert Phoenix	Alternate	Yes
SANDAG 2 nd VICE CHAIR		Jerome Stocks	Ex Officio	

TRANSPORTATION COMMITTEE

March 2, 2007

AGENDA ITEM NO.: **3**

Action Requested: INFORMATION

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

File Number 3001000

Introduction

The LOSSAN Rail Corridor Agency seeks to increase ridership, revenue, capacity, reliability, and safety on the coastal rail line from San Diego to Los Angeles to San Luis Obispo. Known as Amtrak's *Pacific Surfliner* corridor, it is the second busiest intercity passenger rail corridor nationwide and Amtrak's fastest growing. A LOSSAN membership roster is provided as Attachment 1.

The LOSSAN Joint Powers Board meets quarterly and the Technical Advisory Committee (TAC) meets generally every other month. SANDAG is staff to the LOSSAN Board and TAC through a cooperative funding agreement with the member agencies. A summary of the LOSSAN Board meeting held on January 10, 2007, is provided as Attachment 2.

LOSSAN Board Action Highlights Related to SANDAG Actions

The LOSSAN Board continues to advocate for passenger rail funds that would benefit projects along the coastal rail corridor, including projects along the San Diego coastal rail corridor. The Board approved a priority project list totaling \$668 million which could be eligible for Proposition 1B funding. Several San Diego County rail projects are included. LOSSAN has formed an ad hoc committee to develop strategies for addressing recent on-time performance issues for the corridor. These actions also will benefit the San Diego coastal rail corridor.

BOB LEITER

Director of Land Use and Transportation Planning

Attachments: 1. LOSSAN Membership Roster
2. January 10, 2007, LOSSAN Board of Directors Actions

Key Staff Contact: Linda Culp, (619) 699-6957, lcu@sandag.org

LOSSAN

(LOS ANGELES–SAN DIEGO–SAN LUIS OBISPO RAIL CORRIDOR AGENCY)

MEMBERSHIP

This board is composed of current and former elected officials representing rail owners, operators, and planning agencies along Amtrak's Pacific Surfliner corridor between San Diego and San Luis Obispo. LOSSAN is staffed by SANDAG. The objective of the agency is to coordinate planning and programs that increase ridership, revenue, reliability, and safety on the coastal rail line from San Luis Obispo to Los Angeles to San Diego.

The Los Angeles - San Diego – San Luis Obispo Rail Corridor Agency meets every quarter.

Staff contact: Linda Culp, (619) 699-6957; lcu@sandag.org

MEMBERS

Chair: Arthur Brown

Orange County Transportation Authority

Vice Chair: Jacki Bacharach

Los Angeles County Metropolitan Transportation Authority

Beatrice Proo

Los Angeles County Metropolitan Transportation Authority

John Shoals

San Luis Obispo Council of Governments

Norine Sigafoose

North County Transit District

Richard Dixon

Orange County Transportation Authority

Jerry Rindone

San Diego Metropolitan Transit System

Keith Millhouse

Ventura County Transportation Commission

Salud Carbajal

Santa Barbara County Association of Governments

Bill Bronte

Caltrans, Division of Rail

Vacant

San Diego Association of Governments

ALTERNATES

Harry Mathis

San Diego Metropolitan Transit System

Brian Humphrey

Ventura County Transportation Commission

Marty Blum

Santa Barbara County Association of Governments

Mary Ann Reiss

San Luis Obispo Council of Governments

Julianne Nygaard

North County Transit District

EX-OFFICIO MEMBER

Lou Bone

Southern California Association of Governments

ADDITIONAL TECHNICAL ADVISORY COMMITTEE MEMBERS

Amtrak

Burlington Northern Santa Fe

California Public Utilities Commission

Southern California Regional Rail Authority

Union Pacific



MEMBER AGENCIES

California Department of
TransportationLos Angeles County Metropolitan
Transportation AuthorityNorth San Diego County
Transit Development BoardOrange County
Transportation AuthoritySan Diego
Association of GovernmentsSan Diego Metropolitan
Transit SystemSan Luis Obispo
Council of GovernmentsSanta Barbara County
Association of GovernmentsVentura County
Transportation Commission

EX-OFFICIO MEMBER

Southern California
Association of GovernmentsADDITIONAL TECHNICAL ADVISORY
COMMITTEE MEMBERS

Amtrak

Burlington Northern Santa Fe

California Public Utilities Commission

Southern California
Regional Rail Authority

Union Pacific

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Board Actions: January 2007

LOSSAN CORRIDOR LEGISLATIVE AND FUNDING ISSUES

The Board approved the recommended LOSSAN priority projects list, totaling \$668 million, and directed staff to transmit this to Caltrans and the California Transportation Commission (CTC) for their consideration for Proposition 1B funding. While the Governor's draft budget does not include intercity rail bond funds, Caltrans will be submitting projects to the CTC in April.

The Board discussed results of the November elections in terms of federal legislative efforts. HR 6233, which passed the House before the October recess, included the correct LOSSAN corridor definition. The Senate did not pass similar legislation before recessing and, with the change in leadership, action is uncertain at this time. The Board also discussed the recent re-introduction of Senate Bill 1516, which reauthorizes Amtrak and calls for a federal/state rail capital program. There may be activity on the House side as well, and the Board requested staff to set up meetings with area congressional leaders to discuss their proposal.

LOSSAN CORRIDORWIDE STRATEGIC BUSINESS PLAN STATUS REPORT

The LOSSAN Corridorwide Strategic Business Plan establishes a plan of improvements for the corridor. Work to date has been focused on the northern corridor between Los Angeles and San Luis Obispo that will be integrated with similar work completed for the Los Angeles to San Diego segment in 2004. Analysis on a proposed commuter rail between Ventura and Santa Barbara also is included.

The Board reviewed results from a number of capacity modeling scenarios for 2006, 2015, and 2025, as well as what happens when the proposed commuter rail service is introduced to the corridor. A key assumption made by the Technical Working Group overseeing this work is that improvements be made in order to double the number of trains while maintaining the current level of delay that is experienced in the corridor, which now stands at 84 percent. The Board requested additional analysis to show projects that are needed in order to meet future demand and lessen delays in the future.

REPORT FROM THE LOSSAN ON-TIME PERFORMANCE AD HOC COMMITTEE

At their September meeting, the Board of Directors established an ad hoc committee to learn more about the current state of on-time performance in the corridor and develop strategies for improvement.

The Committee, comprised of Board and Technical Advisory Committee (TAC) members, has met twice and has developed two broad goals for their work: (1) identify capital and operating strategies that directly improve performance, and (2) identify strategies to improve the rail experience for customers. The Board approved continued work by the Committee so that recommendations can be presented to the Board at the May 2007 meeting.

LOSSAN CORRIDOR CONDITIONS

Amtrak provided detailed revenue and ridership figures for the *Pacific Surfliner* service, including continued ridership increases for October and November. On-time performance has improved since the summer, with December performance at 77 percent on-time for the corridor.

Amtrak's *Coast Starlight* service between Seattle and Los Angeles also has shown improvements. For December, on-time performance was 26 percent, an increase over performance earlier in the year.

Amtrak also provided information on recent market research on customer satisfaction. Overall, 83 percent of *Pacific Surfliner* customers rate the overall service as "Good."

BOARD MEMBER COMMUNICATIONS

MTA reported that the Board of Directors recently approved a position of support for LOSSAN efforts to secure funds and make improvements to the rail corridor.

NEXT MEETING DATE AND LOCATION

The next Board of Directors meeting is scheduled for Wednesday, May 9, 2007, in Los Angeles at 11:30 a.m. The next TAC meeting/On-Time Performance Ad Hoc Committee is scheduled for Tuesday, February 20, at 9:00 a.m.

PUBLIC COMMENT

RailPac commented on the on-time performance issues experienced in the corridor, both on weekdays and weekends. Along with The Transit Coalition, both organizations commented on the need to make progress on the Los Angeles Union Station Run Thru Track Project, and the opportunities to capitalize on freeway work underway in the area. Caltrans noted that is something they currently are reviewing.

TRANSPORTATION COMMITTEE

March 2, 2007

AGENDA ITEM NO.: **4**

Action Requested: INFORMATION

MARCH 2007 TRANSIT SERVICE CHANGES

File Number 3002300

Introduction

The Metropolitan Transit System (MTS) usually makes service changes three times each year. In order to complete the extensive service changes required to implement the Comprehensive Operational Analysis (COA), an additional service change has been added on March 4, 2007. No changes are planned for the North County Transit District (NCTD) in March; the next NCTD service change will be in May 2007.

Discussion

The service changes planned by MTS for March are the final set of major route adjustments required to complete implementation of the COA. These changes will focus on National City, Spring Valley, Southeastern San Diego, and East County (El Cajon) routes that will be streamlined in accordance with COA recommendations. MTS is also fine-tuning other services based on ridership demand and customer comments. The full list of service changes are provided in Attachment 1.

The changes related to the COA are regionally significant; however, they are consistent with the SANDAG long-range vision for transit, as reviewed by SANDAG as part of the COA. The major changes were approved by MTS Board of Directors after three public hearings in March 2006. The minor route and schedule adjustments are the responsibility of MTS and are not regionally significant.

BOB LEITER

Director of Land Use and Transportation Planning

Attachment: 1. March 2007 Transit Service Changes

Key Staff Contact: Phil Trom, (619) 699-7330, ptr@sandag.org

March 2007 Transit Service Changes

Route	Metropolitan Transit System Changes
601	Effective 3/4/07: Route 601 is discontinued and replaced as follows: Route 961 operates between Plaza Bonita and 24th St. Trolley Station, via 24th St., D Ave., 30th St., and Sweetwater Rd. Service on Division, Ava, and Mariposa Streets is replaced by new Route 967. Service on 4th St. is replaced by new Route 968. Service to 43rd St. and Delta St. is maintained on Route 955.
602	Effective 3/4/07: Route 602 is discontinued and replaced as follows: Weekday service between Plaza Bonita and Euclid Ave./18th St. is replaced by new Route 963. Service on 18th St. is replaced by Route 603. Service on Paradise Valley and Munda Roads is replaced by new Route 968. Service on Plaza Blvd., Cumberland St., Reo Dr., Alleghany St., and Harbison Ave. is replaced by Route 962. Service north of Paradise Valley Rd. on the Honeysuckle Ln./Lirope St./Division St./Plaza Blvd. loop is discontinued, so new stops will be installed at Plaza Blvd. and Paradise Valley Rd. The loop on L Ave., 21st St., and J Ave. is also discontinued.
603	Effective 3/4/07: Route 603 is changed to operate from Euclid Trolley Station to 24th St. Trolley Station in National City, via Euclid Ave. and 18th St. Service between Plaza Bonita and 18th St. is maintained by new Route 963.
815	Effective 3/4/07: Route 815 will have minor scheduling changes on weekdays, and service every 30 minutes on weekends. Route 816 will now provide extra service on E. Main St. in El Cajon on weekdays.
816	Effective 3/5/07: Route 816 is a new route replacing part of Route 858 and providing additional service on E. Main St. in El Cajon. The route will travel from El Cajon Transit Center to Cuyamaca College via E. Main St., Douglas Ave., Claydelle Ave., and Jamacha Rd. No weekend service will be provided.
848	Effective 3/4/07: Service will no longer be provided in Lakeside to most of Maplevue St., Pino Dr., Lakeshore Dr., and most of Julian Ave. The route will instead travel via Maine Ave., Maplevue St., Vine St., and Laurel Av. in Lakeside. Service into Parkway Plaza is discontinued. Please see new timetable for routing information. There will also be other minor schedule changes.
854	Effective 3/4/07: Route 854 is shortened to operate only between Amaya Trolley Station and Grossmont College, via Fletcher Parkway, Baltimore Dr., and Lake Murray Blvd. Service between Grossmont College, Santee, and Lakeside is discontinued. For service between Grossmont College and Santee, please use Route 115 and the Green Line Trolley. For service between Grossmont College and Lakeside, please use Routes 115 and 848. For service between Santee and Lakeside, please use the Green Line Trolley and Route 848.
855	Effective 3/4/07: Minor schedule improvements.
856	Effective 3/4/07: Route is extended from College Grove to SDSU Transit Center on weekdays. Route schedule on College Ave. is coordinated with Route 936 to provide 15-minute frequency on College Ave. during weekdays. Other major schedule changes will also take effect.
858	Effective 3/4/07: Route is discontinued. For service on Washington Ave., use new Route 874/875. For service on Jamacha Rd., use new Route 816.

864	Effective 3/4/07: Route 864 will change to replace Route 873 on Madison Ave. between Johnson Ave. and 2nd St. in El Cajon. New Route 874/875 replaces Route 864 on Broadway and Fletcher Pkwy. and into Parkway Plaza. Service to Viejas is reduced to hourly, with Route 864A terminating in Alpine at the Alpine Creek Shopping Center.
871/872	Effective 3/4/07: Route 871/872 will change to provide service on Magnolia Ave. between Chase Ave. and Douglas Ave. Service to Avocado St. is discontinued. The nearest service would be Route 871/872 on Magnolia Ave., Routes 815 or 816 on E. Main St., or Route 874/875 on Washington Ave. Routes will not serve the Parkway Plaza Transit Center. Use Route 874/875 or 878 for service into Parkway Plaza. Fare remains \$1.00.
873	Effective 3/4/07: Route 873 is discontinued. Service on Madison Ave. will be provided by Route 864 and service to Granite Hills area will be provided by the new Route 874/875.
874/875	Effective 3/4/07: Route 874 has major routing changes and will now provide bidirectional service around El Cajon as Route 874/875. This route will serve the Parkway Plaza Transit Center along with Route 878.
878	Effective 3/4/07: Route 878 will be a shuttle route between El Cajon Transit Center and Parkway Plaza Transit Center. No stops will be made between the two terminals. Route will run seven days/week. Fare is \$1.00.
961	Effective 3/4/07: Route 961 is changed to operate between 24th St. Trolley Station in National City and 62nd St. Trolley Station in Encanto, via Plaza Bonita, seven days/week. Routing in Paradise Hills does not change. In National City, Route 961 will use 30th St., D Ave., and 24th St. between Plaza Bonita and 24th St. Trolley Station, replacing Route 601 in this area. Service between Paradise Hills and Encanto is via Woodman St. to Imperial Ave. Service between Woodman Ave. and Spring Valley Shopping Center is maintained on Route 962 via Paradise Valley Rd. Service on Glen Vista St., Parkbrook St, and Elkelton Blvd. is discontinued. Transit access to this area is provided on Elkelton Blvd. on Route 851 (weekdays only), Paradise Valley Rd. on Route 962, or Jamacha Rd. on Route 936.
962	Effective 3/4/07: Route 962 is changed to operate between 8th St. Trolley Station in National City and Spring Valley Shopping Center seven days/week. Routing in Paradise Hills does not change. In National City, Route 962 will use Plaza Blvd. (via Harbison Ave.) instead of 16th St. The route extension from Deep Dell Rd. to Spring Valley is via Paradise Valley Rd. Route 962 service on the loop of Deep Dell and Brookhaven Roads is discontinued.
963	Effective 3/5/07: New Route 963 provides weekday-only service in National City between 8th St. Trolley Station and Plaza Bonita, via Plaza Blvd. Euclid Ave., Granger Ave., and Sweetwater Rd. The new route replaces Routes 602 and 603 between Euclid Ave./18th St. and Plaza Bonita, and Route 602 on Granger Ave. and Plaza Blvd. There is no weekend service on Route 963.
967	Effective 3/4/07: New Route 967 serves D Ave., Division St., Mariposa St., and Ava St. from the 24th St. Trolley Station seven days/week, approximately every 60 minutes.
968	Effective 3/4/07: New Route 968 serves D Ave., 4th St., Paradise Valley Rd., Munda Rd., and Oriskany Rd. from the 24th St. Trolley Station seven days/week, approximately every 60 minutes.

TRANSPORTATION COMMITTEE

March 2, 2007

AGENDA ITEM NO.: **5**

Action Requested: RECOMMEND

2006 STATE TRANSPORTATION IMPROVEMENT PROGRAM AUGMENTATION File Number 1109100

Introduction

The infrastructure bonds (Proposition 1B) approved by the voters in November 2006 added \$2 billion to the State Transportation Improvement Program (STIP) account. Staff presented draft recommendations to the Transportation Committee at its February 16, 2007, meeting. Final recommendations were pending action by the California Transportation Commission (CTC) on the Corridor Mobility Infrastructure Account (CMIA) at the end of February. This report presents programming recommendations for *TransNet* Early Action Program (EAP) projects including State Route (SR) 52 Extension to SR 67, Interstate 15 (I-15) Managed Lanes and Bus Rapid Transit System, and the Blue Line, among others. In addition, staff will be prepared to provide an update on the CTC action (scheduled for February 28, 2007) regarding the final CMIA project list.

Recommendation

The Transportation Committee is asked to recommend that the Board of Directors approve programming \$163.7 million in 2006 STIP Augmentation funding for the high-priority projects listed in Table 2.

Discussion

Draft 2006 STIP Augmentation Funding Proposal

According to the CTC, approximately \$163.7 million in new STIP funds are available to program in this 2006 STIP Augmentation cycle. Of this amount, approximately \$43.7 million are funds that would be advanced from FY 2011-FY 2012. Also included is a target of approximately \$35 million in Public Transportation Account (PTA) funds. PTA funds are restricted to transit and rail projects and cannot be used on highway projects. Likewise, the highway funds cannot be used on transit and rail projects. The breakdown is shown in Table 1 below.

Table 1
2006 STIP Augmentation – San Diego Region Available Funding

Highway Target (through FY 2010-2011)	Public Transportation Account Target (through FY 2010-2011)	Potential Advanced Funds (from FY 2011-2012)
\$85,079,000	\$35,002,000	\$43,654,000

The projects recommended for programming in Table 2 comply with previous Board policies regarding the programming of new STIP funds. These policies place the greatest emphasis in completing projects already under way, focusing on *TransNet* projects, and programming the funding on projects that are ready or nearly ready to go to construction or implementation. The draft recommendations comply with Board policy by identifying projects that are ready to begin construction mainly in FY 2008 with a few in FY 2009. The specific policies are outlined below:

1. Complete projects currently programmed in the STIP.
2. Place particular emphasis on programming and completing *TransNet* EAP.
3. Program projects at the earliest possible time they can be constructed or implemented.
4. Maintain existing STIP funding levels as a minimum on existing programmed projects.
5. Reflect the efforts by the region and Caltrans to complete some of these projects outside the STIP through other funding sources.

Also consistent with Board policy regarding the *TransNet* Plan of Finance, 85 percent of the funds would be programmed on *TransNet* EAP projects, with the remaining 15 percent available for other projects. Of these *TransNet* EAP projects, SR 52 Extension (Item 1 in Table 2) is ready to begin construction within one year and the I-15 Managed Lanes South project (Item 2) shortly after that. The programming for the I-15 Bus Rapid Transit stations (Item 5) will replace \$12.09 million in *TransNet* funds currently programmed on this project and help reduce the amount that needs to be borrowed for *TransNet* EAP implementation. The programming of the *TransNet* EAP Blue Line Trolley improvements will allow the early development of preliminary engineering for both vehicles and station improvements (Items 6 and 7).

Table 2
2006 STIP Augmentation Potential Projects

Project	Amount (\$millions)
2006 STIP Augmentation: 85 percent for <i>TransNet</i> EAP (approximately \$139.2 million)	
<i>TransNet</i> EAP Highway Project Options:	\$122.185
1. SR 52 Extension from SR 125 to SR 67, additional \$23.454 million required to fully fund the Board-approved budget of \$470.644 million: FY 2008	(\$23.454)
2. I-15 Managed Lanes (South), additional \$200 million required to fund construction, CMIA candidate: FY 2009	tbd
3. SR 52 Managed Lanes Widening, \$150 million required to fund construction: FY 2010	tbd
4. Remaining unprogrammed STIP funds for <i>TransNet</i> EAP Highway projects	\$98.731
<i>TransNet</i> EAP Transit Project Options:	
5. I-15 Bus Rapid Transit stations, \$30.1 million needed for construction. Replace \$12.09 million currently programmed with <i>TransNet</i>: FY 2008	(\$12.090)
6. Blue Line Light Rail Vehicle (Low Floor) Procurement, \$500,000 for vehicle specifications in FY 2008 and \$51.5 million required to acquire 26 vehicles beginning in FY 2010	(\$0.500)

7.	Blue Line Station Improvement and Expansion Projects, \$4.4 million for design and implementation of preliminary improvements in support of low floor vehicle operations: FY 2008	(\$4.400)
8.	Remaining unprogrammed STIP funds for <i>TransNet</i> EAP Transit projects	\$0.000

2006 STIP Augmentation: 15 percent for non-<i>TransNet</i> EAP (approximately \$24.6 million)		
Non-<i>TransNet</i> EAP Project Options:		\$24.560
9.	Fare Technology "Smart Card" System – Under Construction	(\$2.800)
10.	Centralized Train Control System – Full implementation: FY 2008	(\$8.231)
11.	Regional Transportation Management System – Implementation: FY 2008	(\$4.500)
12.	Escondido Bus Rapid Transit – Implementation of Phases 1 and 2: FY 2008	(\$2.800)
13.	Sorrento Valley Station Platform Extension – Design and Construction: FY 2008	(\$1.230)
14.	Escondido East Operations Bus Maintenance Facility Expansion – Construction of Final Phase: FY 2008	(\$2.232)
15.	San Luis Rey Transit Center – Finish Funding Design and Right of Way: FY 2008	(\$0.500)
16.	1 percent SANDAG noise wall program set-aside	(\$1.637)
17.	FY 2011-2012 SANDAG Planning and Program Monitoring: FY 2012.	(\$0.630)
18.	Remaining unprogrammed STIP for non-<i>TransNet</i> EAP projects	\$0.000

Regarding the 85 percent set-aside for *TransNet* EAP, as discussed at the February 16, 2007, Transportation Committee meeting, Table 2 reflects a specific amount (\$23.5 million) for the SR 52 Extension project leaving the allocation of the remaining \$98.7 million to be determined subject to the outcome of the pending February 28 CTC action on the Proposition 1B Corridor Mobility Improvement Account (CMIA).

On February 16, 2007, after the Transportation Committee meeting, CTC staff released the draft CMIA recommendations which included \$200 million for the I-15 Managed Lanes (South) project. SANDAG's request was \$400 million. However, this could change with the final CTC approval of the project list. Only approximately \$2.8 billion out of the total \$4.5 billion identified by Proposition 1B for the CMIA were proposed by CTC staff for initial programming. This did not sit well with representatives from throughout the state including SANDAG, other regions, several commissioners, legislative members, and Governor Schwarzenegger all of whom expressed, during a hearing on February 20, 2007, that an amount much closer to the \$4.5 billion be programmed. The increase in the amount considered for CMIA programming may have an impact on the amount proposed for the I-15 Managed Lanes (South) project. Therefore, pending additional discussion with the CTC and the adoption of the CMIA program by the CTC on February 28, 2007, we propose that the amount recommended for funding out of the STIP augmentation remain "to be determined." The amount approved by the CTC for the I-15 project will determine the STIP augmentation programming for the I-15 Managed Lanes (South) and SR 52 Managed Lanes Widening projects. A blue sheet amendment reflecting the CTC's programming of CMIA funds on the I-15 Managed Lanes (South) project (CTC action scheduled for February 28) and potential changes to this STIP Augmentation

recommendation will be made available to the Transportation Committee at its March 2, 2007, meeting.

Staff recommendations for the remaining 15 percent in STIP funds include funding for most of the projects submitted by the North County Transit District (NCTD) and the Metropolitan Transit System (MTS). Of those projects submitted by the transit agencies and recommended for funding, per SB 1703, SANDAG would be the implementing agency with the exception of the Blue Line Light Rail Vehicle Acquisition project (Item 6) and the San Luis Rey Transit Center project (Item 15). A listing of all projects submitted by MTS and NCTD are included in Attachments 1 and 2, respectively. In addition to the projects submitted by the transit agencies, Attachment 3 describes projects submitted by SANDAG.

It should be noted that upon approval by the Board of Directors to fund the projects included in this report, staff will evaluate potential funding exchanges with other programmed projects. The desired outcome of these exchanges would be to minimize the process required to obtain and administer these funds, to maximize the flexibility afforded by different sources of funds and to maintain the funding levels approved by the Board on these projects. Providing the flexibility to exchange fund sources would also help to better align the regional recommendations for STIP funding with the CTC focus areas for Proposition 1B bond funding. These exchanges would be proposed to the Transportation Committee via an amendment to the 2006 Regional Transportation Improvement Program (RTIP) in late spring.

State Local Partnership Program

At the January 19, 2007, Transportation Committee meeting, staff had discussed how the State Local Partnership Program (SLPP) would be going through a project selection process concurrent with the STIP process to program these new funds. At the time, staff reported that the SLPP guidelines were in draft form, but that the CTC was still working to adopt programming of the first year of the SLPP program by June 2007. Since that time, CTC staff has indicated that they will need additional direction from the Legislature to finalize the guidelines and move into the project selection and programming process. Pending additional information from the CTC, staff will keep this committee informed of future developments regarding the SLPP program.

Next Steps

Staff will bring the recommendation from the Transportation Committee to the Board of Directors for final review and approval at its March 23, 2007, meeting. STIP project submittals and associated documentation need to be delivered to the CTC by April 2, 2007.

RENÉE WASMUND
Director of Finance

Attachments: 1. Metropolitan Transit System Submitted Projects
2. North County Transit District Submitted Projects
3. SANDAG Submitted Projects

Key Staff Contact: José A. Nuncio, (619) 699-1908, jnu@sandag.org

Metropolitan Transit System Submitted Projects

Of those projects recommended for funding, and with the exception of the Blue Line Light Rail Vehicle Acquisition project, per SD100, SANDAG would be the implementing agency.

1. **CENTRALIZED TRAIN CONTROL SYSTEM**

The Project

The project will install a Centralized Train Control (CTC) System to provide remote monitoring and control of the signal, traction power and train to wayside control systems.

The Need

This project would facilitate expanded service on the MTS light rail system, a system that traverses ten cities and the unincorporated area of the County of San Diego. CTC would facilitate remote monitoring and control of the signal, traction power, and Train to Wayside Control System (TWC) for the light rail system. Implementation of this project would facilitate service expansion throughout the system.

Currently, MTS is one of the only large transit operators in the nation without the ability to remotely control its light rail vehicles. The principal method for communication between the controllers and the vehicles is by way of Very High Frequency radio, and the primary means of controlling train movement is through the field-based automatic routing system. Trains are routed automatically upon occupancy of a trigger track circuit or by communicating between the vehicle and the wayside by way of the TWC. The controllers radio train operators when an emergency requires rerouting of the vehicle. Outside of the area covered by the train location system, the controller must rely on operators and field supervisors for information on the location of trains and conditions along the track.

Project Readiness

Specifications for this communications system are 95 percent complete. Procurement and implementation can begin upon release of the funds in July 2007.

Funding Status

This project is partially funded with \$4.6 million under the draft MTS FY 2008 Capital Improvement Program. Total cost of the project is approximately \$12.8 million. The MTS request to fully fund this project is approximately \$8.2 million.

Project Study Report Status

In progress and will be completed by April 2, 2007, deadline.

Submittal Status

Staff recommends programming approximately \$8.2 million implementation of this project.

2. REGIONAL TRANSPORTATION MANAGEMENT SYSTEM

The Project

This project equips approximately 300 suburban and contract vehicles with computer aided dispatching and automatic vehicle location equipment for inclusion in the Regional Transit Management System.

The Need

This deployment will address (1) critical security needs through inclusion of emergency alarms, vehicle tracking, and remote monitoring; (2) performance monitoring by tracking of actual times against schedules, and automating passenger counting; and (3) providing the capability to deliver real-time arrival information to passengers.

Project Readiness

An initial phase to equip this technology on San Diego Transit buses is already under way. This project expands the implementation to other bus systems and is ready for immediate implementation upon approval of the funds in FY 2008.

Funding Status

MTS requests \$4.5 million for this project. The initial project is funded with approximately \$24.7 million in a combination of federal and local funds. NCTD has contributed nearly \$7.9 million to the initial phase.

Project Study Report Status

The Project Study Report (PSR) has been completed, although a supplemental may be required.

Submittal Status

This project is included in SANDAG staff recommendation for programming.

3. BLUE LINE STATION IMPROVEMENT AND EXPANSION PROJECT

The Project

The project consists of expanding and enhancing Trolley stations along the San Diego Trolley Blue Line to accommodate growth in the region, and the move toward low floor vehicles. An initial phase of this project is to design and implement improvements on the existing track that will facilitate the construction of the station retrofit to allow for low floor vehicles.

The Need

The South Bay community in San Diego County is one of the fastest growing communities in the State. Traffic from the growing cities of San Diego, Chula Vista, National City, and Imperial Beach combines with freight and traffic from the International Border to create significant congestion along the South Bay highways. The significant congestion has led to a strong demand for transit options for commuters in this area. This project consists of the enhancement and expansion of station shelters and platforms in communities served by the San Diego Trolley Blue Line from downtown San Diego to the San Ysidro International Border. The San Diego Trolley Blue Line was built in 1981 and the stations were provided with simple

station shelters. The stations and platforms no longer accommodate the high level of transit traffic, and will not accommodate the conversion to low-floor vehicles that will permit faster, more efficient service.

Project Readiness

This project is in the conceptual phase at this stage. Preliminary engineering during FY 2008 would be required, with construction beginning in late FY 2008 or early FY 2009 and completion in late FY 2010.

Funding Status

This project was recently included by SANDAG in the *TransNet* Early Action Program of projects. State Transit Assistance funds from Proposition 1B are also assumed to be part of the mix of funding sources that will be used to pay for this and other elements of the Blue Line improvements. MTS request to fund this project is \$18.5 million.

Project Study Report Status

In progress, anticipated completion in late March 2007.

Submittal Status

Staff recommends that \$4.4 million for engineering and implementation be programmed on this project.

4. SOUTH BAY BUS MAINTENANCE FACILITY

The Project

The project consists of right of way acquisition and design for the first phase expansion of the South Bay Maintenance Facility located in Chula Vista into a larger and more functional bus maintenance and operations base to accommodate growth in transit demand.

The Need

The South Bay community in San Diego County is one of the fastest growing communities in the state. Traffic from the growing cities of San Diego, Chula Vista, National City, and Imperial Beach combines with freight and traffic from the International Border to create significant congestion along the South Bay highways. This has led to a strong demand for transit options for commuters in this area. In order to accommodate that demand, the region has invested significant resources in expanded bus service, and future Bus Rapid Transit (BRT) projects, particularly in the Interstate 805 corridor. To increase bus service and provide facilities for BRT, SANDAG, and MTS are planning an expansion of the current South Bay Bus Maintenance Facility. The current 5.1-acre facility was originally designed for a fleet of 80 buses; the expansion of the parcel to be acquired and reconfiguration of the site will result in double the site capacity. The site will also be able to accommodate all service trucks, relief cars, supervisor, and staff vehicles for South Bay operations. In the future, MTS plans to transition to all compressed natural gas buses at the facility, and to add articulated buses to the fleet.

Project Status

A site utilization study including a survey of the new area, and a maintenance facilities space assessment were completed in 2005. This study provides a more defined concept of the

remaining parcel acquisition and the layout of the expanded maintenance facilities. This project has an approved federal Categorical Exclusion. Additionally, a Mitigated Negative Declaration was completed and approved for the California Environmental Quality Act.

Project Readiness

Preliminary engineering and right of way acquisition would be finished in FY 2008. Final design would be completed in FY 2009 and construction would begin in late FY 2009.

Funding Status

\$8.1 million in federal and local formula funds have been programmed and expended for this project, leaving a funding need of \$7.7 million

Project Study Report Status

It has been completed, though it may need to be updated.

Submittal Status

Not included in SANDAG staff recommendation for programming. Although this project would provide benefit to transit operations, it does not compete well in the STIP due to the large size of request, and project readiness status as compared to other project submittals.

5. DOWNTOWN TROLLEY SIGNAL OPTIMIZATION

The Project

This project is designed to provide necessary infrastructure and signal optimization within the Downtown area (12th and Imperial to America Plaza) to provide effective movement of rail vehicles and auto traffic. The project would permit greater frequencies along this corridor and make transit a more competitive alternative, with a resultant increase in passenger throughput.

The Need

The Downtown area of the City of San Diego continues to see exponential growth due to careful planning on the part of numerous local agencies, and a robust economic climate that makes it an attractive alternative to suburban sprawl. Population in Downtown is expected to grow by 224 percent by 2030, while employment growth is expected to be 125 percent. As Downtown expands, the need for fast, effective public transportation becomes even greater.

Light rail signal improvements in the Downtown area would enhance the capacity of the existing facilities to meet that need. With the additional improvements in vehicular and pedestrian traffic as a result of this project, optimum traffic flow would be realized.

The focus of this project is primarily to address the additional capacity needs within the Downtown region. The project will reduce travel time and improve schedule reliability, thereby permitting increased frequency, while at the same time making transit a more competitive and attractive alternative. The result will be to reduce the demand on roadways.

Project Readiness

This project is in the conceptual stage. Additional discussions with local and regional stakeholders regarding the ultimate configuration of "C" Street in Downtown San Diego will likely have an impact on the scope of this project.

Funding Request

\$2.5 million is needed over 3 years.

Project Study Report Status

The PSR has not yet completed, scheduled for completion June 2007.

Submittal Status

Not included in SANDAG staff recommendation for programming due to lack of a completed PSR. Once the PSR is completed, the project may be re-submitted for STIP funds as part of the 2008 STIP funding cycle.

6. BLUE LINE LIGHT RAIL VEHICLE (LOW FLOOR) PROCUREMENT

The Project

This project consists of the purchase of 26 new light rail vehicles for service on the San Diego Trolley.

The Need

New light rail vehicles will allow the trolley system to increase frequency of service. It will have the additional benefit of making use of the trolley a more attractive alternative to auto amongst choice commuters.

Project Readiness

Development of vehicle specifications and preliminary engineering could begin in FY 2008 upon release of funds. Vehicle delivery would occur in FY 2010.

Funding Status

This project was recently included by SANDAG in the *TransNet* Early Action Program of projects. State Transit Assistance funds from Proposition 1B are also assumed to be part of the mix of funding sources that will be used to pay for this and other elements of the Blue Line improvements. The MTS request to fund this project is \$52 million.

Project Study Report Status

In progress, anticipated completion by late March 2007.

Submittal Status

Staff recommends that \$500,000 be programmed to develop the vehicle specifications, in preparation for programming of acquisition of the low floor vehicles in a future funding cycle.

North County Transit District Submitted Projects

Of those projects recommended for funding, and with the exception of the San Luis Rey Transit Center project, per SB1703, SANDAG would be the implementing agency.

1. ESCONDIDO RAPID BUS TRANSIT

The Project

The project implements transit priority and queue jumpers on Route 350 (Escondido Transit Center to North County Fair).

The Need

Route 350 operates every ten minutes weekdays and serves downtown Escondido, a regional shopping mall, a high school, and a middle school. Implementation of this project should result in a 16 percent reduction in travel times on this route and significantly improve the schedule reliability for passengers.

Project Readiness

Transit priority improvements would be implemented within a year of funding approval.

Funding Status

The first phase of this project is estimated to cost \$1.6 million. The second phase is estimated to cost \$1.2 million. The third phase of this project is estimated to cost \$2.5 million, for a total cost estimate of approximately \$5.3 million. NCTD requests \$5.3 million for this project

Project Study Report Status

The PSR is in progress, anticipated to be completed by the April 2, 2007, deadline.

Submittal Status

Staff recommends that funding for phases 1 and 2 be programmed, for a total of \$2.8 million. These two phases will implement transit priority treatments and queue jumpers along the corridor for immediate travel time savings and increased schedule reliability for this route. Due to additional work required on the local street network, it is recommended that Phase 3 be deferred and that it compete in future funding cycles once the additional work has been accomplished.

2. SAN LUIS REY TRANSIT CENTER

The Project

The project would construct a new 12-bus bay transit center and public improvements in northeast Oceanside.

The Need

The transit center site is located in a rapidly developing area of Oceanside, about 30 minutes from both the Oceanside and Vista Transit Centers. An interim transfer zone established in 2001 near the proposed site is already one of the top ten stops in the entire NCTD bus system. The new transit center will provide connections to the Marine Base at Camp Pendleton as well

as provide local service in the northeast Oceanside area and to the future SPRINTER train service that will begin operations in December 2007.

Project Readiness

The project has been environmentally cleared by both the City of Oceanside and the Federal Transit Administration. Final design and right of way acquisition could begin upon release of funds in FY 2008. Construction could begin as early as late FY 2008 or early FY 2009.

Funding Status

The total estimated cost of this project is \$7.6 million. There is approximately \$2.4 million in federal and local funds already programmed. NCTD requests \$500,000 to finish design and right of way, and an additional \$4.7 million for construction of this project.

Project Study Report Status

The PSR has been completed.

Submittal Status

Staff recommends that \$500,000 be programmed to complete the design and right of way acquisition. Acquisition of this property and completion of design will put this project in a more competitive position for future funding cycles.

3. SORRENTO VALLEY STATION PLATFORM EXTENSION

The Project

The project location is at the Sorrento Valley COASTER Station (Milepost 249.0) in the City of San Diego. The project will extend the existing platforms at the station by 400 feet on both platforms.

The Need

The Sorrento Valley COASTER Station currently constrains COASTER trains to a locomotive and five cars. Additional cars require the train to double-spot (stop in two places). With this extension, the station would be able to support ten-car COASTER trains. With the anticipated growth in ridership along the COASTER corridor, NCTD expects to need to run trains with more than five cars each within two years.

Project Readiness

This project can be initiated and completed in FY 2008.

Funding Status

NCTD requests \$1.23 million to finish design and construction of this project.

Project Study Report Status

A draft PSR has been completed. The final PSR is anticipated to be complete by the April 2, 2007, deadline.

Submittal Status

Staff recommends that this project be programmed due to the ability to complete this project in FY 2008, the relatively low cost and high impact on capacity for the Coaster service.

4. ESCONDIDO EAST OPERATIONS BUS MAINTENANCE FACILITY EXPANSION

The Project

The project site is located at 755 Norlak Avenue in the City of Escondido, adjacent to the Escondido Transit Center. The project scope includes the replacement of the NCTD BREEZE Bus Operations in the eastern section of the service area.

The Need

The current maintenance facility was last expanded in 1980 and is no longer able to adequately accommodate maintenance activities. The number and size of the buses for which this facility was originally designed has changed with a significantly larger fleet size and buses that are longer in size, resulting in maintenance activities to be accomplished in a restricted workspace or outside, weather permitting. Fixed equipment is outdated and often inadequate to properly service the existing fleet.

Project Readiness

The project was advertised once already but bids came in higher than the engineer's estimate. NCTD and SANDAG request \$2.232 million to re-advertise this project. Construction would begin as soon as funding is approved.

Funding Status

This project is already funded with approximately \$5.1 million. An estimated shortfall of \$2.232 million currently exists.

Project Study Report Status

The PSR has been completed and updated.

Submittal Status

Staff recommends that this project be programmed at \$2.232 million. This project has been advertised once and is ready to be implemented. Completion of this project finishes the overall Escondido Maintenance Facility project.

SANDAG Submitted Projects

1. FARE TECHNOLOGY "SMART CARD"

The Project

This project implements automated fare collection technology on several regional transit systems, including the Trolley, San Diego Transit, COASTER and BREEZE, and other services.

The Need

Patrons of the various public transit systems currently need to deal with different fare collection media and fare structures. The Smart Card will allow patrons to easily and conveniently pay for transit services from the various systems with one single card. Transit agencies will also benefit from more efficient collection of farebox revenues.

Project Readiness

This project is currently in the latter stages of implementation and testing. The project is scheduled to be operational summer 2007.

Funding Status

This project is funded with a variety of funding sources, totaling \$39.5 million. An additional \$2.8 million is required to finish this project.

Project Study Report Status

Not Applicable

Submittal Status

Staff recommends that \$2.8 million be programmed for this project to complete this project.

2. SANDAG Highway Noise Barrier Retrofit Program

The Project

This program is funded from 1 percent of new STIP revenues for noise barrier retrofit projects along the highway system. The Board of Directors directed staff to set aside 1 percent of new STIP revenues for this purpose beginning with the 2002 STIP cycle.

The Need

Noise levels exceed state and federal criteria at numerous residential locations adjacent to existing highways. Noise barrier retrofit projects help reduce noise levels at affected residences.

Project Readiness

The last time a call for noise barrier retrofit program projects was in November 2001 as part of the 2002 STIP programming cycle. A new call for projects would be issued in early summer. Projects would be reviewed in conformity with the SANDAG Highway Noise Barrier Program Policy. Funding would be allocated to the highest priority projects in late summer or early fall.

Funding Status

One percent of the new STIP funds represents \$1.637 million. Given the high cost of construction materials, it is anticipated that not more than a couple of projects would be funded out of this set-aside.

Project Study Report Status

A Noise Barrier Scope Summary Report would be required of all submitted projects.

Submittal Status

These funds would be set aside until specific projects are identified.

3. PLANNING AND PROGRAM MONITORING (PPM)

The Project

The project provides funding for SANDAG staff to monitor project implementation and delivery.

The Need

SANDAG relies on these STIP resources to help fund staff for implementation of the activities outlined in its Budget Program, including project oversight and implementation, document review and development of business practice improvements. STIP funds for this activity are capped by state legislation.

Project Readiness

This is a continuous implementation activity.

Funding Status

Approval of staff recommendation would set aside funds for PPM activities in FY 2011-2012, which is outside the current STIP cycle. The actual programming would occur as part of the 2008 STIP process, which will begin in fall 2007.

Project Study Report Status

Not applicable

Submittal Status

Staff recommends setting aside \$630,000 for this project to program as part of the 2008 STIP cycle.

TRANSPORTATION COMMITTEE

March 2, 2007

AGENDA ITEM NO.: **6**

Action Requested: APPROVE

LAKE HODGES BICYCLE AND PEDESTRIAN BRIDGE FUNDING

File Number 3000800

Introduction

SANDAG has previously programmed \$2.5 million to the San Dieguito River Park (River Park) toward construction of a bicycle and pedestrian bridge across Lake Hodges on the west side of Interstate 15 (I-15). Of the \$2.5 million, \$2 million are from federal Transportation Enhancement (TE) funds and \$500,000 from SANDAG *TransNet* Bicycle Program funds. Total funding currently available for the bridge (described below) is \$7 million. However, the current total project cost estimate is \$9.5 million, of which \$1.3 million has already been spent, leaving a net cost estimate of \$8.2 million to complete the project. The River Park has received assurances for an additional \$625,000 from the California Resources Agency River Parkway program, and has requested an additional \$1.875 million from SANDAG to fully fund the project.

Recommendation

The Transportation Committee is asked to program an additional \$1.875 million in FY 2009 *TransNet* Bicycle, Pedestrian, and Neighborhood Safety funds for the Lake Hodges bicycle and pedestrian bridge.

A significant portion of the total funding for this project is subject to “use-it-or-lose-it” rules imposed by the California Transportation Commission (CTC). Unless the River Park awards a contract by June 2007, the funds subject to these rules will be returned to the state. Therefore, the River Park is requesting additional funds as soon as possible to avoid loss of current funding.

On February 14, 2007, the SANDAG Bicycle-Pedestrian Working Group (BPWG) recommended approval of the request from the River Park to program an additional \$1.875 million in FY 2009 *TransNet* Bicycle, Pedestrian, and Neighborhood Safety funds for the Lake Hodges bridge project.

Discussion

The Lake Hodges bicycle and pedestrian bridge has been under development since 1999, and the River Park has accumulated a total of \$7 million toward the project from a variety of funding sources. Last March, the Transportation Committee programmed \$2 million for the bridge based on the final design cost estimate of \$7 million. The project was advertised for construction and the River Park received only one bid, which exceeded \$9 million. The River Park rejected the bid, and, after consulting with representatives from the construction industry, re-evaluated the design to trim costs where possible.

The table below shows the current funding available, expenditures to date, revised net project cost estimate of \$8.2 million, and resulting estimated \$2.5 million dollar shortfall.

Lake Hodges Bicycle-Pedestrian Bridge Funding

<u>Source</u>	<u>Amount</u>
Federal Transportation Enhancement Funds (Interregional, from Caltrans)	\$2,700,000
State Highway Operation and Protection Program (SHOPP)	361,000
Federal Transportation Enhancement Funds (Regional, from SANDAG)	2,000,000
SANDAG <i>TransNet</i> Bicycle Program funds (FY 2004 and FY 2005)	500,000
State River Parkway Prop. 13 funds	<u>1,500,000</u>
Total Existing Funding	\$7,061,000
Expenditures to Date	(\$1,320,000)
Available for Construction	\$5,741,000
Revised Project Cost Estimate (net of expenditures to date)	\$8,241,000
Shortfall	\$2,500,000

The River Park has pursued additional funding from a variety of sources, and has received a commitment from the California Resources Agency to provide an additional \$625,000 contingent upon the River Park acquiring the additional \$1,875,000 needed to fully fund the project.

Under current adopted procedures, a request for additional funding from Transportation Development Act or *TransNet* Bicycle Program funds would require the River Park to submit this project for competition in the next funding cycle. However, an additional consideration in this case is that the California Transportation Commission has imposed restrictions on the Transportation Enhancement funds previously approved for this project that require the River Park to award a contract for this project by June 2007. If a contract is not awarded, \$4,561,000 in state funds would be lost to the region. The River Park will need to advertise the project for construction by April of this year to prevent that from happening, so a commitment for additional funding is needed at this time.

The current estimate of available bicycle and pedestrian funding for FY 2008 is \$3.5 million. Of that amount, \$1.98 million is already committed as a match for federal funding on other regional bikeway projects including the Cliff Street Bridge in Solana Beach and the Ash Street Undercrossing on the Escondido Creek Bike Path. Providing \$1.875 million for the Lake Hodges bridge out of existing and FY 2008 funds, when added to these previous commitments, would leave very little new revenue to allocate in the upcoming cycle. However, because the construction schedule for the bridge is constrained to periods outside the nesting season for endangered species, construction of the bridge is projected to take two years, beginning in September 2007. As such, the \$1.875 million can be allocated from the new FY 2009 *TransNet* Bicycle, Pedestrian, and Neighborhood Safety program, which will contain approximately \$6 million in new revenues. Deferring the allocation to FY 2009 would meet the River Park's needs for a commitment now, while preserving a meaningful competitive grant program in the current FY 2008 cycle.

BOB LEITER

Director of Land Use and Transportation Planning

Key Staff Contact: Stephan Vance, (619) 699-1924, sva@sandag.org

CMIA ADOPTED PROGRAM OF PROJECTSTION

Corridor Mobility Improvement Account - South project nominations. (\$1,000's)													Approp + Value	Deliv +Approp + Value
CMIA region	County	Route	Project Title	Contract award date	Total Cost	CMIA Requested	Const	Staff Recommendation	Unfunded Request	Delivery	Approp	Value		
San Diego	San Diego	5	North Coast Corridor, Stage 1A, Unit 1	9/2007	73,626	64,000	58,000	0	64,000	5	4	5	9	14
San Diego	San Diego	15	Managed lanes, Rte 163 to Rte 56	6/2008	431,324	350,000	350,000	350,000	0	5	4	5	9	14
San Diego	San Diego	15	Managed lanes, Mira Mesa access ramp	4/2008	50,000	50,000	50,000	0	50,000	5	4	5	9	14
San Diego	San Diego	5	N Coast Corridor, Stage 1B, Encinitas HOV	10/2010	327,000	327,000	289,000	0	327,000	3	4	5	9	12
San Diego	San Diego	5	N Coast Corridor, Stage 1C, Carlsbad HOV	10/2010	92,000	92,000	77,000	0	92,000	3	4	5	9	12
San Diego	San Diego	5	N Coast Corridor, Stage 1F, Voigt Dr-Rt 805 HOV	10/2010	158,000	158,000	126,000	0	158,000	3	4	5	9	12
San Diego	San Diego	805	N Coast Corridor, Stage 1D, Rt 52-Carroll Cyn HOV	12/2010	148,000	148,000	121,000	0	148,000	2.9	4	5	9	11.9
San Diego	San Diego	805	2 SB aux lanes, E Street to SR-54	9/2008	19,445	19,445	16,900	0	19,445	5	3	3	6	11
San Diego	San Diego	805	North Coast Corridor, Stage 1A, Unit 2	8/2010	94,000	82,000	80,000	82,000	0	3	3	4	7	10
San Diego	San Diego	805	HOV lanes, Palomar-SR 94	11/2011	330,555	330,555	282,100	0	330,555	2	4	2	6	8
San Diego	San Diego	5	N Coast Corridor, Stage 1E, Genesee Av interchange	9/2011	78,000	78,000	64,000	0	78,000	2	1	3	4	6
			Subtotal, San Diego					432,000						
Southern California	Imperial	78	Brawley Bypass, Stage 3	10/2008	56,130	46,130	39,337	0	46,130	5	3	3	6	11
			Subtotal, Imperial					0						
Southern California	Los Angeles	405	Northbound HOV lane, Rt 10 to Rt 101 (design-build)	4/2009	950,000	730,000	778,000	730,000	0	4	5	2	7	11
Southern California	Los Angeles	5	HOV lanes, Ora Co Line-Route 605	8/2010	1,155,285	387,000	610,043	387,000	0	3	5	2	7	10
Southern California	Los Angeles	10	HOV lanes, Puente Ave. to Citrus St.	5/2011	173,500	173,500	139,000	0	173,500	2.5	4	3.1	7.1	9.6
Southern California	Los Angeles	10	HOV lanes, Citrus St. to Rte 57	5/2011	191,500	191,500	167,500	0	191,500	2.5	4	2	6	8.5
Southern California	Los Angeles	5	HOV lanes, Rte. 134 to Rte 170	11/2008	606,000	73,000	310,000	73,000	0	3	3	2	5	8
Southern California	Los Angeles	138	Widen to 4 lanes, 175th St to Largo Vista Rd	9/2009	33,588	15,818	26,236	0	15,818	4	2	1	3	7
Southern California	Los Angeles	138	Widen to 4 lanes, Ave T to Rte 18	9/2009	104,034	95,182	89,205	0	95,182	4	1.5	1	2.5	6.5
Southern California	Los Angeles	10	I-10/605 transition connector	8/2011	70,460	70,460	58,460	0	70,460	2	2	2	4	6
			Subtotal, Los Angeles					1,190,000						
Southern California	Orange/Riverside	91	EB auxiliary lane, Rte 241 to Rte 71	8/2009	80,500	73,800	71,440	71,440	2,360	4	4.5	5	9.5	13.5
Southern California	Orange	22	HOV Connector, Rte 22/405 and 405/605	3/2010	400,000	200,000	345,500	200,000	0	3.5	4	5	9	12.5
Southern California	Orange	57	Widen NB, Rte 91 to Lambert Rd.	6/2010	140,000	70,000	124,548	70,000	0	3	3	3.5	6.5	9.5
Southern California	Orange	57	Widen NB, Katella Ave to Lincoln Ave	5/2011	41,086	20,086	34,692	20,086	0	2	3	4.1	7.1	9.1
Southern California	Orange	91	Add lanes, SR 55 to Gypsum	2/2012	96,000	48,000	78,950	22,000	26,000	1	3	4.5	7.5	8.5
Southern California	Orange	5	Gene Autry Wy transitway interchange	9/2009	57,729	17,500	23,583	0	17,500	3	1	4	5	8
Southern California	Orange	91	WB auxiliary lane, Rte 55 to Tustin	12/2011	95,000	47,500	81,493	0	47,500	1.5	3	2	5	6.5
Southern California	Orange	91	Convert WB aux lanes to through lane, Rt 57 to Rt 5	4/2012	72,000	36,000	58,000	0	36,000	1	2	3.5	5.5	6.5
Southern California	Orange	57	NB lane, Lambert Rd. to L.A. Co. line	5/2012	156,670	111,670	136,290	0	111,670	1	3	1.5	4.5	5.5
Southern California	Orange	5	I-5/Rte 74 interchange	9/2011	75,000	38,000	32,775	0	38,000	1	1	1	2	3
			Subtotal, Orange					383,526						
Southern California	Riverside	215	Widen, I-15 to Scott Road	11/2010	62,321	62,321	55,100	38,570	23,751	3	4	4.5	8.5	11.5
Southern California	Riverside	91	HOV lanes, Adams St to 60/91/215 interchange	6/2011	232,777	157,198	191,744	157,198	0	2.5	4	3.5	7.5	10
Southern California	Riverside	91	Route 71/91 interchange and connectors	7/2012	99,014	99,014	87,129	0	99,014	1	3.5	4.1	7.6	8.6
Southern California	Riverside	215	Mixed flow lane, Scott Rd. to Nuevo Rd	10/2011	172,730	172,730	149,895	0	172,730	2	2	4.1	6.1	8.1
Southern California	Riverside	215	HOV lanes, Nuevo Rd. to Box Springs Rd.	6/2011	181,700	181,700	144,700	0	181,700	2	3	3.1	6.1	8.1
Southern California	Riverside	15	Widening, Bundy Canyon Rd to Rte 215	3/2011	109,801	109,801	97,325	0	109,801	1.5	2	2.5	4.5	6
Southern California	Riverside	15	French Valley Pkwy, new interchange	2/2010	140,846	31,545	97,591	0	31,545	3	0	0	0	3
			Subtotal, Riverside					195,768						

CMIA ADOPTED PROGRAM OF PROJECTSTION

Corridor Mobility Improvement Account - South project nominations. (\$1,000's)													Approp + Value	Deliv +Approp + Value
CMIA region	County	Route	Project Title	Contract award date	Total Cost	CMIA Requested	Const	Staff Recommendation	Unfunded Request	Delivery	Approp	Value		
Southern California	San Bernardino	215	HOV & mixed lanes, Rt 10-Rt 210, segments 1 & 2	8/2008	430,341	49,120	337,218	49,120	0	5	4	3	7	12
Southern California	San Bernardino	10	Widen Ramps, Aux. lanes: Cherry, Citrus & Cedar	6/2009	30,325	30,325	27,476	19,233	11,092	4	3	5	8	12
Southern California	San Bernardino	10	WB mixed flow lane, Live Oak Cyn to Ford St	2/2010	43,186	38,186	37,857	26,500	11,686	3.5	4	3	7	10.5
Southern California	San Bernardino	215	HOV & mixed lanes, Rt 10-Rt 210, segment 5	11/2010	64,875	59,000	59,000	59,000	0	3	4	3	7	10
Southern California	San Bernardino	215	Route 210/215 connectors	3/2009	96,204	22,000	79,967	22,000	0	4	3	2	5	9
Southern California	San Bernardino	10	Bridge widenings (HOV phase 1)	3/2011	149,288	107,931	126,900	0	107,931	4	2.5	2.5	5	9
Southern California	San Bernardino	15	Widening, Victorville to Barstow	9/2010	136,481	46,432	108,926	0	46,432	3	2	1	3	6
Southern California	San Bernardino	58	Hinkley 4-lane expressway	5/2012	149,828	130,400	130,400	0	130,400	1	4	0.5	4.5	5.5
Southern California	San Bernardino	15	2 new interchanges, Victorville	6/2011	134,096	44,352	86,795	0	44,352	2	1	1	2	4
			Subtotal, San Bernardino					175,853						
Eastern Sierra	Inyo	395	Olancha and Cartago Expressway	9/2012	107,600	59,000	82,008	0	59,000	1	4	0.5	4.5	5.5
			Subtotal, Eastern Sierra					0						
Central Coast	San Luis Obispo	101	Operational improvements phase 1b	1/2008	12,631	5,432	10,097	0	5,432	5	1	5	6	11
Central Coast	Santa Barbara	101	Widening & ITS: Milpas to Cabrillo Hot Springs	1/2008	83,482	28,613	62,695	0	28,613	5	2	3	5	10
Central Coast	San Luis Obispo	46	4-lane expway, Geneseo to Almond (Whitley 1)	7/2010	105,000	67,742	87,000	67,742	0	3	4	2	6	9
Central Coast	Santa Barbara/Ventura	101	HOV lanes, Mussel Shoals to Casitas Pass Rd	2/2011	151,470	151,470	131,600	131,600	19,870	2	4	2	6	8
Central Coast	San Luis Obispo	46	Corridor improvements (Whitley 2)	7/2010	110,000	94,000	94,000	0	94,000	3	4	1	5	8
Central Coast	San Luis Obispo	101	Santa Maria River Bridge widening	3/2010	64,590	58,540	58,040	0	58,540	3.5	3	1.5	4.5	8
Central Coast	Santa Barbara	101	HOV lanes, Casitas Pass Rd to Milpas St	7/2017	624,300	12,600	591,000	0	12,600	0	0	0	0	0
			Subtotal, Central Coast (South)					199,342						
San Joaquin Valley	Tulare	198	4 lane expressway, Rt 43 to Rt 99 (South)	8/2009	39,797	28,640	33,615	22,912	5,728	4	3	3.5	6.5	10.5
San Joaquin Valley	Kern	46	Kecks Rd 4-lane (Kecks Rd to Rte 33)	7/2010	94,195	49,900	83,420	45,000	4,900	3	3	1.6	4.6	7.6
San Joaquin Valley	Kern	14	Freeman Gulch 4 lane (Redrock Inyokern to Rt 178)	12/2011	133,084	129,278	109,005	0	129,278	2	4	1	5	7
San Joaquin Valley	Kern	58	Widen fwy to 6 lanes, Rt 99 to Cottonwood Rd	8/2012	62,300	62,300	55,800	0	62,300	0.5	2	3	5	5.5
San Joaquin Valley	Kern	58	Rosedale Hwy, widen to 6 lanes, Allen Rd to Rt 99	3/2011	41,742	20,871	32,656	0	20,871	2	2	1	3	5
San Joaquin Valley	Tulare	99	Tagus-Goshen 6-lane (Ave 264 to Goshen)	12/2011	110,200	96,800	95,300	0	96,800	2	2	1	3	5
San Joaquin Valley	Kern	178	Widen to 4 lanes, Rte 184 to Miramonte Drive	12/2011	10,508	8,166	7,016	0	8,166	1	1	1	2	3
			Subtotal, San Joaquin (South)					67,912						
			Total Recommended Projects, South					2,644,401						
			Reserve for bond administration					54,000						
			Reserve for traffic management system projects					0						
			Total Recommended, South					2,698,401						
			Total Bond Capacity, South					2,700,000						
			Under (Over) Capacity					1,599						

CMIA ADOPTED PROGRAM OF PROJECTS

Corridor Mobility Improvement Account - North project nominations. (\$1,000's)													Approp + Value	Deliv + Approp + Value
CMIA region	County	Route	Project Title	Contract award date	Total Cost	CMIA Requested	Const	Staff Recommendation	Unfunded Request	Delivery	Approp	Value		
Central Coast	Monterey	1	2-lane expressway, Salinas Rd interchange	7/2009	48,533	37,061	37,061	37,061	0	4	3.1	5	8.1	12.1
Central Coast	Santa Cruz	1	Auxiliary lanes, Morrissey to Soquel Ave.	6/2010	21,664	16,190	18,140	16,190	0	3	3	4	7	10
Central Coast	Santa Cruz	1	Auxiliary lanes, 41st Ave to Soquel Ave.	9/2010	17,973	17,973	13,592	0	17,973	3	3	3	6	9
Central Coast	Santa Cruz	1	Auxiliary lanes, Park Ave to Bay/Porter	9/2010	21,389	21,389	16,595	0	21,389	3	3	3	6	9
Central Coast	Monterey	101	Freeway conversion, San Juan Rd interchange	12/2011	77,100	50,800	50,800	0	50,800	2	4	2	6	8
Central Coast	San Benito	156	4 lane expressway, Alameda to Union-Mitchell	10/2010	66,356	37,987	43,923	0	37,987	3	4	1	5	8
Central Coast	Monterey	156	Rte 156 Corridor west phase 1	5/2012	179,400	166,700	91,000	0	166,700	1	4	1	5	6
Subtotal, Central Coast (North)								53,251						
San Joaquin Valley	Kings	198	4 lane expressway, Rt 43 to Rt 99 (North)	8/2009	84,570	60,860	71,432	48,688	12,172	4	3	3.5	6.5	10.5
San Joaquin Valley	San Joaquin	5	HOV lanes, North Stockton	11/2010	333,000	225,000	300,810	0	225,000	3	4	3	7	10
San Joaquin Valley	Stanislaus	219	Widen to 4-lanes, Rte 99 to Marrow Rd	9/2007	49,800	14,760	15,000	14,760	0	5	2.5	1.5	4	9
San Joaquin Valley	Tuolumne	108	East Sonora Bypass, Stage 2	1/2010	51,928	17,233	30,500	17,233	0	3	4.5	1	5.5	8.5
San Joaquin Valley	Stanislaus	219	Widen to 4-lanes, Marrow Rd to Rte 108	12/2009	50,500	18,813	29,500	18,813	0	3.5	2.5	1.5	4	7.5
San Joaquin Valley	Calaveras	4	Angels Camp Bypass	6/2007	60,201	4,438	35,598	4,438	0	5	2.5	0	2.5	7.5
San Joaquin Valley	Fresno	180	Braided ramps between Rte 41 & Rte 168	10/2012	45,000	30,000	39,000	0	30,000	0.5	3	3.5	6.5	7
San Joaquin Valley	Fresno	180	Expressway, Academy to Trimmer Springs	7/2010	64,503	45,200	45,200	0	45,200	3	3.5	0.5	4	7
San Joaquin Valley	Madera	41	Widening, Ave 11 to Ave 12, & Ave 12 I/C	12/2012	67,300	44,800	54,300	0	44,800	0.5	2	3.5	5.5	6
San Joaquin Valley	San Joaquin	205	Auxiliary lanes, 4 locations in Tracy	5/2010	51,560	25,000	45,517	25,000	0	2	1	3	4	6
San Joaquin Valley	Fresno	180	Expressway, Trimmer Springs-Frankwood (seg 3)	9/2011	75,957	46,500	46,500	0	46,500	2	3.5	0	3.5	5.5
San Joaquin Valley	Amador		Sutter Hill Regional Transit Center	8/2007	3,205	1,450	3,205	0	1,450	5	0	0	0	5
San Joaquin Valley	San Joaquin	99	South Stockton widening & ops improvement	7/2011	244,000	50,000	163,000	0	50,000	2	1	1	2	4
San Joaquin Valley	Kings	198	19th Ave. interchange, freeway conversion	3/2013	31,019	27,770	24,770	0	27,770	0	2.5	1	3.5	3.5
San Joaquin Valley	Fresno	41	Divisadero to Shields 8 lane	9/2013	95,000	95,000	82,600	0	95,000	0	2	1	3	3
Subtotal, San Joaquin Valley (North)								128,932						
S.F. Bay Area	Alameda/Contra Costa	80	Integrated fwy/local rd mgmt, Carquinez-Bay Bridge	7/2009	87,700	63,400	76,100	55,300	8,100	4	5	5	10	14
S.F. Bay Area	Santa Clara	880	SB HOV Extension, SR 237 to US 101	12/2010	142,700	127,700	71,600	71,600	56,100	3	4	5	9	12
S.F. Bay Area	Sonoma	101	HOV lanes, Wilfred Av-Santa Rosa Av	12/2008	85,440	44,800	69,100	44,800	0	4.5	4	3.5	7.5	12
S.F. Bay Area	Santa Clara	101	Widening, Yerba Buena to I-280/I-680	3/2010	104,220	30,000	90,400	30,000	0	3.5	4	4	8	11.5
S.F. Bay Area	Alameda	580	EB HOV Lane, Hacienda to Greenville	2/2008	153,700	95,700	139,700	72,200	23,500	5	4	2.5	6.5	11.5
S.F. Bay Area	Contra Costa/Alameda	24	Caldecott Tunnel - 4th Bore	6/2009	420,000	175,000	375,900	175,000	0	4	4.1	3	7.1	11.1
S.F. Bay Area	Sonoma	101	HOV lanes, Railroad Av-Rohnert Park Expwy	4/2009	110,250	42,848	86,300	42,848	0	4	4	3	7	11
S.F. Bay Area	Solano	80	HOV lanes, Fairfield (Rt 80/680/12 to Putah Creek)	6/2008	80,000	56,210	71,000	56,210	0	5	4	2	6	11
S.F. Bay Area	Sonoma	101	HOV lanes, Steele-Windsor River (North Ph A)	9/2008	121,360	68,360	103,200	68,360	0	5	3.1	2.5	5.6	10.6
S.F. Bay Area	San Mateo	101	Aux lanes, Embarcadero-Marsh Rd	4/2011	169,018	102,168	91,539	60,000	42,168	2.5	3	4.5	7.5	10
S.F. Bay Area	Napa/Solano	12	Jameson Canyon widening, phase 1	9/2010	139,500	102,100	105,700	73,990	28,110	3	3.5	3.5	7	10
S.F. Bay Area	Marin	101	Marin-Sonoma Narrows Seg. A (Novato)	12/2010	30,000	30,000	23,800	82,400	(52,400)	3	4	3	7	10
S.F. Bay Area	Marin	101	WB 580 to NB 101 aux lane	3/2009	20,000	20,000	15,300	20,000	0	3	2	5	7	10
S.F. Bay Area	Contra Costa	4	Widening, Somersville to Rte 160	11/2009	335,000	85,000	188,000	85,000	0	4	3	2.5	5.5	9.5
S.F. Bay Area	Marin/Sonoma	101	Marin-Sonoma Narrows Seg. B (Novato-Petaluma)	12/2011	349,000	180,000	255,200	0	180,000	1.5	4.1	3.5	7.6	9.1
S.F. Bay Area	Alameda	880	SB HOV lane, Marina-Hegenberger	10/2011	108,000	108,000	94,600	94,600	13,400	2	4	3	7	9
S.F. Bay Area	Alameda	580	WB HOV Lane, Isabel (Rt 84) interchange	7/2008	153,000	68,000	102,800	68,000	0	5	1.5	2.5	4	9
S.F. Bay Area	Alameda	580	WB HOV Lane: Greenville to Foothill	8/2011	126,300	101,700	112,300	101,700	0	2	4	2.5	6.5	8.5
S.F. Bay Area	Contra Costa	680	Extend NB HOV, North Main St. to SR 242	9/2011	21,000	10,500	16,800	0	10,500	2	3	3	6	8
S.F. Bay Area	Santa Clara	101	Aux lanes, Rte 85-Embarcadero	6/2011	102,258	92,258	84,930	84,930	7,328	2	3	2	5	7
S.F. Bay Area	Sonoma	101	HOV lanes, Airport & Op Imps (North Ph B)	11/2009	50,500	32,500	42,000	0	32,500	4	2	0.5	2.5	6.5
S.F. Bay Area	Santa Clara	101	Widen to 6 lanes, Rte 25 to Monterey Rd	7/2012	128,000	108,000	103,600	0	108,000	1	4	1	5	6
S.F. Bay Area	Solano	80	Route 80/680/12 interchange reconstruction	12/2011	243,412	93,790	167,467	0	93,790	2	2	2	4	6
S.F. Bay Area	Santa Clara	880	Rte 280 interchange, Stevens Crk, Winchester	7/2010	70,000	50,000	57,000	0	50,000	3	2	1	3	6
S.F. Bay Area	San Francisco	101	Doyle Drive replacement	8/2010	810,000	175,000	718,808	0	175,000	3	0	0	0	3
Subtotal, San Francisco Bay Area (MTC)								1,286,938						

CMIA ADOPTED PROGRAM OF PROJECTS

Corridor Mobility Improvement Account - North project nominations. (\$1,000's)													Approp + Value	Deliv + Approp + Value
CMIA region	County	Route	Project Title	Contract award date	Total Cost	CMIA Requested	Const	Staff Recommendation	Unfunded Request	Delivery	Approp	Value		
Sacramento Valley	El Dorado	50	HOV lanes, ED Co Ln to Bass Lake IC	7/2008	42,360	20,000	39,160	20,000	0	4.5	5	4	9	13.5
Sacramento Valley	Placer	65	Lincoln Bypass	12/2008	324,000	78,592	232,000	73,715	4,877	5	4	3.5	7.5	12.5
Sacramento Valley	Placer	80	HOV & Aux lanes, Sac. Co to Eureka Rd (Phase 2)	5/2008	80,232	15,000	72,432	15,000	0	5	4	3.1	7.1	12.1
Sacramento Valley	Sacramento	50	HOV lanes, Watt Ave to Sunrise Blvd, Phase I	9/2009	165,000	80,000	147,125	80,000	0	4	4	4	8	12
Sacramento Valley	Sacramento	80	HOV lanes, Sacramento River to Longview Dr	9/2009	200,000	100,000	179,000	0	100,000	4	4	4	8	12
Sacramento Valley	Placer	80	WB HOV & Aux lanes, Eureka to Rt 65 (Phase 3A)	5/2009	34,000	34,000	31,300	31,300	2,700	4.5	4.1	3.1	7.2	11.7
Sacramento Valley	Nevada	49	La Barr Meadows widening	6/2009	40,500	22,168	24,500	18,568	3,600	4	2.1	3	5.1	9.1
Sacramento Valley	Sacramento	50	EB Auxiliary lanes, Sunrise to Folsom Blvd	10/2010	20,000	20,000	16,500	0	20,000	2	3	4	7	9
Sacramento Valley	Sacramento	50	WB Auxiliary lanes, Sunrise to Folsom Blvd	10/2010	20,000	20,000	16,500	0	20,000	2	3	3	6	8
Sacramento Valley	Yolo	5	I-5 to Rte 113 direct connector (Phase 2)	1/2009	60,578	41,700	48,400	0	41,700	4	3	1	4	8
Sacramento Valley	Sacramento		Hazel Ave widening, US 50 to Madison	2/2009	90,123	20,000	50,371	0	20,000	4	1	2	3	7
Sacramento Valley	Sacramento	99	Central Galt interchange	9/2009	49,000	8,250	38,100	0	8,250	4	1	1	2	6
Sacramento Valley	Butte	32	Rte 32 widening, Rte. 99 to Yosemite Dr.	7/2008	16,320	10,000	12,820	0	10,000	5	1	0	1	6
Sacramento Valley	Sacramento		White Rock Rd 4 lane, Sunrise BI-Prairie City Rd	5/2011	26,600	22,000	19,100	22,000	0	1	0.5	4	4.5	5.5
Sacramento Valley	Sacramento	5	Aux. lanes, Consumnes River to Pocket Rd		32,300	32,000	32,300	0	32,000	1	3	1	4	5
Sacramento Valley	Sacramento		Consumnes River Blvd extension	2/2009	58,622	20,000	49,449	0	20,000	4	0	1	1	5
Sacramento Valley	Sacramento	5	Richards Blvd interchange ramp widening	9/2011	6,150	5,500	5,300	0	5,500	1	0	1	1	2
Sacramento Valley	Sacramento		Sac area transportation info exchange (STARNET)	3/2009	4,000	3,700	4,000	0	3,700	1	0	1	1	2
Sacramento Valley	El Dorado (Tahoe)	50	Improvements, Trout Creek to Ski Run Blvd		21,883	3,800	0	0	3,800	0	0	0	0	0
Sacramento Valley	Placer (Tahoe)	28	Kings Beach commercial core		10,680	2,700	0	0	2,700	0	0	0	0	0
Sacramento Valley	Sacramento	80	Yolo bypass bicycle bridge		25,300	25,000	25,300	0	25,000	0	0	0	0	0
			Subtotal, Sacramento Valley					260,583						
North State	Mendocino	101	Willits Bypass	1/2010	356,360	177,439	296,640	0	177,439	3.5	4.5	2.5	7	10.5
North State	Shasta	5	Cottonwood Hills Truck Climbing Lanes	5/2011	27,443	27,443	22,902	22,902	4,541	2	3.5	4	7.5	9.5
North State	Shasta	5	I-5/SR 44 fwy to fwy direct connector	11/2011	60,954	49,165	41,090	0	49,165	2	2	3.5	5.5	7.5
North State	Shasta	44	Dana to Downtown, widen to 6 lanes	5/2008	75,182	22,910	68,717	0	22,910	5	2.5	0	2.5	7.5
North State	Shasta/Trinity	299	Buckhorn Grade realignment	7/2011	249,000	239,466	230,821	0	239,466	2	4	1	5	7
North State	Shasta	44	Extend 4 lane freeway to Palo Cedro (Stillwater)	11/2010	69,786	65,706	52,930	0	65,706	3	4	0	4	7
North State	Lake	29	Expressway, Diener Dr. to Rte. 175	10/2011	179,088	134,477	148,552	0	134,477	2	4	0	4	6
North State	Shasta	5	South Redding 6 lane (Bechelli-Churn Creek)	11/2011	41,000	41,000	35,301	0	41,000	2	2.5	1	3.5	5.5
North State	Tehama	5	South Avenue interchange improvement	5/2009	31,697	27,956	27,700	0	27,956	4	1	0	1	5
North State	Shasta	5	North Anderson 6 lane (Bonnyview to Riverside)	7/2011	62,718	62,718	53,216	0	62,718	1	2	0	2	3
			Subtotal, North State					22,902						
			Total Recommended Projects, North					1,752,606						
			Reserve for bond administration					36,000						
			Reserve for traffic management system projects					0						
			Total Recommended, North					1,788,606						
			Total Bond Capacity, North					1,800,000						
			Under (Over) Capacity					11,394						

1.
Mar. 02, 2007
SANDAG
TRANSPORTATION COMMITTEE
AGENDA ITEM #2 (Public Comment...)

Good morning Chair Madaffer, Vice-Chair Dale. board members, staff, and other fellow citizens. Chuck Lungerhausen of 5308 Monroe Ave.#124 which is in the SDSU neighborhood of San Diego. 92115 Phone 619-546-5610.

Am here once again to ask for your kind sponsorship donations for the 2007 MS Walk that will take place near the end of next month. Your check's should be payable to the National MS Society. If giving cash, please a card with your address so a thank-you message can be sent. To this moment have collected \$460.

Now on the Transportation front would like to thank San Diego city Mayor Sanders and San Diego city Councilman Madaffer for lobbying to get at least 10 percent of recently voter approved state bond funds for transportation infrastructure improvements in our San Diego county region doled out last week. And want to thank someone starting the ball rolling for more low floor Trolley cars for our entire system.

Thanks for listening and the oppertunity to speak.

California Legislature



JOEL ANDERSON
Assembly District 77

January 29, 2007

SANDAG Member
401 B. Street, Suite 800
San Diego, CA 92101

Dear SANDAG Board Member,

Before I took office in December, I was given a fascinating tour of the Transportation Management Center (TMC) facilities in CalTrans' District 11 by Directors Everett Townsend and Pedro Orso-Delgado. Thanks to the education they gave me, I became a fast admirer of the TMC that houses the "guardian angels" that watch over us on the freeways and direct help where it is needed. In fact, the notion of making the best use of existing roads by monitoring what goes on and delivering an immediate response made sense to me. I think it's important that we provide these valuable, comprehensive services on a 24 hours-a-day, 7 days-a-week basis to Californians up and down the state. I see it as a matter of fairness. Why should some motorists benefit from "real-time" management of freeway traffic, but not others? Wouldn't efficient and continuous coordination of transportation and emergency response resources improve the state's ability to serve its residents?

To begin that effort, on December 4, 2006, I introduced Assembly Bill 4 to increase the hours of operation and coverage of the transportation management center at the State Transportation District 11 office in San Diego. The need is greater than our local region, however, and more needs to be done.

I need your help to shape this plan for daily, around-the-clock TMC service into the best solution possible, and am looking for more information and advice.

Will you help me pass AB 4 and increase the hours of operation for San Diego's transportation management center?

If you will, please fill out the attached endorsement sheet and rush it back to my office.

This is an opportunity for innovation and service using a proven solution for traffic management, and I appreciate your consideration and input as we work to continue to lead the nation in TMC applications.

Thank you for all your help, and please let me know if there is anything I can do for you.

Best regards,

Joel Anderson
Assemblyman

JA:ccm

TRANSPORTATION COMMITTEE

March 2, 2007

AGENDA ITEM NO.: **5**

Action Requested: RECOMMEND

2006 STATE TRANSPORTATION IMPROVEMENT PROGRAM AUGMENTATION File Number 1109100

Introduction

The infrastructure bonds (Proposition 1B) approved by the voters in November 2006 added \$2 billion to the State Transportation Improvement Program (STIP) account. Staff presented draft recommendations to the Transportation Committee at its February 16, 2007, meeting. Final recommendations were pending

action by the California Transportation Commission (CTC) on the Corridor Mobility Infrastructure Account (CMIA) at the end of February. This report presents programming recommendations for *TransNet* Early Action Program (EAP) projects that incorporate the adoption of the CMIA program by the CTC. Proposed 2006 STIP Augmentation recommendations include funding for—including State Route (SR) 52 Extension to SR 67, Interstate 15 (I-15) Managed Lanes and Bus Rapid Transit System, and the Blue Line, among others. In addition, staff will be prepared to provide an update on the CTC action (scheduled for February 28, 2007) regarding the final CMIA project list.

Recommendation

The Transportation Committee is asked to recommend that the Board of Directors approve programming \$163.7 million in 2006 STIP Augmentation funding for the high-priority projects listed in Table 2.

Discussion

Draft 2006 STIP Augmentation Funding Proposal

According to the CTC, approximately \$163.7 million in new STIP funds are available to program in this 2006 STIP Augmentation cycle. Of this amount, approximately \$43.7 million are funds that would be advanced from FY 2011-FY 2012. Also included is a target of approximately \$35 million in Public Transportation Account (PTA) funds. PTA funds are restricted to transit and rail projects and cannot be used on highway projects. Likewise, the highway funds cannot be used on transit and rail projects. The breakdown is shown in Table 1 below.

**Table 1
2006 STIP Augmentation – San Diego Region Available Funding**

Highway Target (through FY 2010-2011)	Public Transportation Account Target (through FY 2010-2011)	Potential Advanced Funds (from FY 2011-2012)
\$85,079,000	\$35,002,000	\$43,654,000

The projects recommended for programming in Table 2 comply with previous Board policies regarding the programming of new STIP funds. These policies place the greatest emphasis in completing projects already under way, focusing on *TransNet* projects, and programming the funding on projects that are ready or nearly ready to go to construction or implementation. The

draft recommendations comply with Board policy by identifying projects that are ready to begin construction mainly in FY 2008 with a few in FY 2009. The specific policies are outlined below:

1. Complete projects currently programmed in the STIP.
2. Place particular emphasis on programming and completing *TransNet* EAP.
3. Program projects at the earliest possible time they can be constructed or implemented.
4. Maintain existing STIP funding levels as a minimum on existing programmed projects.
5. Reflect the efforts by the region and Caltrans to complete some of these projects outside the STIP through other funding sources.

Also consistent with Board policy regarding the *TransNet* Plan of Finance, 85 percent of the funds would be programmed on *TransNet* EAP projects, with the remaining 15 percent available for other projects. Of these *TransNet* EAP projects, SR 52 Extension (Item 1 in Table 2) is ready to begin construction within one year and the I-15 Managed Lanes South project (Item 2) shortly after that. The programming for the I-15 Bus Rapid Transit stations (Item 5) will replace \$12.09 million in *TransNet* funds currently programmed on this project and help reduce the amount that needs to be borrowed for *TransNet* EAP implementation. The programming of the *TransNet* EAP Blue Line Trolley improvements will allow the early development of preliminary engineering for both vehicles and station improvements (Items 6 and 7).

**Table 2
2006 STIP Augmentation Potential Projects**

Project	Amount (\$millions)
2006 STIP Augmentation: 85 percent for <i>TransNet</i> EAP (approximately \$139.2 million)	
<i>TransNet</i> EAP Highway Project Options:	\$122.185
1. SR 52 Extension from SR 125 to SR 67, additional \$23.454 million required to fully fund the Board-approved budget of \$470.644 million: FY 2008	(\$23.454)
2. I-15 Managed Lanes (South), additional \$ 200 <u>50</u> million required to fund construction, CMIA candidate : FY 2009	(\$50.000)
3. SR 52 Managed Lanes Widening, \$150 million required to fund construction: FY 2010	(\$48.731)
4. Remaining unprogrammed STIP funds for <i>TransNet</i> EAP Highway projects	\$98.7310.000
<i>TransNet</i> EAP Transit Project Options:	
	\$16.990
5. I-15 Bus Rapid Transit stations, \$30.1 million needed for construction. Replace \$12.09 million currently programmed with <i>TransNet</i> : FY 2008	(\$12.090)
6. Blue Line Light Rail Vehicle (Low Floor) Procurement, \$500,000 for vehicle specifications in FY 2008 and \$51.5 million required to acquire 26 vehicles beginning in FY 2010	(\$0.500)

7.	Blue Line Station Improvement and Expansion Projects, \$4.4 million for design and implementation of preliminary improvements in support of low floor vehicle operations: FY 2008	(\$4.400)
8.	Remaining unprogrammed STIP funds for <i>TransNet</i> EAP Transit projects	\$0.000

2006 STIP Augmentation: 15 percent for non-<i>TransNet</i> EAP (approximately \$24.6 million)		
Non-<i>TransNet</i> EAP Project Options:		\$24.560
9.	Fare Technology "Smart Card" System – Under Construction	(\$2.800)
10.	Centralized Train Control System – Full implementation: FY 2008	(\$8.231)
11.	Regional Transportation Management System – Implementation: FY 2008	(\$4.500)
12.	Escondido Bus Rapid Transit – Implementation of Phases 1 and 2: FY 2008	(\$2.800)
13.	Sorrento Valley Station Platform Extension – Design and Construction: FY 2008	(\$1.230)
14.	Escondido East Operations Bus Maintenance Facility Expansion – Construction of Final Phase: FY 2008	(\$2.232)
15.	San Luis Rey Transit Center – Finish Funding Design and Right of Way: FY 2008	(\$0.500)
16.	1 percent SANDAG noise wall program set-aside	(\$1.637)
17.	FY 2011-2012 SANDAG Planning and Program Monitoring: FY 2012.	(\$0.630)
18.	Remaining unprogrammed STIP for non-<i>TransNet</i> EAP projects	\$0.000

Of the \$139.2 million that comprises the 85 percent set-aside for *TransNet* EAP, approximately \$122.2 million are available for highway projects. Staff recommends that approximately \$23.5 million be programmed on the SR 52 Extension project to fully fund the Board-authorized budget of approximately \$471 million. Construction of the SR 52 Extension is ready to begin in early FY 2008. When staff presented its recommendations for STIP funding at the February 16, 2007 Transportation Committee meeting, funding recommendations for the I-15 Managed Lanes (South) and the SR 52 Managed Lanes Widening projects were pending at the February 16, 2007 Transportation Committee meeting the outcome of the CTC's adoption of the Proposition 1B Corridor Mobility Improvement Account (CMIA) project list. Given that the CTC recommended programming \$350 million out of the \$400 million requested from the CMIA for the I-15 Managed Lanes (South) project, staff recommends that \$50 million in STIP Augmentation funds be programmed to fully fund the I-15 Managed Lanes project. Lastly, staff recommends that the remaining \$48.7 million be programmed for the SR 52 Managed Lanes Widening between I-15 and SR 125. While the region can use *TransNet* to fully fund this project, other funds will continue to be pursued.

Regarding the 85 percent set-aside for *TransNet* EAP, as discussed at the February 16, 2007, Transportation Committee meeting, Table 2 reflects a specific amount (\$23.5 million) for the SR 52 Extension project leaving the allocation of the remaining \$98.7 million to be determined subject to the outcome of the pending February 28 CTC action on the Proposition 1B Corridor Mobility Improvement Account (CMIA).

On February 16, 2007, after the Transportation Committee meeting, CTC staff released the draft CMIA recommendations which included \$200 million for the I-15 Managed Lanes (South) project. SANDAG's request was \$400 million. However, this could change with the final CTC approval of the project list. Only approximately \$2.8 billion out of the total \$4.5 billion identified by Proposition 1B for the CMIA were proposed by CTC staff for initial programming. This did not sit well with representatives from throughout the state including SANDAG, other regions, several commissioners, legislative members, and Governor Schwarzenegger all of whom expressed, during a hearing on February 20, 2007, that an amount much closer to the \$4.5 billion be programmed. The increase in the amount considered for CMIA programming may have an impact on the amount proposed for the I-15 Managed Lanes (South) project. Therefore, pending additional discussion with the CTC and the adoption of the CMIA program by the CTC on February 28, 2007, we propose that the amount recommended for funding out of the STIP augmentation remain "to be determined." The amount approved by the CTC for the I-15 project will determine the STIP augmentation programming for the I-15 Managed Lanes (South) and SR 52 Managed Lanes Widening projects. A blue sheet amendment reflecting the CTC's programming of CMIA funds on the I-15 Managed Lanes (South) project (CTC action scheduled for February 28) and potential changes to this STIP Augmentation recommendation will be made available to the Transportation Committee at its March 2, 2007, meeting.

Staff recommendations for the remaining 15 percent in STIP funds include funding for most of the projects submitted by the North County Transit District (NCTD) and the Metropolitan Transit System (MTS). Of those projects submitted by the transit agencies and recommended for funding, per SB 1703, SANDAG would be the implementing agency with the exception of the Blue Line Light Rail Vehicle Acquisition project (Item 6) and the San Luis Rey Transit Center project (Item 15). A listing of all projects submitted by MTS and NCTD are included in Attachments 1 and 2, respectively. In addition to the projects submitted by the transit agencies, Attachment 3 describes projects submitted by SANDAG.

It should be noted that upon approval by the Board of Directors to fund the projects included in this report, staff will evaluate potential funding exchanges with other programmed projects. The desired outcome of these exchanges would be to minimize the process required to obtain and administer these funds, to maximize the flexibility afforded by different sources of funds and to maintain the funding levels approved by the Board on these projects. Providing the flexibility to exchange fund sources would also help to better align the regional recommendations for STIP funding with the CTC focus areas for Proposition 1B bond funding. These exchanges would be proposed to the Transportation Committee via an amendment to the 2006 Regional Transportation Improvement Program (RTIP) in late spring.

State Local Partnership Program

At the January 19, 2007, Transportation Committee meeting, staff had discussed how the State Local Partnership Program (SLPP) would be going through a project selection process concurrent with the STIP process to program these new funds. At the time, staff reported that the SLPP guidelines were in draft form, but that the CTC was still working to adopt programming of the first year of the SLPP program by June 2007. Since that time, CTC staff has indicated that they will need additional direction from the Legislature to finalize the guidelines and move into the project selection and programming process. Pending additional information from the CTC, staff will keep this committee informed of future developments regarding the SLPP program.

Next Steps

Staff will bring the recommendation from the Transportation Committee to the Board of Directors for final review and approval at its March 23, 2007, meeting. STIP project submittals and associated documentation need to be delivered to the CTC by April 2, 2007.

RENÉE WASMUND
Director of Finance

Attachments: 1. Metropolitan Transit System Submitted Projects
2. North County Transit District Submitted Projects
3. SANDAG Submitted Projects

Key Staff Contact: José A. Nuncio, (619) 699-1908, jnu@sandag.org



**2006
State Transportation
Improvement Program**

***STIP Augmentation
Recommendations***

March 2, 2007

Background

- 2004 STIP cycle – No new money
- 2006 STIP cycle – No new money
- Prop 1B approved by the voters – includes \$2 billion to augment the STIP
- 2006 STIP Augmentation – New Money!



Funding Available

Element	Amount (\$M)
Highway Target	\$85.1
Transit Target	\$35.0
Advance from FY 2011/12	<u>\$43.6</u>
Total	\$163.7

3



SANDAG STIP Programming Policies - Summary

- Finish what has been started
- Focus on *TransNet* Early Action Program
- Focus on projects that are ready to go

4



Options for *TransNet* EAP Highway Projects

	Amount (\$M)
Total 85% EAP Available:	\$139.2
Total Proposed Highway EAP	\$122.2
– SR 52 Extension	\$23.5
– I-15 Managed Lanes (South)	\$50.0
– SR 52 Managed Lanes Widening	\$48.7
– Remaining	\$0.0



5

Options for *TransNet* EAP Transit Projects

	Amount (\$M)
Total Available:	\$17.0
– I-15 BRT Stations	\$12.1
– Blue Line LRV	\$0.5
– Blue Line Station Improvements	<u>\$4.4</u>
– Remaining	\$0.0



6

Options for non-*TransNet* EAP Projects

	Amount (\$M)
Total Available:	\$24.6
– Smart Card Project	\$2.8
– Centralized Train Control System	\$8.2
– Regional Transp. Mgmt. System	\$4.5
– Escondido Bus Rapid Transit	\$2.8
– Sorrento Valley Station Platform Ext.	\$1.2

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Options for non-*TransNet* EAP Projects (cont.)

	Amount (\$M)
Total Available:	\$24.6
– Escondido Bus Maintenance Facility	\$2.2
– San Luis Rey Transit Center	\$0.5
– SANDAG 1% Noise Barrier Retrofit	\$1.6
– SANDAG PPM (FY 2011/12)	<u>\$0.6</u>
– Remaining	\$0.0

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Next Steps

Board of Directors	Mar 23
CTC Deadline for Submittal	Apr 2
CTC Adoption of STIP	Jun 8

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2006 State Transportation Improvement Program

STIP Augmentation Recommendations

March 2, 2007